

3307 and 3313 Ellesmere Road – Official Plan Amendment and Zoning By-law Amendment – Decision Report – Approval

Date: April 14, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 25 - Scarborough-Rouge Park

Planning Application Number: 25 230280 ESC 25 OZ

SUMMARY

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law to permit a 11-storey mixed-use building at 3307 and 3313 Ellesmere Road. The proposed Official Plan Amendment redesignates the property from *Neighbourhoods* to *Mixed Use Areas* to facilitate the proposed development and would introduce a new Site and Area Specific Policy within the Highland Creek Community Secondary Plan. The proposed Zoning By-law amendment would permit the construction of the 18,049 square metre building consisting of 17,903 square metres of residential gross floor area (180 residential units) and 146 square metres of non-residential gross floor area. This would result in a floor space index (FSI) of 4.93 times the area of the lot.

This report recommends a Holding (H) provision on the subject site to ensure that the identified infrastructure matters are addressed to the satisfaction of the Director, Engineering Review, Development Review.

The proposed development is consistent with the Provincial Planning Statement 2024 (PPS 2024) and conforms to the City's Official Plan. The proposal will intensify an underutilized site along a Major Street and *Avenue* that is well served by both surface transit and emerging higher order transit networks through the Eglinton East Light Rail (EELRT) and Durham-Scarborough Bus Rapid Transit (DSBRT) lines.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan, for the lands municipally known as 3307 and 3313 Ellesmere Road substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.

2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 3307 and 3313 Ellesmere Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 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 draft Zoning By-law Amendments as may be required.

FINANCIAL IMPACT

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

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on the south side of Ellesmere Road between Military Trail and Conlins Road, within the Highland Creek neighbourhood in proximity to the University of Toronto Scarborough campus. The subject site is rectangular in shape has a lot area of 3,655 square metres and a frontage of 37 metres along Ellesmere Road and a depth of 102 metres.

Existing Uses

The site is comprised of two lots municipally known as 3307 and 3313 Ellesmere Road which are currently occupied by two detached low-rise residential buildings.

Surrounding Uses

North: On the north side of Ellesmere Road is Harmony Commons, a 9-storey student residence (746 beds) that serves the University of Toronto Scarborough campus (UTSC). The residence building is part of UTSC's North Campus where regionally significant new development is emerging at varying scales on lands designated *Institutional Areas*

South: Immediately south of the site is a low-rise residential neighbourhood, containing one and two-storey detached dwellings. On the south side of Military Trail is the UTSC South Campus and Morningside Park that forms part of the City's Natural Heritage System.

East: Immediately east of the subject property along Ellesmere Road is a low-rise, residential neighbourhood containing one and two-storey detached dwellings. North-east of the site on Ellesmere Road are predominantly low-rise residential uses that comprise the broader Highland Creek neighbourhood.

West: Immediately west of the site is a vacant lot. Further west at the intersection of Morningside Avenue and Ellesmere Road is the UTSC Campus, Centennial College and the Ellesmere Ravine. Situated at the intersection of Ellesmere Road and Morningside Avenue is an established *Apartment Neighbourhoods* consisting of six slab style apartment buildings and a recently constructed 26 storey tall building located at 3070 Ellesmere Road.

THE APPLICATION

Description

An 11-storey (36 metres, excluding mechanical penthouse) mixed-use building is proposed. The development proposes 180 residential dwelling units, 146 square metres of retail uses, 44 vehicular parking spaces, and 148 bicycle parking spaces. The existing buildings are proposed to be demolished.

Density

The total gross floor area of the building is 18,049 square metres (4.93 times the lot area), with a residential gross floor area of 17,903 square metres and 146 square metres of non-residential space located at-grade.

Residential Component

The proposal includes 180 dwelling units, with 42 two-bedroom (23%), 11 three-bedroom units (6%) and 127 four-bedroom units (71%).

Non-Residential Component

The proposal includes 146 square metres of non-residential floor space along the Ellesmere Road frontage. The non-residential space includes one retail unit located on the ground floor.

Amenity Space

A total of 360 square metres (2.0 square metres per unit) of indoor amenity space and 473 square metres (2.6 square metres per unit) of outdoor amenity space is proposed. This represents an overall ratio of 4.6 square metres of amenity space, which exceeds the Zoning By-law requirement of 4 square metres per unit.

