

1710 and 1712 Ellesmere Road – Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Applications – Decision Report – Approval

Date: April 14, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 24 - Scarborough-Guildwood

Planning Application Number: 23 165474 ESC 24 OZ and 23 165547 ESC 24 SB

SUMMARY

This Report recommends approval of the applications to amend the Official Plan and Zoning By-law 569-2013 to permit the redevelopment of the lands municipally known as 1710 and 1712 Ellesmere Road.

The proposal would result in 2,328 dwelling units within five tall buildings ranging in height from 29 to 55 storeys, as well as 2,595 square metres of non-residential gross floor area (representing approximately 1.5% of the total gross floor area). The proposed total gross floor area of 169,273 square metres equates to a density of approximately 8.98 times the lot area.

In addition, the proposal includes the delivery of a new public park, to be constructed in two phases, and facilitates the construction of a new east-west public street through the site. The street is proposed to extend approximately 75 metres beyond the eastern property line through the Toronto Transit Commission McCowan Yard lands at 1720 Ellesmere Road and is intended to form part of a future connection extending north to Progress Avenue.

The proposed development is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. It advances key city-building objectives, including the provision of a mix of housing units, non-residential uses, new parkland, and the implementation of a public street network that will enhance connectivity and strengthen the existing local transportation system.

This Report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. This Report also advises that the Executive Director, Development Review, acting under delegated authority, intends to approve the Draft

Plan of Subdivision necessary to advance the comprehensive redevelopment of the subject lands.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 1710 and 1712 Ellesmere Road substantially in accordance with the draft Official Plan Amendment included as Attachment 6 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 1710 and 1712 Ellesmere Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 to this Report.
3. City Council approve that, in accordance with Section 42 of the *Planning Act*:
 - a. the Owner shall convey to the City an on-site parkland dedication having a minimum size of 1,613 square metres comprised of:
 1. on-site parkland having a minimum area of 853.8 square metres, identified as “Park Block 4A” on the Draft Plan of Subdivision (Attachment 15) attached to this report (the “Draft Plan of Subdivision”); and
 2. on-site parkland generally having an area of 806.3 square metres, identified as “Park Block 4B” on the Draft Plan of Subdivision;
 - b. the required parkland dedications, being Park Block 4A and Park Block 4B, shall be provided in a manner that will facilitate the creation of one contiguous public park, substantially in accordance with the Draft Plan of Subdivision and draft Official Plan Amendment included as Attachment 6 to this Report;
 - c. prior to the issuance of the first above-grade building permit for any building within the development, the Owner shall:
 1. convey Park Block 4A to the City; and
 2. register, in priority, a Section 118 Restriction under the *Land Titles Act* on title to Park Block 4B, prohibiting any transfer, charge or encumbrance without prior written consent of the Executive Director, Development Review, to the satisfaction of the City Solicitor;
 - d. prior to the issuance of the first above-grade building permit for each subsequent building within the development, the Owner shall provide financial security, as required, to temporarily secure any outstanding parkland dedication requirements associated with that building; and

e. prior to the earlier of first residential occupancy or condominium registration for Tower D, being the building located in the western part of Block 2 on the Draft Plan of Subdivision, the Owner shall convey Park Block 4B to the City;

all to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

4. City Council direct that the financial securities required in Recommendation 3.d. above:

a. shall be in amounts appraised by the Executive Director, Corporate and Real Estate Management;

b. shall not be released until Park Block 4B is conveyed to the City in a manner satisfactory to the Executive Director, Development Review;

c. shall be provided in a form satisfactory to the City; and

d. shall be indexed upwardly from the date the financial security is provided until conveyance of Park Block 4B to the City, in accordance with the appropriate Statistics Canada index for the Toronto Census Metropolitan Area, to the satisfaction of the Executive Director, Development Review.

5. City Council approve the acceptance of on-site parkland dedications, subject to the Owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such encumbrance is deemed acceptable by the Executive Director, Development Review, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the Executive Director, Development Review, and the Executive Director, Corporate Real Estate Management.

6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

7. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

8. City Council request the Executive Director, Development Review, in consultation with the local Ward Councillor and other relevant staff, to work with the Owner to

explore the feasibility of an in-kind community benefit package pursuant to Section 37(6) of the *Planning Act*, that may include the provision of public art, and to report back to City Council for further instruction on any offer of in-kind community benefits made by the Owner.

9. In accordance with the delegated approval under Section 415-16 of the Toronto Municipal Code, as amended, City Council be advised that the Executive Director, Development Review intends to approve the Draft Plan of Subdivision as generally illustrated in Attachment 15 subject to:

- a. draft approval conditions which, except as otherwise noted, must be fulfilled prior final approval and the release of the Plan of Subdivision for registration; and
- b. any such revisions to the proposed subdivision plan or any such additional modified conditions as the Executive Director, Development Review may deem to be appropriate to address matters arising from the on-going technical review of this development.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

There are numerous decisions related to policy development exercises beginning with the adoption of the [Scarborough Centre Secondary Plan](#) (SCSP) in December of 2005. Council decisions advance a range of initiatives from a series of implementing precinct planning frameworks to transit and transportation master planning.

In 2018, a multi-phased study was launched to comprehensively update the 2005 SCSP and area planning framework. On February 4, 2026, City Council adopted the recommendations of the Scarborough Centre Secondary Plan - Final Report, with amendments, that would largely replace the 2005 Secondary Plan. The decision of City Council can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2026.PH27.3>. The adopted plan is not yet in force and in-effect.

THE SITE AND SURROUNDING LANDS

Description

The site is located east of Grangeway Avenue and north of Ellesmere Road. The site has an area of 1.88 hectares, with 207 metres of frontage on Grangeway Avenue and 75 metres on Ellesmere Road.

The site contains a vacant, Modernist-style two-storey brick clad building originally constructed in 1963 as the Harold R. Lawson Residence and School, two surface

parking lots and open space areas associated with the school. See Attachment 2 for the Location Map.

Site History

The Harold R. Lawson Residence and School was established to support children with intellectual disabilities and their families. This mission was carried out through a partnership between Community Living Toronto (CLTO) and the former Scarborough Board of Education (now the Toronto District School Board (TDSB)).

CLTO is a non-profit organization operating approximately 80 locations across the City of Toronto. This site being one of its largest, offering a comprehensive range of services, including respite care, employment services, supportive living, and community based programs. These services have enabled children and their families to live within the community rather than in institutions.

In 2009, the TDSB declared the property surplus and sold its remaining interests to CLTO. As the sole owner, CLTO, has since partnered with Tridel to advance a master planned, inclusive, and accessible community aligned with its vision of inclusion, diversity and choice.

Surrounding Uses

North: Green P Carpark 700 at 101 Grangeway Avenue and an elevated section of the TTC Line 3 RT rail corridor abut the north property line. At the northeast corner of the site is 675 Progress Avenue, a vacant lot with development approvals for a mixed use development on the northern portion of the site for four towers ranging from 22 to 49 storeys (Application numbers 13 175197 ESC 38 OZ and 13 175005 ESC 38 SB).

South: Ellesmere Road abuts the site to the immediate south, beyond which is an established low-rise residential neighbourhood.

East: The TTC Line 3 McCowan Yard abuts the site to the immediate east, which is subject to an active Site Plan Control Application for a two-storey administration building and associated surface parking (Application number 25 118974 ESC 24 SA). Further east is 1744 Ellesmere Road, with development approvals for a 15-storey apartment building (Application number 10 242510 ESC 38 SA).

West: Grangeway Avenue abuts the site to the immediate west. On the west side of Grangeway Avenue are three mixed-use developments ranging in height from eight-storeys to 26-storeys. Further west is a commercial retail plaza, including a grocery store, with associated surface parking.

THE APPLICATIONS

Description

The Official Plan Amendment application proposes to redesignate a portion of the lands from *Mixed Use Areas* to *Parks* on Land Use Maps 19 and 20, and to add a new public

street to Schedule 4. The amendment would also revise three maps within the in-effect SCSP to reflect the introduction of the new public street and associated active connection and green linkage.

The Zoning By-law Amendment application seeks to permit the development of five new towers, with heights ranging from 29 to 55 storeys (95.15 to 172.79 metres). At full build-out, the proposal will include 166,679 square metres of residential gross floor area and 2,595 square metres of non-residential gross floor area. The development also incorporates a new east-west public street through the site and a 1,660 square metre public park.

The proposed redevelopment includes a new replacement building for CLTO, set within an evolved built form and landscape framework. It will offer a diverse range of housing options tailored to meet the needs of individuals with developmental disabilities and their families. The proposed redevelopment also incorporates a market residential component, to be managed by Tridel, supporting the creation of a complete mixed-use community on an underutilized site in Scarborough Centre.

Draft Plan of Subdivision

The proposed development is organized by way of a Draft Plan of Subdivision that creates the necessary blocks to support the proposed development, including one new public street. Table 1 below provides a summary of the different blocks along with the proposed use and area, illustrated on the Draft Plan of Subdivision found in Attachment 15.

Table 1: Summary of Blocks

Proposed Use	Proposed Block	Area (hectares)
Mixed Use	Blocks 1, 2 and 3	1.4677
Park	Blocks 4A and 4B	0.166
Public Street	Street A	0.2086
Road Widening	Block 5	0.0424

Density

The proposal, as shown on the submitted plans, has a density of approximately 8.98 times the area of the lot.

Residential Component

The proposal includes 2,328 dwelling units. Of these, all 281 units in Block 3 will be rental units, with 30% of those (approximately 84 units) provided as affordable housing, and five supported living units owned and managed by CLTO. The unit breakdown for

the entire development is: 68 studio (3%), 1,431 one-bedroom (61.5%), 595 two-bedroom (25.5%), and 234 three-bedroom units (10%).

Non-Residential Component

The proposal includes 2,594.78 square metres of non-residential space, which includes retail, office and a private community centre on Block 3 (Phase 1) to serve the residents of the CLTO building.

Amenity

A total of 9,760 square metres (approximately 4.0 square metres per unit) of residential amenity space is proposed, comprised of 4,659 square metres (2.0 square metres per unit) of indoor amenity space and 5,100 square metres (2.19 square metres per unit) of outdoor amenity space.

Parkland and Open Space

The applicant is proposing an on-site parkland dedication totaling 1,660 square metres, to be dedicated in two phases (Phases 1 and 4 of the development).

The proposal includes an enhance landscape space between Blocks 2 and 3 (Towers C and D) with an approximate area of 500 square metres and minimum width of 8 metres connecting Ellesmere Road north to the public park. This space will be privately-owned publicly accessible space and will be secured in the amending Zoning By-law.

Access, Parking and Loading

Vehicular access to the site is proposed via a new 20-metre wide east-west public street extending east from Grangeway Avenue. The new street will be designed as a complete street, accommodating all modes of transportation. In addition, a 2.0 metre road widening along the eastern edge of Grangeway Avenue will be conveyed to the City.

The proposal includes a total of 1,306 vehicular parking spaces, comprising 1,153 resident spaces, 118 visitor spaces, and 35 spaces for non-residential uses. Parking will be provided in a combination of above-grade and below-grade structures across the development blocks.

The proposal includes 1,789 bicycle parking spaces consisting of 1,586 long-term and 173 short-term bicycle parking spaces, as well as 30 additional publicly accessible short-term bicycle parking.

A total of six loading spaces are proposed throughout the site, consisting of three Type 'G' spaces and three Type 'C' spaces.

Additional Information

See the attachments of this report for the application data sheet, location map, Official Plan land use map, in effect Scarborough Centre Secondary Plan map, existing Zoning By-law map, site plan, elevations, 3D massing views of the proposal and Draft Plan of

Subdivision. 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: <https://toronto.ca/1710EllesmereRd>.

Reasons for Application

An Official Plan Amendment is required to amend three maps in the 2005 SCSP to reflect the introduction of a new public road and associated active connection and green linkage. The amendment would also redesignate a portion of the site from *Mixed Use Areas* to *Parks* on Land Use Maps 19 and 20 and amend Schedule 2 to incorporate the new public road.

The Zoning By-law amendment is required to establish land use provisions and site-specific performance standards, including building height, density, setbacks, and maximum projections, among other standards.

The Draft Plan of Subdivision application is required to create development blocks and secure lands for conveyance as future public parkland and a public street. The Draft Plan of Subdivision may subsequently be approved by the Executive Director, Development Review, or their designate. This meeting at Scarborough Community Council constitutes the statutory public meeting for the Draft Plan of Subdivision application.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on May 25, 2023. The Planning Application Checklist Package was provided to the applicant on June 1, 2023.

The current applications were submitted on June 23, 2023 and deemed complete on August 8, 2023, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre <https://toronto.ca/1710EllesmereRd>.

The applicant also submitted separate Site Plan Control applications for each of the three blocks (see Application numbers: 23 165545 ESC 24 SA, 23 165549 ESC 24 SA, and 23 165553 ESC 24 SA).

Agency Circulation Outcomes

The applications were circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as *Centres*, and designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Site and Area Specific Policy (SASP) 662

Site and Area Specific Policy (SASP) 662 formed part of Official Plan Amendment (OPA) 570, adopted by City Council on July 19-22, 2022, and delineates the boundaries of the Scarborough Centre Station Protected Major Transit Station Area (PMTSA) and minimum densities for the affected lands. The Scarborough Centre Station PMTSA was not one of the 120 MTSA and PMTSAs approved by the Minister of Municipal Affairs and Housing in August, 2025 and as such SASP 662 is not in force and effect.

The subject site would fall within the PMTSA and will be subject to SASP 662 should it come into force and effect through a future decision of the Minister.

Secondary Plan

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

The site is located within the McCowan District of the SCSP, which is characterized by office uses and a mix of employment, retail, and residential development and subject to Site and Area Specific Policy 9 (the McCowan Precinct Plan), which establishes development principles and urban design guidelines to guide future development in the area.

City Council adopted Official Plan Amendment 871 (OPA 871), a comprehensive update to the SCSP, on February 4, 2026. OPA 871 introduces an updated planning framework intended to guide future growth associated with the planned new subway station as part of the Line 2 East Extension. OPA 871 is not yet in force and effect.

Zoning

The subject site is not subject to City of Toronto Zoning By-law 569-2013. It is subject to the former City of Scarborough Progress Employment District By-law No.24982 and zoned Institutional (I). The Institutional zoning category permits day nurseries, municipal works yards, places of worship, libraries and schools that support people living with developmental disabilities. See Attachment 5 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Design Guidelines for Privately Owned Publicly- Accessible Spaces (POPS)
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Retail Design Manual
- Percent for Public Art Program
- Toronto Accessibility Design Guidelines
- Toronto Complete Streets 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 in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

Draft Plan of Subdivision

An application for Draft Plan of Subdivision approval has been submitted in order to ensure the orderly development of the site, creation of development blocks, park blocks, the provision of a new public street and infrastructure to support development. The Executive Director, Development Review has delegated authority for Plans of Subdivision under Section 415-16 of the Toronto Municipal Code, as amended.

The Draft Plan of Subdivision has been reviewed by City staff and is generally acceptable. Staff will continue to work with the applicant to finalize the draft conditions of approval required to support the development of the site. These conditions will include, but are not limited to, provisions to ensure that lands conveyed into public ownership meet appropriate environmental standards, that the construction of municipal infrastructure is adequately financially secured, and that development phasing is properly coordinated and implemented.

Approval of the Draft Plan of Subdivision, including the conditions of approval, has been delegated to the Executive Director, Development Review, or their designate.

PUBLIC ENGAGEMENT

Community Consultation

A virtual community consultation meeting was held on August 14, 2023 and was attended by approximately 18 members of the community and the Ward Councillor. Specific comments related to the proposed development include:

- Proposed height and density of the proposed buildings;
- Concerns relating to transition of new buildings to the surrounding context;
- Shadow impacts resulting from the proposed towers;
- Cumulative impact of development in the area on servicing capacity and infrastructure and the transportation network;
- Affordability of rental units in the CLTO building; and
- Phasing and timing of construction.

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 an opportunity to hear 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

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 PPS (2024). Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, including the in-effect Secondary Plan policies and OPA 871, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The subject site is designated *Mixed Use Areas* in the Official Plan, which permits a broad range of commercial, residential, institutional, and open space uses. This designation supports increased population and employment growth in proximity to higher-order transit.

The in-effect SCSP identifies significant development potential within the McCowan Precinct, particularly in areas west of Consilium Place and Grangeway Avenue, with an emphasis on both residential and non-residential growth. The subject site is currently underutilized, located near existing and planned higher-order transit, and fall within the Council adopted Scarborough Centre PMTSA, although the boundaries and associated policies are not yet in force.

A portion of the lands are proposed to be redesignated from *Mixed Use Areas* to *Parks* in order to secure on-site parkland dedication.

Development Review staff are satisfied that the proposed land uses are appropriate and consistent with the relevant Official Plan policies for *Mixed Use Areas*, as well as the objectives of the in-effect SCSP. While not yet in force, staff have considered the proposed development in the context of OPA 871, the update to the SCSP and have found it to be substantially in conformity.

Heritage Conservation

The subject site contains a Modernist-style two-storey brick clad building, originally constructed in 1963 as the Harold R. Lawson Residence and School for children with disabilities.

At the time of writing this report, the subject site does not contain any properties listed on the City of Toronto's Heritage Register, or designated under Part IV of the *Ontario Heritage Act* (OHA). The subject property is not located adjacent to any municipally recognized heritage properties. The structure on the subject site was identified in the City of Toronto's 2021 Scarborough Centre Historic Context Statement for further heritage assessment.

The applicant submitted a Heritage Impact Assessment (HIA) prepared by ERA Architects in support of the application. The HIA noted that, while the property also has some design/physical value as a modest yet representative example of an educational building that expresses elements of the Modernist style, however, the identified design/physical value is limited as a typical education building typology found in suburban neighbourhoods in Toronto and that retention of the building on the property is not critical to the conservation of its principal value, being its historical/associative value.

The HIA acknowledges that the proposed development represents an opportunity to maintain and reinforce the site's core cultural heritage value in an evolved form reflective of present-day standards in the field of programming and support for people with intellectual disabilities. The new proposed CLTO building within Block 3 would conserve the site's historic and continued function of providing support and special services to people with intellectual disabilities and their families.

Furthermore, the replacement of the existing building within an evolved built form and landscape plan represents an enhancement of the site's core cultural heritage value, introducing more accessible, inclusive and barrier-free community spaces and affordable housing reflective of CLTO's present-day paradigm of inclusivity.

Heritage Planning staff have reviewed the HIA and agree with its findings and recommendations.

Unit Mix

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a total of 2,328 dwelling units, including 281 rental units (30% affordable rental units) and five supported living units in the CLTO building on Block 3.

Staff are satisfied that the application is in keeping with the Growing Up Guidelines with respect to unit mix as it includes 25 percent two-bedroom units and 10 percent three-bedroom units as shown on the submitted architectural plans. A minimum of 15 percent and 10 percent of two- and three-bedroom units respectively will be secured in the amending Zoning By-law.

As the detailed design of the site progresses, staff will work with the applicant to ensure appropriately sized units are secured to accommodate the needs of all households, including multi-generational households with children.

Built Form

The proposed height and massing have been evaluated against the applicable Official Plan policies and the Tall Building Design Guidelines. The development responds appropriately to both the existing and planned context and is consistent with Official Plan direction regarding tall building form, while generally aligning with the Tall Building Design Guidelines. Key components, including base buildings and towers, are carefully designed to integrate with the surrounding context and to mitigate impacts on adjacent streets and open spaces.

The massing frames and supports the public streets, the public park, and the pedestrian mid-block connection between Blocks 3 and 4. A six-storey streetwall is provided on the north side of the new public street and along Grangeway Avenue, which is appropriate for the scale of the right-of-way. On the south side of the new public street, adjacent to the public park, base buildings range from two to three storeys creating a more open and park-responsive condition.

Minimum tower stepbacks of three metres are provided from each base building along the new public street, Grangeway Avenue, and the public park. A larger nine metre tower stepback is introduced along Ellesmere Road to respect the lower scale built form character along the corridor and the low-density neighbourhood to the south.

At grade, base buildings are designed to frame streets, the park, and the pedestrian mid-block connection, while maximizing active uses to animate public realm. Residential lobbies and residential at-grade unit entrances are emphasized to support a vibrant pedestrian-friendly streetscape. Detailed design elements will be further refined during the Site Plan Control process.