Access, Parking and Loading

A 6.0 metre wide private driveway is proposed on the east side of the proposed building, providing access from Ellesmere Road to access the loading and parking areas. Pedestrian access is proposed through a centralized lobby entrance that is internal to site and access from an internal sidewalk that connects to Ellesmere Road.

The proposal includes a total of 44 vehicular parking spaces located within one level of underground parking. In total, there are 31 resident parking spaces (including 3 accessible parking spaces), 11 visitor parking spaces (including 5 accessible spaces) and 2 pick-up/drop-off spaces located at grade.

A total of 148 bicycle parking spaces are proposed, consisting of 124 long-term bicycle parking spaces located within a bicycle storage room in the underground parking garage and 14 short-term bicycle parking spaces located at-grade on the west side of the building facing Ellesmere Road. One Type G loading space is proposed.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and a 3D view 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: www.toronto.ca/3307EllesmereRd

Reasons for Application

An Official Plan Amendment is required to amend Map 23 of the Official Plan to redesignate the subject lands from *Neighbourhoods* to *Mixed Use Areas*. An amendment is also required to the Highland Creek Community Secondary Plan to permit a residential building up to 11 storeys in height.

A Zoning By-law Amendment to the City of Toronto Zoning By-law 569-2013 is required as the site's current Residential Detached (RD) zoning does not permit this form of residential development and 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 March 20, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on September 24, 2025, and deemed complete on December 4, 2025. Having satisfied the City's minimum application requirements, the application was deemed complete as of that date. The reports and studies submitted in support of this application, and the Preliminary Summary are available on the AIC at: www.toronto.ca/3307EllesmereRd

Agency Circulation Outcomes

The application was 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), and shall conform to provincial plans.

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.

Official Plan Map 2, Urban Structure, identifies Ellesmere Road as an *Avenue* and the subject site is designated *Neighbourhoods* on Land Use Map 23. See Attachment 3 for the Land Use Map.

Ellesmere Road is a Major Street, has a planned right-of-way of 36 metres (Map 3). Map 4 of the Official Plan (Higher Order Transit Corridors) identifies Ellesmere Road at this location as a Transit Corridor.

Protected/Major Transit Station Area

The site is not within a delineated Protected Major Transit Station Area/Major Transit Station Area.

Highland Creek Secondary Plan

The subject site is located within the Highland Creek Community Secondary Plan (HCCSP). The Highland Creek Community Secondary Plan contains a number of Site and Area Specific Policies intended to guide development. The subject property is not subject to a Site and Area Specific policy within the HCCSP so the General Policies contained within the Secondary Plan apply. Policy 1.2 which provides that lots designated *Neighbourhoods* permit only single detached dwellings on lots with a minimum lot area of 450 square metres.

The Highland Creek Community Secondary Plan can be found here: [Chapter 6, Section 2 - Highland Creek Community Secondary Plan](#)

Zoning

The subject site is zoned Residential Detached Zone (RD) (f15.0; a696) (x701) under City-wide Zoning By-law 569-2013 which permits single detached dwellings among other residential building types. The maximum permitted building height is 10.0 metres (2 storeys).

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:

- Retail Design Manual
- Complete Street Guidelines
- Mid-rise Building Design Guidelines (2024)
- Toronto Green Standard Version 4 (2022)
- Growing Up: Planning for Children in New Vertical Communities Guidelines (2020)
- Pet Friendly Design Guidelines for High Density Communities

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.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has not been submitted.

PUBLIC ENGAGEMENT

Community Consultation

City staff held an in-person Community Consultation Meeting on January 13, 2026, at the Rouge Valley Community Recreation Centre from 7:00 PM to 8:30 PM at which information boards were shared and presentations were given by City staff and the applicant team. Approximately 40 members of the public attended the meeting, as well as the Ward Councillor, applicant team and staff.

The following comments and concerns were raised by members of the public at the meeting as well as through written correspondence:

- Impact of development related to on-street and overflow parking in the local area;
- Comments regarding the proposed building height;
- Concerns about impacts on local infrastructure, including community services and facilities and local schools;
- A potential increase in crime;
- Concerns regarding potential flooding and geotechnical issues with the subject property;
- Issues related to increased traffic from the proposed development and broader area;
- Lack of visitor parking;

- Construction impacts, management and mitigation;
- The appropriateness of the building height, density and transition in the context of the surrounding residential character;
- Concerns about noise from the proposed development and construction; and
- Loss of sunlight and shadow impacts on adjacent properties.