Proposed tower heights of 55, 42, 38, and 29 storeys are appropriate for the site and compatible with existing, approved, and planned development in the surrounding area. The tallest towers are located north of the new public street, closest to the planned Scarborough Centre subway station, with heights stepping down toward the south. Tower orientation and height transitions have been designed to minimize shadow impacts on the on-site public park, provide an appropriate transition to nearby Neighbourhoods, and limit impacts on the public realm.

Tower floor plates are 785 square metres for Towers A, B, D, and E, and 775 square metres for Tower C. While these slightly exceed the maximum 750 square metre tower floor plate in Section 3.2.1 of the Tall Building Design Guidelines, the large site allows for generous tower setbacks from all streets and greater tower separation between the north and south blocks, preserving views through the site. All towers meet, and in some cases exceed, the minimum 25-metre tower separation distance.

Overall, the proposed development contribute positively to the evolution of the McCowan Precinct and presents an appropriate built form with suitable relationships to adjacent development. Staff are satisfied that the proposed built form aligns with the intent of the Official Plan, the in-effect SCSP, and the Tall Building Design Guidelines.

In addition, the proposed development, with an FSI of 8.98 (inclusive of lands to be conveyed for public streets and parkland), is appropriate given the site's location within a Council approved PMTSA and within 200 metres of the Scarborough Centre subway station currently under construction. The proposed density is aligned with the Province's modified approval of OPA 540, which directed that City-initiated zoning by-law amendments will permit a floor space index of 8 or more on lands within 200 metres of a transit station. The proposal supports a compact built form consistent with transit-oriented development objectives, achieves an appropriate level of intensification, and is compatible with the planned context.

Public Realm and Streetscape

A key objective of the Official Plan is to maintain and enhance a safe, attractive, and functional public realm, including public sidewalks, pedestrian mid-block connections, parks, and open spaces.

The proposed buildings have been massed to frame and support Grangeway Avenue, Ellesmere Road and the new east-west public street on the site. Pedestrian-scale streetwall heights are proposed, with active uses at-grade, and landscaping along the new public street to enhance the animation and attractiveness of the public realm.

All buildings are appropriately set back from adjacent streets to create a generous and well-defined streetscape. The design accommodates public sidewalks, cycling infrastructure, and streetscape improvements that support pedestrians, cyclists, and future transit users. Ground-floor entrance lobbies are designed to provide clear visual connections to adjacent streets, the public park, and open spaces, while active uses at-grade contribute to a lively, safe, and pedestrian-oriented public realm.

The public realm is further enhanced through the introduction of an approximately 500 square metre enhanced landscaped space between Towers C and D. This space will provide a pedestrian mid-block connection between Ellesmere Road and the on-site public park, and will incorporate a range of landscape elements, including plantings, paving treatments, planters, and site furnishings, to prioritize pedestrian comfort and usability. The general configuration of this space is secured through the Zoning By-law, with detailed design to be finalized through the Site Plan Control process.

At-grade, Tower C will include active retail uses and a private community centre primarily serving residents on site, with select access available for non-residents when capacity permits. Non-residential entrances for Tower C are oriented toward the public park and Grangeway Avenue, with supported living units facing Ellesmere Road. Tower B includes residential units fronting Grangeway Avenue at-grade, while Tower D provides residential units facing the mid-block connection at-grade. In addition, indoor and outdoor amenity spaces at-grade within Towers B and D further animate adjacent public streets and the pedestrian mid-block connection.

The proposal also enhances connectivity through the introduction of a new east-west public street. The street is planned to extend approximately 75 metres beyond the eastern property line through the Toronto Transit Commission McCowan Yard lands at 1720 Ellesmere Road, enabling a future public street connection north to Progress Avenue. The proposed streetscapes will include public sidewalks, street trees, cycling facilities, and improved connections to existing and planned transit stations.

Shadow and Wind Impact

The Official Plan directs that the tower portion of a tall building be designed to limit shadow impacts on the public realm and surrounding properties by stepping back the tower from the base building, generally aligning the tower with, and parallel to the street, limiting and shaping the size of the floorplates above base buildings, and maintaining appropriate separation distances between towers and from side and rear lot lines.

The applicant submitted sun/shadow studies demonstrating that incremental shadow impacts on surrounding properties, streets, and open space, including the proposed new park, are limited as a result of the design and massing of the proposed buildings. The towers are stepped back from their respective base buildings and maintain adequate separation distances between towers, supporting the objective of maintaining access to sunlight on the public realm.

The resulting shadow impacts from the proposed development are considered acceptable, and no additional mitigation measures are required.

A Pedestrian Level Wind Study reflecting the proposed development indicates that with the implementation of wind mitigation measures and features, all areas at-grade will be suitable for their intended uses throughout the year and no pedestrian areas surrounding the subject site at grade level will experience conditions that could be considered uncomfortable or dangerous. Wind mitigation will be further refined and secured through the Site Plan Control process.

The report identifies wind conditions for a portion of the rooftop amenity area of Block 1 that continues to exceed wind safety criteria. It is recommended that additional analysis and refinements to the rooftop amenity plan be studied and secured through the Site Plan Control process.

Servicing

A Functional Site Servicing and Stage 1 Stormwater Management Report and a Servicing Report and addendums prepared by RVA; and a Geotechnical Investigation Report and a Hydrogeological Report and addendums prepared by Pinchin were submitted with the applications.

Development Review staff have reviewed the reports and have no objections in principle. The Functional Servicing Report identifies the need for sanitary sewer upgrades necessary along Ellesmere Road and Bellamy Road to support the proposed subdivision servicing requirements. The upgrades, along with the construction of the new public road and municipal infrastructure and phasing of infrastructure construction will be secured in the conditions of the Draft Plan of Subdivision approval.

Development Phasing

The proposed development is intended to be built out over a number of years and implemented in four phases. The applicant has provided an anticipated phasing plan of how the build out will occur and the necessary public infrastructure to support the development plan. All Blocks referenced are as noted on the Draft Plan of Subdivision found at Attachment 15. The phasing is described generally as follows:

- **Phase 1** includes two residential towers, Building A (Block 1) and Building C (Block 3), with a total of 858 residential units. Phase 1 will secure transportation improvements, including the construction of the new public street (Street 'A') and delivery of the first phase of parkland dedication (Block 4A).
- **Phase 2** consists of one residential tower, Building B (Block 3) with a total of 587 residential units.
- **Phase 3** consists of one residential tower, Building E (Block 2) with a total of 470 residential units.
- **Phase 4** includes one residential tower, Building D (Block 2) with a total of 413 residential units. Phase 4 also includes the delivery of the second phase of parkland dedication (Block 4B).

Road Widening

A two metre road widening along this segment of Grangeway Avenue and a daylight triangle at the southwest corner of the site are required in order to help satisfy the Official Plan requirement of a 30 metre right-of-way. The road widening and daylight triangle conveyance will be a condition of Draft Plan of Subdivision approval.

Traffic Impact

A Transportation Impact Study (TIS) and addendums, prepared by BA Group, were submitted assessing the traffic impacts of the proposal. The analysis estimates that the project will generate in the order of 430 two-way vehicle trips in both the weekday AM and PM peak hours.

The applicant's consultant has proposed signal timing modifications to the intersection of Ellesmere Road and Grangeway Avenue and the implementation of a new traffic control signal at the intersection of the new public street and Grangeway Avenue. With these improvements, the projected site traffic can be reasonably accommodated onto the area road network, and all area intersections and site accesses (including the new municipal street connection) are expected to operate at acceptable conditions in the future with the site buildout. Transportation Review staff concur with the findings of the transportation review which demonstrated that with the above mentioned improvements, the network can accommodate the increased traffic generation for the proposed development.

The applicant has also agreed to implement the extension of the new public street through the adjacent TTC lands at 1720 Ellesmere Road where it will terminate in a cul-de-sac. These off-site works will be secured in the Draft Plan of Subdivision approval conditions.

Travel Demand Management (TDM)

The Transportation Impact Study (TIS) and addendums included an analysis of TDM strategies to be considered.

TDM initiatives may include the following:

- Enhanced pedestrian walkability and connectivity to encourage non-auto modes;
- Encourage and facilitate bicycle utilization;
- Publicly accessible car share vehicles;
- Investment in bike share memberships and stations within the community;
- Publicly accessible bicycle repair stations;
- Designated carpool services and spaces;
- Dedicated pick-up-drop-off spaces and zones for taxis, delivery vehicles and service vehicles;
- Installation of new technologies and practices, including real-time transit information (screens), and parking management systems; and
- Transit passes for residents in the proposed development.

The TDM measures will be further reviewed and secured for each phase of the development at the Site Plan Control review process.

Transit

The site is well served by local surface bus routes operated by the Toronto Transit Commission (TTC), with additional services provided by Durham Region Transit and

Metrolinx in the area, with connections to higher order transit facilities for travel beyond. The site is approximately 800 metres from the Scarborough Centre Bus Terminal, which provides access to regional transit connections. It is also within 200m metres of the approved Scarborough Centre Subway Station and approximately 190 metres from the planned Durham Scarborough Bus Rapid Transit stop at Ellesmere Road and Parkington Crescent.

Access, Vehicular and Bicycle Parking and Loading

The TIS submitted in support of the application assessed loading, parking, and transportation impacts resulting from the proposed development.

Vehicular access for Blocks 1 and 2 is proposed from the new public street, and for Block 3 it is proposed from Grangeway Avenue.

The proposal includes a total of 1,306 vehicular parking spaces, comprising 1,153 resident spaces, 118 visitor spaces, and 35 spaces for non-residential uses. Underground parking is proposed for all development blocks as well as limited above-grade parking in five levels for Block 1 and at-grade for Block 2. All above-grade parking are either screened with active uses such as residential and amenity uses facing public streets, sidewalks and parks. A total of six loading spaces are proposed through the site comprised of three Type 'G' spaces and three Type 'C' spaces, all of which are internal to the buildings and away from public view.

The proposal includes a total of 1,789 bicycle parking spaces consisting of 1,586 long-term and 173 short-term bicycle parking spaces, as well as 30 additional publicly accessible short-term bicycle parking spaces.

Parkland

In accordance with Section 42 of the *Planning Act*, the total parkland dedication requirement for the development is 1,613.4 square metres. The in-effect SCSP identifies on-site parkland dedication as a priority for the area.

The applicant proposes to satisfy their parkland dedication requirement with a 1,660.1 square-metre public park on-site to be conveyed to the City in two phases. Park Block 4A will be 853.8 square metres in area, with frontage along Grangeway Avenue and the proposed 'Street A'. It will be conveyed in a rectangular configuration prior to the issuance of the first above-grade building permit for any building within the development. Park Block 4B will be 806.3 square metres, abutting the eastern and southern boundary of Park Block 4A, with frontage along proposed 'Street A', and will be conveyed prior to the earlier of first residential occupancy or first condominium registration for Tower D.

The applicant proposes a minimum 4.0 metre setback between Park Block 4A and all building faces along the southern boundary of the park. For Park Block 4B, a minimum 3.5-metre setback is proposed along the southwestern boundary, and a minimum 4.0 metre setback along the southeastern boundary. Staff have reviewed the proposed park size and configuration and building setbacks and consider them acceptable.

This report also seeks direction from City Council regarding the authorization of a credit against the Parks and Recreation component of Development Charges in exchange for Above Base Park Improvements to be provided by the Owner, subject to agreement with the City. The development charge credit shall be the lesser of the actual cost incurred by the Owner to install the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of Development Charges payable for the development under the City's Development Charges By-law, as may be amended from time to time. The Owner will be required to enter into an agreement with the City to ensure the design and construction of the improvements, including providing financial security to guarantee completion of the works.

Archaeological Assessment

A Stage 1 Archaeological Resource Assessment was submitted for the subject lands. The report has determined that there are no further archaeological concerns regarding the subject property. Staff concur with this determination.

Tree Preservation

The applicant submitted a Tree Inventory and Preservation Plan prepared by MEPDESIGN. The Landscape Plans submitted in support to the proposal contemplate a total of 90 new trees, of which 27 will be street trees within the City's existing and future road allowance; and 63 trees within the site.

The proposal is also required to comply with the tree planting elements of the TGS Version 4, which is based on the area of the site, including soil volumes. The submitted landscape plans specify soil volumes that meet the required amounts. These tree planting plans, with minor modifications and details, are satisfactory to Urban Forestry staff. Any potential refinements will be a condition of Urban Forestry's approval of the Draft Plan of Subdivision and subsequent Site Plan Control applications on a block by block basis.

Compatibility Study - Air Quality, Noise and Vibration

The site is designated Mixed Use Areas in the Official Plan, and accordingly, sensitive uses are permitted. It is currently zoned Institutional (I) in the Former City of Scarborough Employment Districts Zoning By-law No. 24982 (Progress Employment District).

A Compatibility Mitigation Study - Air Quality, Noise and Vibration, and an Environmental Noise and Vibration Assessment prepared by SLR, were submitted with the applications. This assessment considered:

- Industrial air quality, odour, and dust emissions;
- Transportation-related air pollution;
- Stationary source noise and vibration; and
- Transportation-related noise and vibration.

With the inclusion of warning clauses and at receptor mitigation, the studies indicate that the proposed development is anticipated to be compatible with the surrounding land uses from an air quality perspective and will not affect the ability for industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies and regulations.

The studies further note that the vibration impacts from nearby industrial sources are of no concern; and that noise from the environment on the proposed development can be adequately controlled through mechanical systems (heating and cooling systems) and acoustical design (i.e. glazing) and that the indoor guidelines of the Ministry of the Environment, Conservation and Parks (MECP) can be met.

These studies will be updated and peer reviewed at each phase of Site Plan Control when detailed building design and floor plans are available and appropriate mitigation measures will be secured as part of the Site Plan Control review process.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS version 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.

Community Services and Facilities

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

The Zoning By-law Amendment secures a minimum amount of non-residential gross floor area, of which a portion is proposed to be dedicated to a private community centre serving residents of the CLTO building.

This report recommends continuing discussions on public art as an in-kind benefit for Block 3 as a way to commemorate the site's history of community-life, accessibility and inclusiveness. These discussions would not preclude the possibility of other community service facilities forming part of that arrangement.

Conclusion

The proposal has been reviewed against the policies of the PPS (2024), and the Official Plan, including the Scarborough Centre Secondary Plan. Staff are of the opinion that the proposal is consistent with PPS (2024) and conforms with the Official Plan.

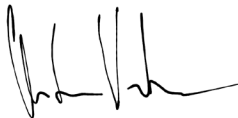
Staff worked collaboratively with the applicant to address and resolve key concerns and refine the proposal, particularly with respect to building height and massing, parkland provision, the new public street alignment, and an appropriate phasing strategy to secure the necessary servicing infrastructure. The proposed development will contribute to the creation of a transit-oriented and inclusive mixed-use community, including the replacement of the CLTO building in Phase 1. The development will be phased, enabling residential growth to occur in tandem with the delivery of new infrastructure, non-residential uses and parks.

The proposal extends a key street network connection through adjacent lands at 1720 Ellesmere Road (TTC McCowan Yard), improving connectivity, providing a public street frontage, and facilitating its future extension to Progress Avenue. It expands the local parks and public realm system in Scarborough Centre, while enabling the phased development of housing opportunities within 200 metres of the planned Scarborough Centre subway station. Staff recommend approval of the Official Plan and Zoning By-law Amendment applications, together with a series of implementing measures to ensure orderly development of this large site.

CONTACT

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Tel. No. 416-396-4250, E-mail: Kelly.Dynes@toronto.ca

SIGNATURE



Christian Ventresca, M.Sc.Pl, MCIP, RPP
Director, Community Planning
Scarborough District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Scarborough Centre Secondary Plan Map
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 8: Site Plan

Attachment 9: East Elevation

Attachment 10: North Elevation

Attachment 11: South Elevation

Attachment 12: West Elevation

Attachment 13: Three-Dimensional Massing Model from Northeast

Attachment 14: Three-Dimensional Massing Model from Southwest

Attachment 15: Draft Plan of Subdivision

Attachment 1: Application Data Sheet

Municipal Address: 1710 and 1712 ELLESMERE RD
 Date Received: June 23, 2023
 Application Number: 23 165474 ESC 24 OZ and 23 165547 ESC 24 SB
 Application Type: OPA / Rezoning / Draft Plan of Subdivision

Project Description: Multi-phased, high-density, mixed-use development consisting of five buildings ranging in height from 29 to 55 storeys, a public park and one new public street. A total of 2,328 residential units are proposed, including 281 rental units (with 30% affordable rental units). The new public street, development and park blocks to be created by plan of subdivision. See related Site Plan applications Files: 23 165545 ESC 24 SA; 23 165549 24 SA; and 23 165553 ESC 24 SA

Applicant	Architect	Owner
Tridel	Kirkor Architects and Planners	COMMUNITY LIVING TORONTO

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:
 Zoning: I-357-913-991-1059 Heritage Designation:
 Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 18,848 Frontage (m): 207 Depth (m): 140

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,585		5,768	5,768
Residential GFA (sq m):			166,679	166,679
Non-Residential GFA (sq m):	3,025		2,594	2,594
Total GFA (sq m):	3,025		169,274	169,274
Height - Storeys:	2		55	55
Height - Metres:	6		95-173	95-173

Lot Coverage Ratio (%): 30.6 Floor Space Index: 8.98

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	166,679	
Retail GFA:	98	
Office GFA:	1,901	
Industrial GFA:		
Institutional/Other GFA:	206	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			281	281
Freehold:				
Condominium:			2,042	2,042
Other:			5	5
Total Units:			2,328	2,328

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		68	1,431	595	234
Total Units:		68	1,431	595	234