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 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 PPS (2024) and find the proposal consistent.

Official Plan Policies and Design Guidelines

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

Official Plan Amendment 778 (OPA 778) introduced updated *Avenues* policies that added 283 kilometres of new *Avenues* to Map 2, eliminated the Avenue Segment Review requirement; and specified that development along Avenues shall be mid-rise in scale, unless located within 800-metre walking distance of an existing or planned transit station shown on Map 4.

Land Use

The application is proposing to amend the Official Plan and redesignate the lands from *Neighbourhoods* to *Mixed Use Areas* in order to provide for the 11-storey mid-rise building.

The proposal includes a mix of residential and non-residential uses including a total of 146 square metres of ground floor retail space fronting Ellesmere Road.

Through the enactment of Official Plan Amendment 778, this section of Ellesmere Road is now designated as a new *Avenue*. *Mixed Use Areas* designated lands are typically

located along *Avenues* and are expected to accommodate the majority of the City's growth, providing for a broad range of commercial, residential, institutional and open space uses to accommodate an increase in population and jobs along transit lines. Redesignating the subject property to *Mixed Use Areas* aligns with the Official Plan's intent to direct growth and to locate a range of uses onto both *Avenues* and Major Streets where new or existing transit is planned.

The surrounding context is varied in both land uses and built form. The land use designation on the north side of Ellesmere Road and west of Military Trail is *Institutional Areas* which are developed with a range of built forms and building heights, including a 9-storey UTSC student residence opposite to the subject site.

For the subject lands, the Highland Creek Community Secondary Plan only provides for single detached dwellings on lands designated *Neighbourhoods* with a minimum lot area of 450 metres. The proposed draft Official Plan Amendment (OPA) seeks to implement the new *Avenues* policies. Staff evaluated the proposed Official Plan Amendment against the physical and planned context, including the surrounding residential neighbourhood. The proposed mix of residential and retail uses on the subject site is considered appropriate and will implement the overall planning objectives of the *Mixed Use Areas* designation, while introducing a mid-rise built form that provides an appropriate transition to the adjacent lands designated *Neighbourhoods*.

City Staff find the proposed Official Plan Amendment and land uses to be appropriate for the site and surrounding context.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. Furthermore, the Growing Up Guidelines require a minimum of 25% of all units to be two bedroom units to be two and three-bedroom units

The proposal includes 625 residential units, 42 two-bedroom (23%), 11 three-bedroom (6%) and 127 four-bedroom units (71%). The proposed unit mix meets the requirements of the Growing Up Guidelines.

Amenity Space

Official Plan Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development. The proposal includes indoor amenity space on the ground level (lounge space) and at the 7th level. On the 7th level, the outdoor amenity space is located adjacent to the indoor amenity space. The revised proposal removed other rooftop amenity space previously proposed, in order to reduce the impact of the built form.

The proposed amenity spaces comply with the requirements of Zoning By-law 569-2013. City staff are satisfied with the proposed size and locations of amenity space.

Density, Height, Massing

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

Through the review of the application, and in consideration of the comments received from both the public and City staff, the following revisions to the proposal were incorporated through the resubmission process:

- Reduction in massing by increasing the rear building stepback above Level 6 from 28.10 metres to 38.65 metres to improve transition and lessen shadow impact. The exception to this is the indoor amenity area at Level 7, but it was also further stepped back from 14 metres to 20.5 metres;
- Reducing the perception of an additional building storey through removal of both indoor and outdoor amenity space from the rooftop level and relocating of indoor amenity space from the roof of the building to the ground floor;
- Reduction in the number of dwelling units from 256 dwelling units to 180 dwelling units; and
- Reduction in the building's gross floor area from 18,542 square metres to 18,049 square metres, resulting in a FSI reduction from 5.06 to 4.93.

The cumulative impact of these revisions, results in a more appropriately scaled built form, addressing Official Plan direction that development be massed to fit within the existing and planned context, frame the public realm with good street proportion, and ensure the public realm has access to direct sunlight and daylight. The midrise scale of the development conforms with OPA 778 direction that intensification along *Avenues* should generally be no taller than the width of their fronting right-of-way. At this location of Ellesmere Road, the right-of-way width as per Official Plan Map 3 is 36 metres. The proposed building height is 36 metres (excluding Mechanical Penthouse), representing an appropriate relationship with the public realm in terms of scale and aligning with the intent of the Mid-rise Building Design Guidelines (2024).