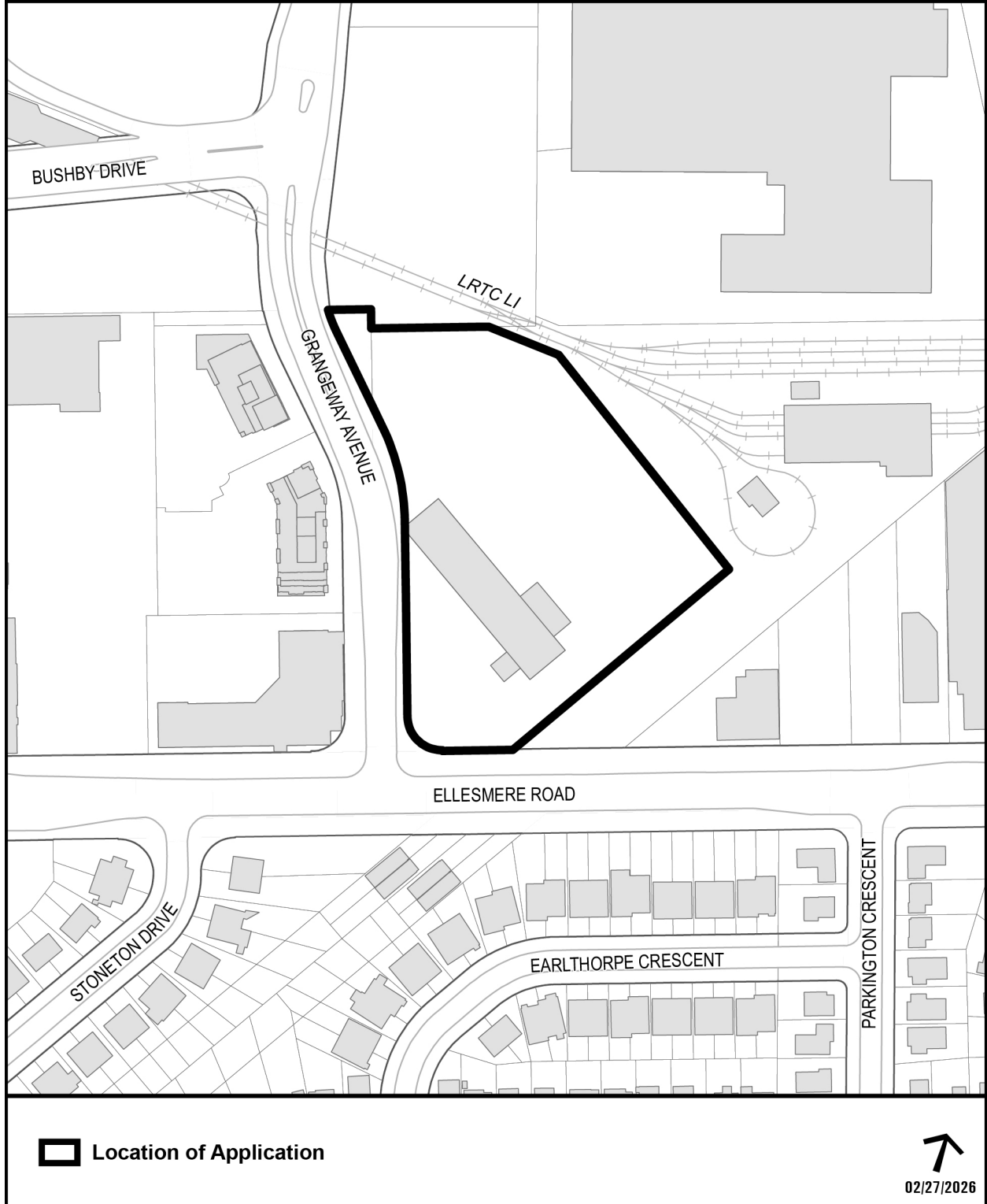
Parking and Loading

Parking Spaces:	1,306	Bicycle Parking Spaces:	1789	Loading Docks:	6
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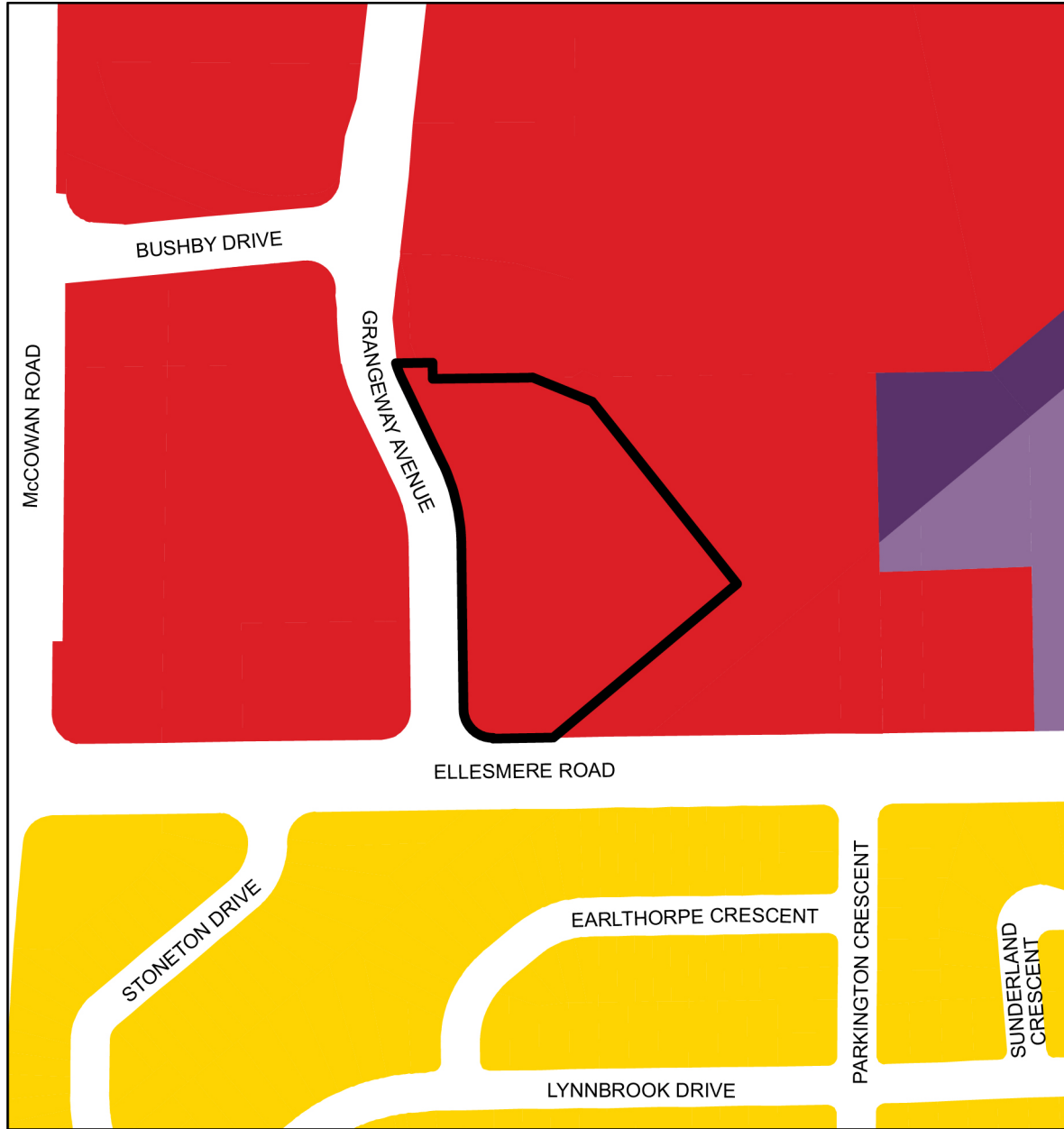
CONTACT:

Kelly Dynes, Senior Planner
416-396-4250
Kelly.Dynes@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map 19

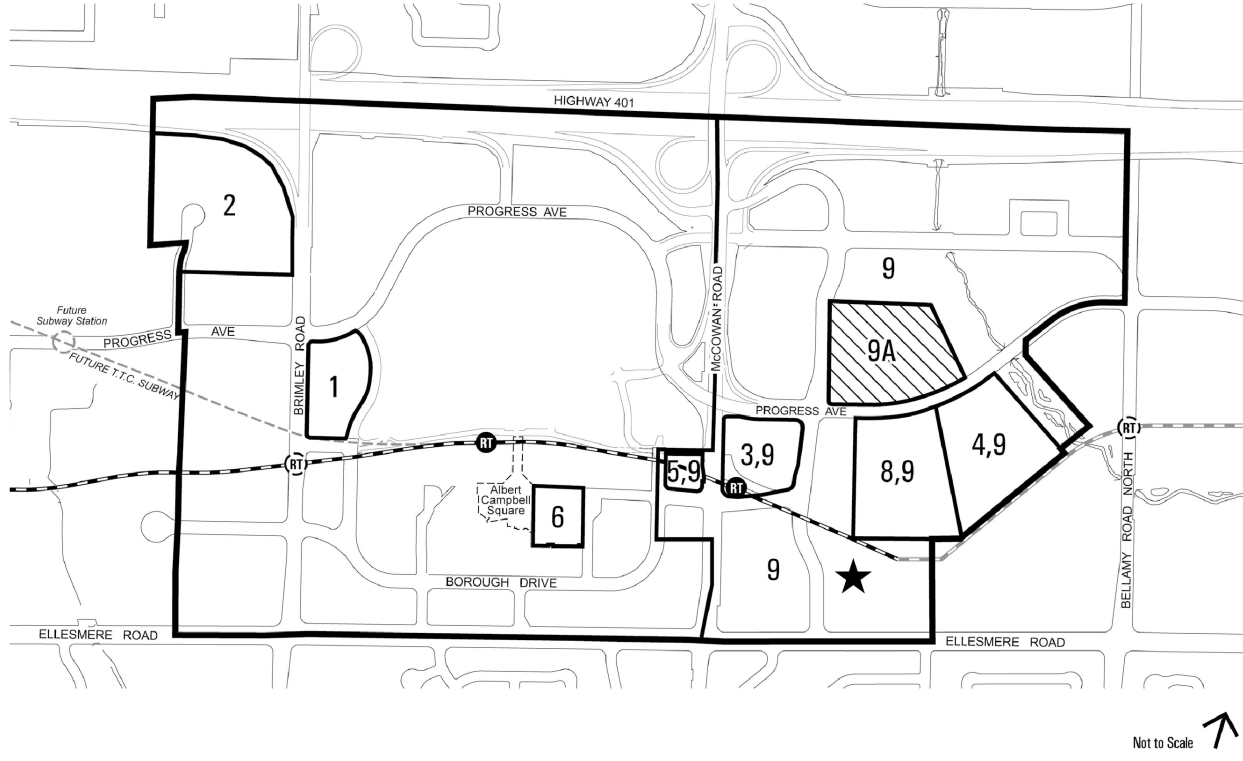
1710 & 1712 Ellesmere Road

File # 23 165474 ESC 24 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  General Employment Areas
-  Core Employment Areas