Official Plan Policy 3.1.3 specifies that transition in scale can be achieved in a variety of ways – including location and orientation of buildings, setbacks and stepbacks, angular planes and separation distances. The proposed 7.5 metre setbacks from the rear and east property lines adjacent to the surrounding low-rise *Neighbourhoods* meets the Mid-rise Building Guidelines. Further, the aforementioned increased rear building step backs and reduction in the overall building depth above Levels 6 and 7 of the building improves the overall shadow performance of the building and reduces the overall perception of the building's massing. These building elements improve the overall transition with lands designated *Neighbourhoods* to the south and east of the subject property. These revisions better align with the Official Plan policies for *Mixed Use Areas* as well as the Mid-rise Building Guidelines.

Through the implementation of the Eglinton East LRT, Military Trail will be realigned in proximity to the west property line (a power substation for the future transit line lie between the site and the future right of way). The proposed built form and massing addresses this future condition through the location of the retail on the northwest corner of the building and provision of active frontages on both the north and west elevations.

The proposed building provides a six-storey street wall condition along Ellesmere Road and maintains good building proportions with a design that ensures access to daylight and provides comfortable wind conditions. The increase in height beyond the permissions of the Highland Creek Secondary Plan is appropriate, recognizing the development activity on the north side of Ellesmere Road and deploying the tallest portions of this building along the major street, before stepping down in heights beyond a building depth of approximately 46.15 metres at Level 8 and 65.9 metres at Level 7.

Staff also note that a generous floor to ceiling height of 7.1 metres is proposed at the first level deployed through a mezzanine level, providing for high ceilings and visibility within the commercial unit. Above the 7th level along the building frontage, the building steps back 3 metres, reducing the buildings overall height perception of the building.

Given the location of the subject site fronting onto Ellesmere Road, an *Avenue*, the proposed density, height and massing are considered appropriate for the surrounding existing and planned context. Staff are satisfied that the proposal conforms to the applicable Official Plan policies for *Mixed Use Areas*, and meets the intent of the Mid-rise Building Design Guidelines.

Site Organization and Public Realm

The Official Plan states that the public realm is the fundamental organizing element of the city and its neighbourhoods. The scale and massing of buildings define the edges of, and give shape to, the public realm. The way in which buildings are sited frame and support adjacent streets, lanes, parks, and open spaces to promote civic life and the use of the public realm, and to improve safety, pedestrian comfort, interest and experience.

The proposal responds to this direction by removing one of the two existing curb cuts and providing an 8.83 metre pedestrian and landscape zone featuring paving, bicycle parking and street furniture. Furthermore, through the Ellesmere Complete Streets project, the existing 1.5 metre sidewalk will remain and a 1.8 metre uni-directional raised cycled track is planned for installation along this portion of Ellesmere Road within the City's right-of-way.

To ensure the development accommodates the future realignment of Military Trail, the western elevation of the building has been designed as a corner lot condition and provides active frontage to the 146 square metre retail unit. Landscaping and tree plantings are proposed for the full frontage along the western side yard contained with a 3 metre setback from the property line. Separation is provided from the planned Traction Power Substation (TPSS) to the immediate west of the subject site. Along the frontage of the building, the building provides a consistent six storey street wall condition, properly framing the public realm with good street proportions.

The residential entrance to the building, including residential lobby, is directly accessed and clearly visible from Ellesmere Road, adjacent to the retail space and vehicular access. Ground floor units with ground floor private terraces are proposed along the western property line and an outdoor amenity space of 212 square metres is proposed

at-grade along the southern property line. The at grade units are served by an internal 1.8 metre sidewalk.

Vehicular access is consolidated into a single driveway from Ellesmere Road at the east side of the property and provides access to an internalized loading area and underground parking within the building, avoiding interruption of the public realm. Adjacent to the private driveway are temporary parking spaces located at-grade. These functional elements of the building will have limited visibility from the public realm as a result of the building's cantilever design.

At the rear of the building, a 7.5 metre setback is proposed from the rear property line, providing space for soft landscaping and outdoor amenity space. Along the eastern side yard, a 7.5 metre setback is provided from the property line containing both soft landscaping, trees and an internal sidewalk. The proposed setbacks are considered satisfactory as they provide sufficient separation and transition from the neighbouring low-rise properties to the east of the subject site.