 Not to Scale
 Extracted: 02/24/2026

Attachment 4: Scarborough Centre Secondary Plan Map

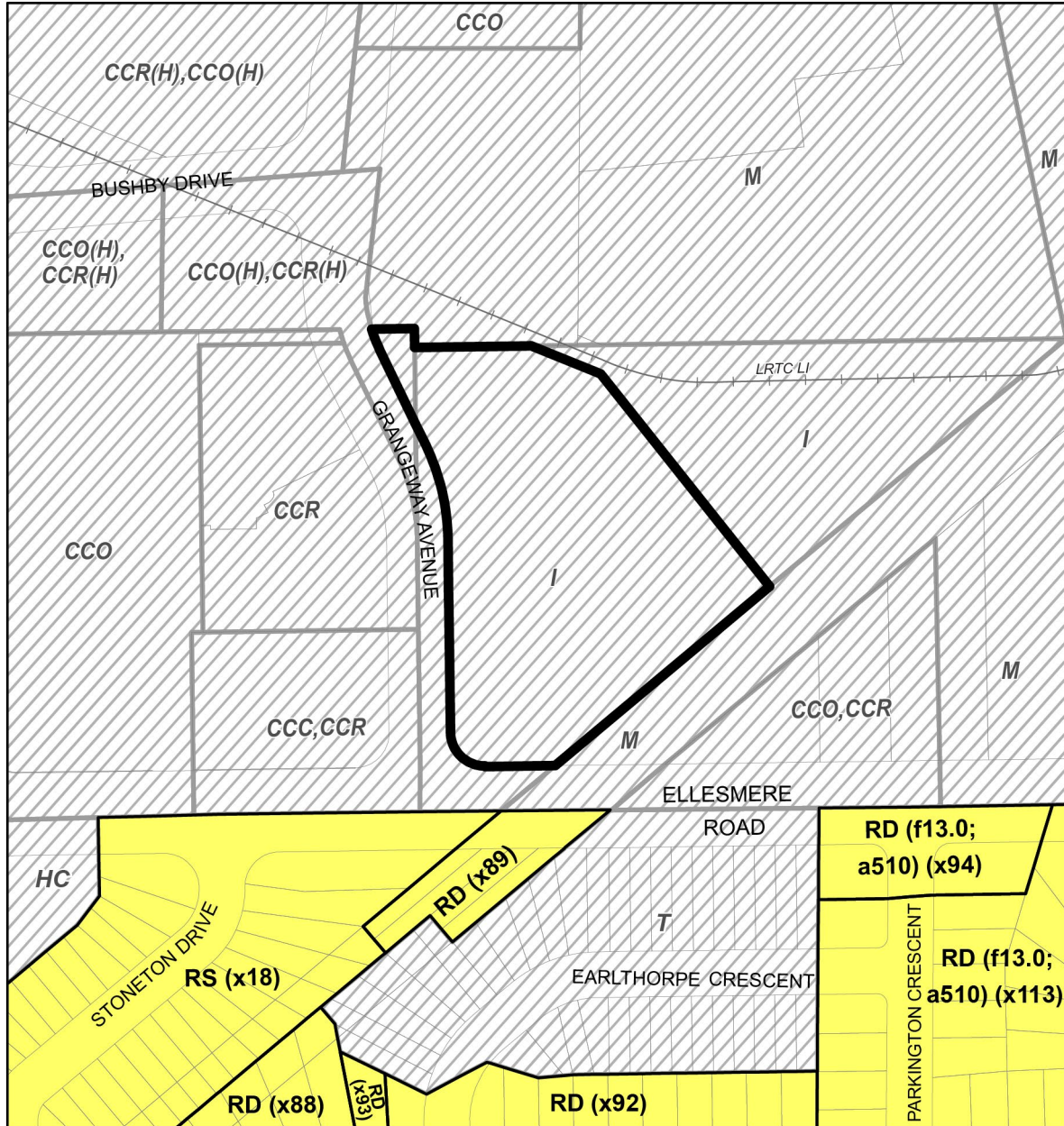


Scarborough Centre Secondary Plan Map 5-1 Urban Structure Plan

- Scarborough Centre Secondary Plan Boundary
- Site and Areas Specific Policies
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station
- 1710 & 1712 Ellesmere Road

August 2016

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

1710 & 1712 Ellesmere Road

File # 23 165474 ESC 24 0Z

Location of Application	See Former City of Scarborough Woburn Community By-law No. 9510	
RD Residential Detached	T Two-Family Residential	HC Highway Commercial
RS Residential Semi-Detached	See Former City of Scarborough Employment District By-law No. 24982 (Progress)	
	M Industrial Zone	
	CCO City Centre Office Zone	CCC, CCR City Centre Commercial Zone, City Centre Residential Zone
	CCR City Centre Residential Zone	CCO, CCR City Centre Office Zone, City Centre Residential Zone
	I Institutional Zone	CCR, CCO City Centre Residential Zone, City Centre Office Zone

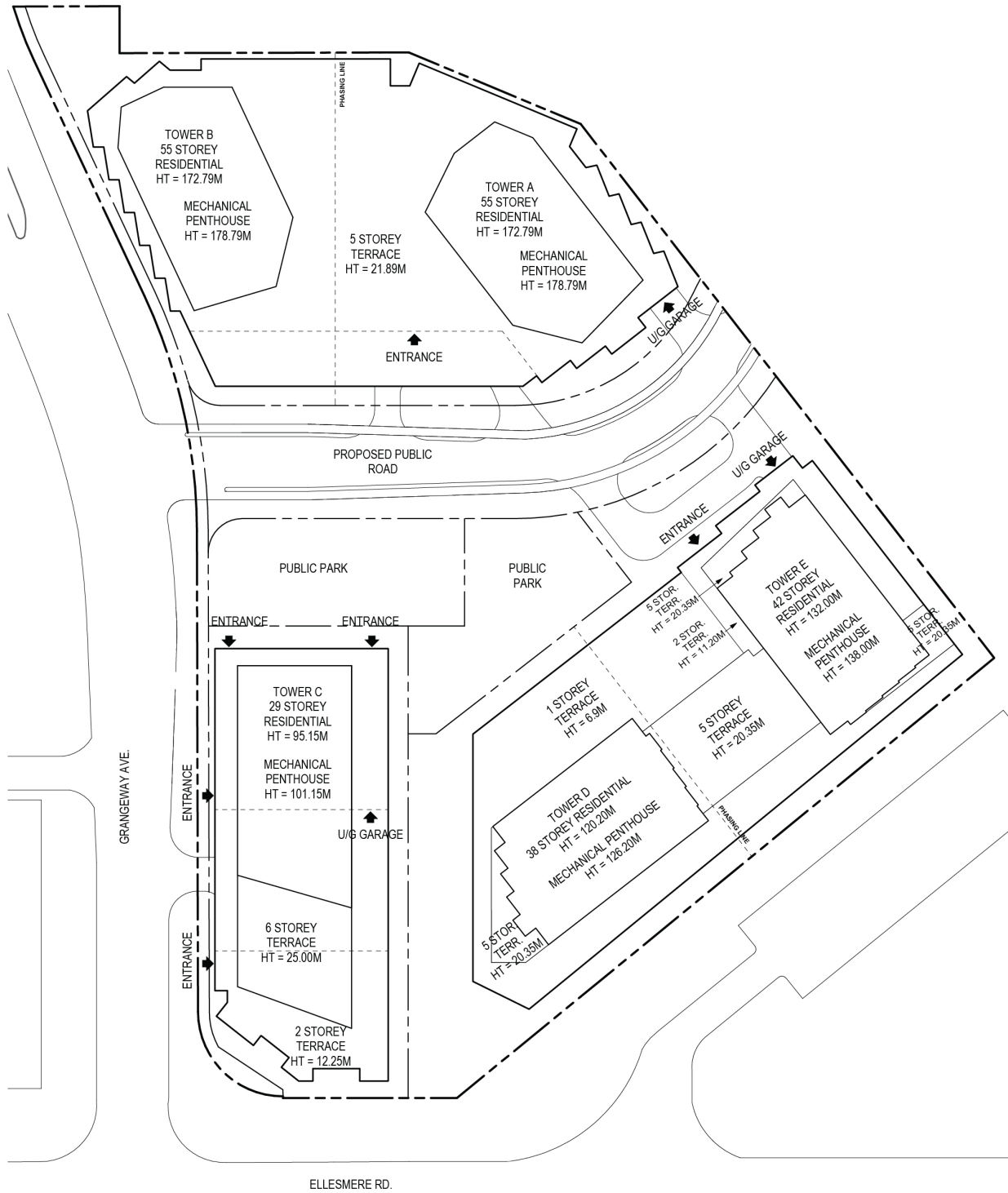
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Attachment 6: Draft Official Plan Amendment
(Attached separately as a PDF)

Attachment 7: Draft Zoning By-law Amendment

(Attached separately as a PDF)

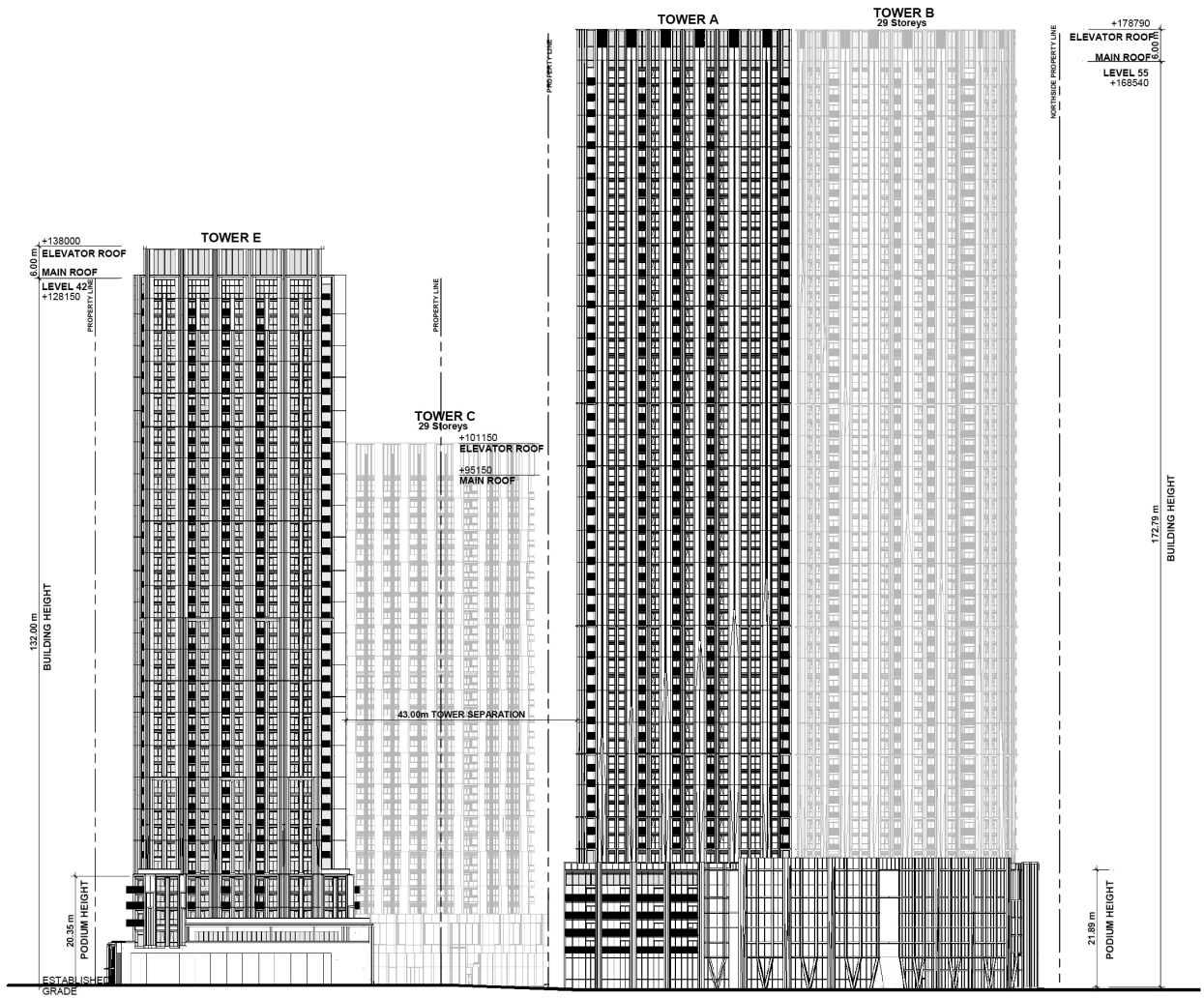
Attachment 8: Site Plan



Site Plan

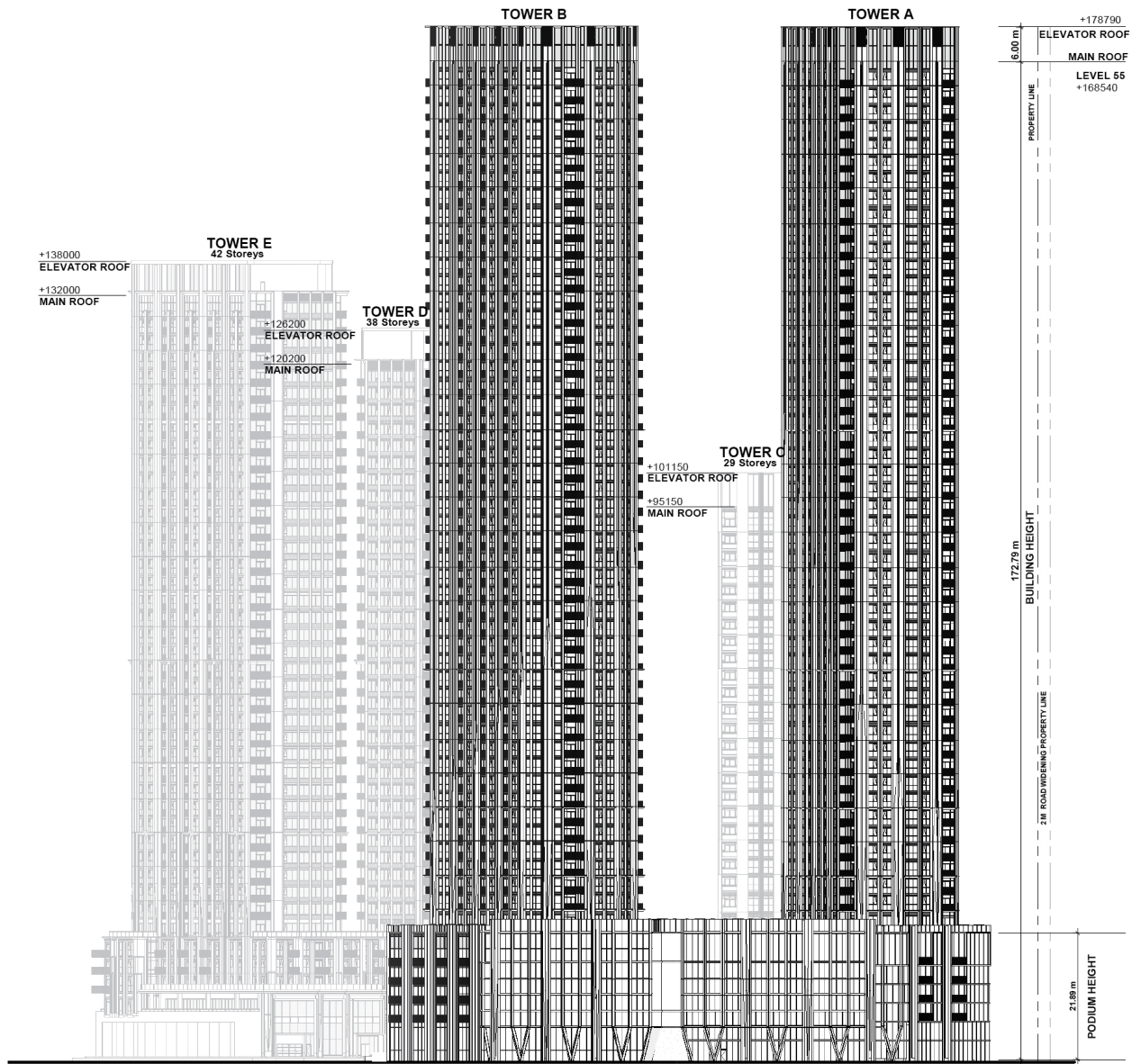


Attachment 9: East Elevation



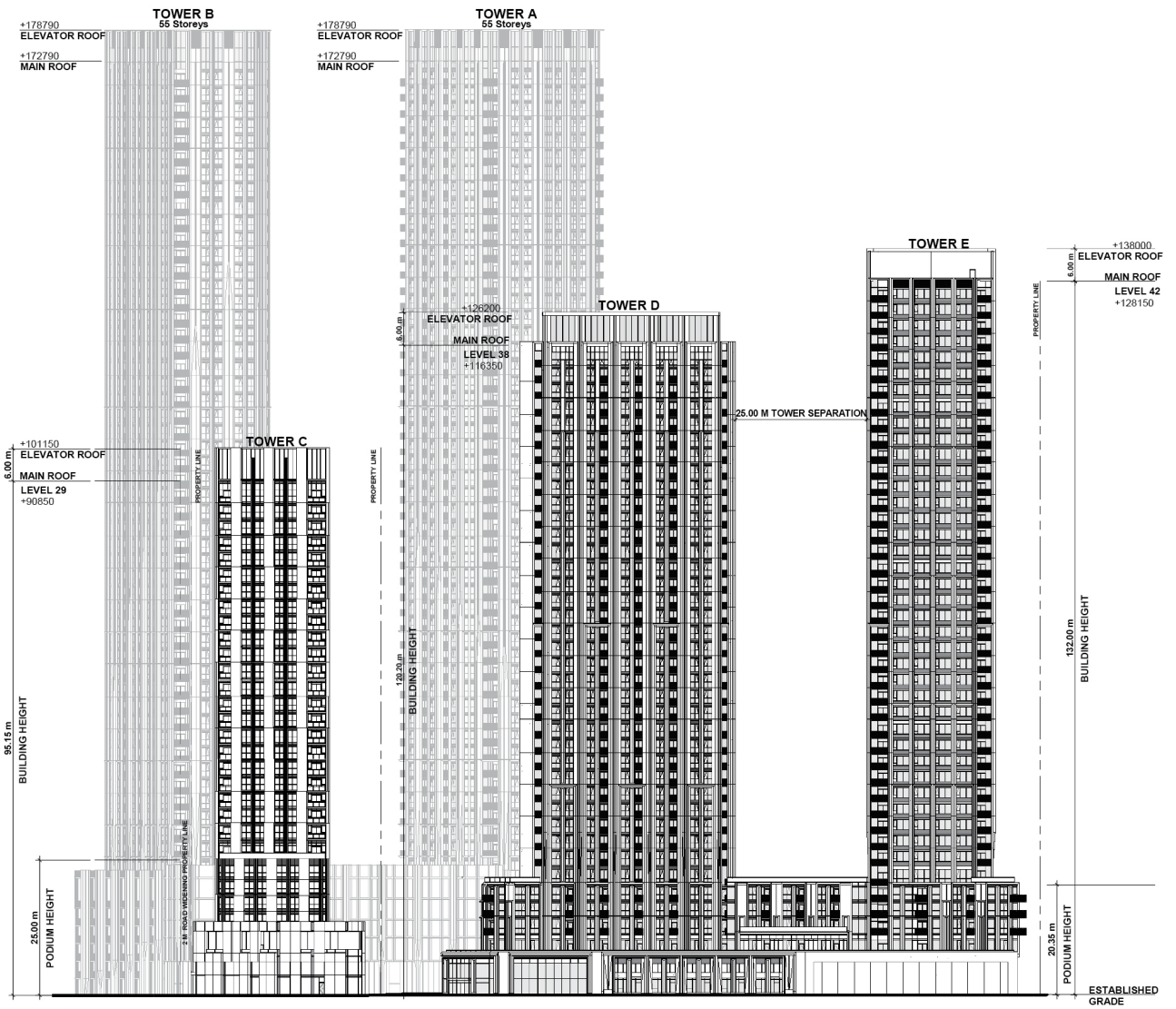
East Elevation

Attachment 10: North Elevation



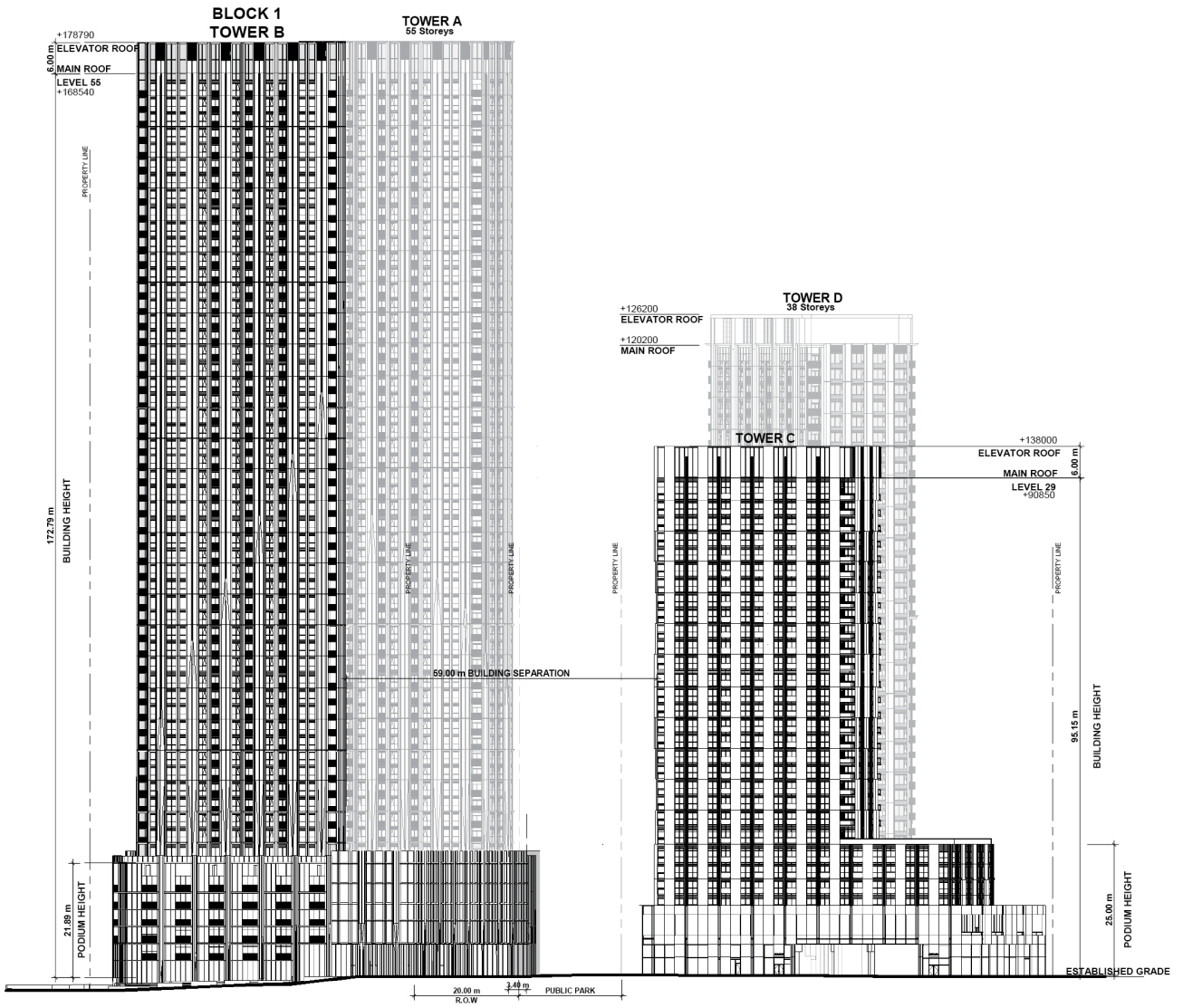
North Elevation

Attachment 11: South Elevation



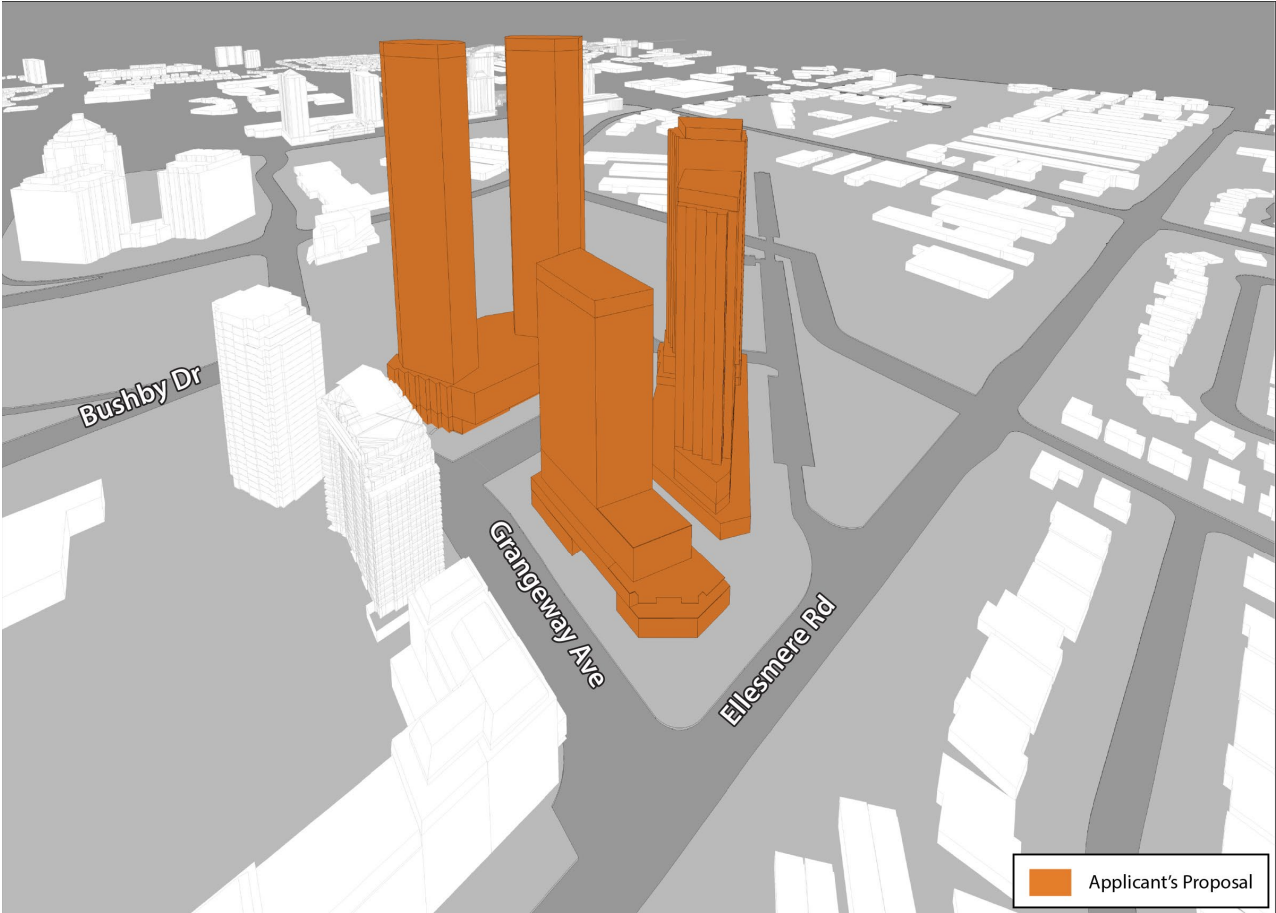
South Elevation

Attachment 12: West Elevation



West Elevation

Attachment 13: Three-Dimensional Massing Model from Northeast



View of Applicant's Proposal Looking Northeast

03/04/2026

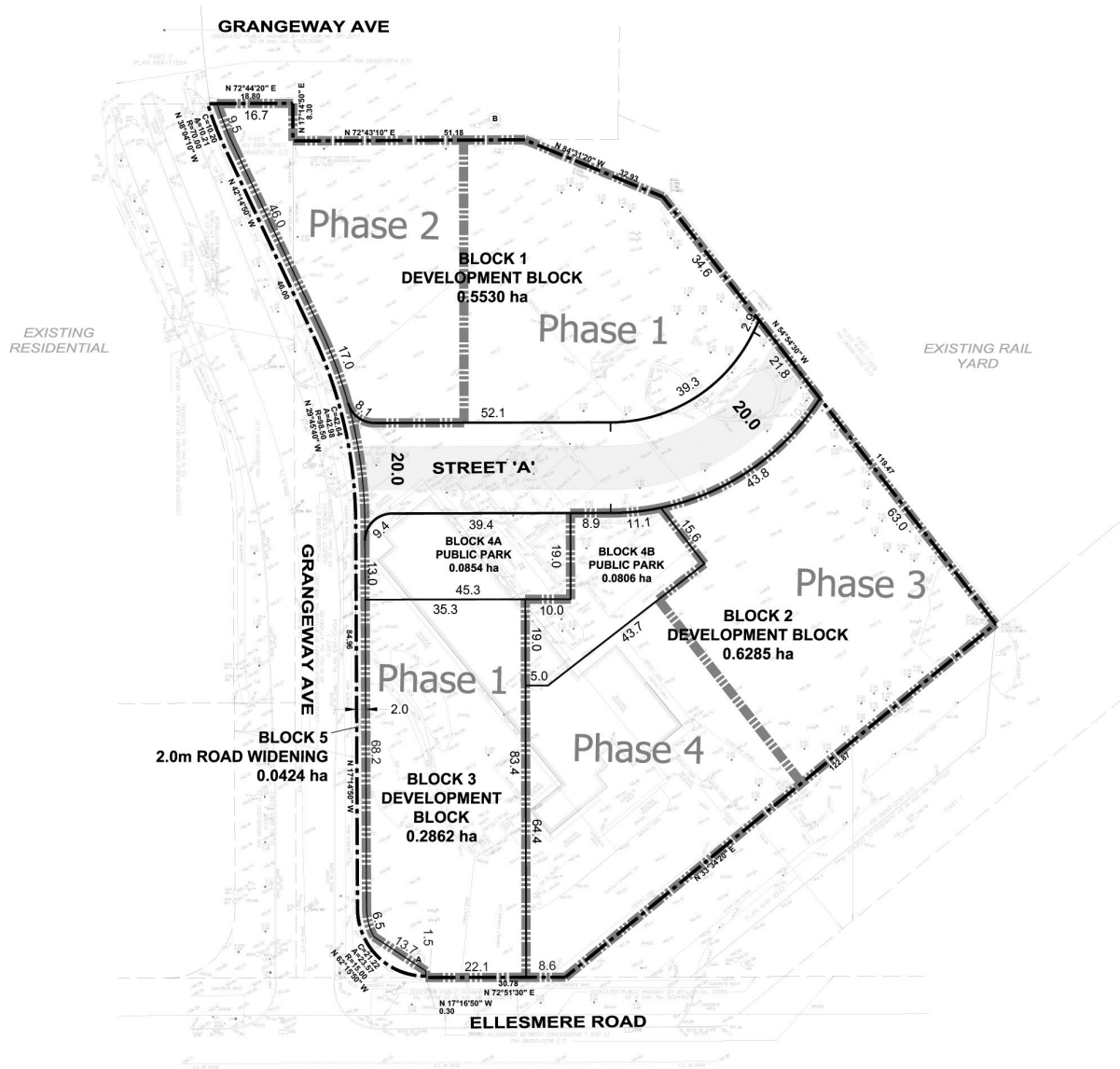
Attachment 14: Three-Dimensional Massing Model from Southwest



View of Applicant's Proposal Looking Southwest

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03/04/2026

Attachment 15: Draft Plan of Subdivision



Subdivision Plan