The proposal will provide a generous landscaped frontage and public realm area with a generous front yard setback to incorporate the future Complete Streets public realm improvements and protect for the future Durham Scarborough Bus Rapid Transit system along Ellesmere Road and Military Trail realignment. Staff consider the proposed to meet the intent of the Official Plan policies and the Mid-Rise Building Design Guidelines.

Durham Scarborough Bus Rapid Transit (DSBRT)

The Durham-Scarborough Bus Rapid Transit (DSBRT) line is proposed along Ellesmere Road immediately in front of the site which includes a stop at Conlins Road. Ellesmere Road has a planned right-of-way width of 36 metres in the Official Plan. The proposed development includes an 8.83 metre public boulevard, comprised of a 5.17 m road widening conveyance and a 3.64m setback which is required to facilitate the future condition of the planned DSBRT. An additional 3.70m right-of-way widening may be required at a future date in order to facilitate the Durham Scarborough Bus Rapid Transit and associated works. The additional widening is illustrated on the plans and will not be conveyed to the City until the DSBRT is constructed, but has been protected for through the application process through the provision of a front yard setback.

Eglinton East Light Rail Transit (EELRT)

The Eglinton East Light Rail Transit (EELRT) project is led by the City of Toronto in partnership with the TTC. On December 13, 2023, Council approved the recommendations for the EELRT'S 10% design phase and on February 5, 2025, City Council approved the report for Advancing Eglinton East Light Rail Transit to a 30% design stage.

Currently the EELRT includes a total of 27 stops, including stops on the University of Toronto Scarborough North campus and an interchange stop planned for the intersection of Morningside Avenue and Ellesmere Road, approximately 130 metres from the subject property.

The alignment of the EELRT through the UTSC campus will be facilitated by the realignment of Military Trail to create a new central street through the North Campus lands. The realignment of New Military Trail would bisect the adjacent property located at 3295 Ellesmere Road with a new public road. This would result in the subject lands having a corner lot condition, and the site would have two public frontages on a newly aligned Military Trail and Ellesmere Road. The design of the site plan and overall orientation of the building has been designed to anticipate this future condition.

Ellesmere Complete Streets Project

The Ellesmere Complete Street project is planned to be delivered in two phases: Military Trail to Kingston Road in 2027–2028, followed by Orton Park Road to Military Trail in 2029–2030. Furthermore, as part of the City's Cycling Network Plan, Vision Zero Road Safety Plan and TransformTO Net Zero Climate Action Strategy, the planned road work includes improvements to safety, accessibility, and operations for all users of the street.

Changes along Ellesmere Road include, but not limited to, new raised cycle tracks up to 2.4 metre in width, upgraded 2.1 metre sidewalks in targeted locations and additional landscape buffers. At this location, the current design includes a 1.8 m uni-directional raised cycle track with buffers on both sides, which will be constructed at the widened boulevard area at the south side. The existing public sidewalk will be expanded to 2.1 metres. The road widening and front yard setback of 8.8 metres being secured from Ellesmere Road will also protect for these planned improvements, which are expected to take place exclusively within the City's Right of Way.

Shadow Impact

The applicant has submitted a Sun/Shadow Study in support of the application. Official Plan Policy 4.5.2 (d) identifies that building location and massing will be done in a manner that adequately limit shadow impacts on properties on adjacent lands designated *Neighbourhoods* particularly during the spring and fall equinoxes.

The orientation of the building and the subject property's location on the south side of Ellesmere Road limits shadow impact to the City's right of way. During the spring and fall equinoxes, shadows will be cast on the public realm on Ellesmere Road and between 9:18 A.M. to 2:18 P.M. After 1:18 p.m., shadowing occurs on one low-rise property immediately east of the site, extending onto a limited number of adjacent properties until 6:18 p.m. The shadow study confirms no net new shadowing on *Neighbourhoods* designated lands to the south throughout the equinoxes.

As previously discussed, revisions to the rear of the proposed building were made from the original proposal to reduce the depth of the shadows cast on the adjacent low-rise residential neighbourhood to the east. The original proposed building stepped down to 6 storeys at a building depth of 56.9 metres, towards the rear of the property. The revised massing steps down to 6 storeys at a building depth of 43 metres. The reduction of building massing and depth of the taller portion of the building further lessens the extent of shadows cast on the adjacent lands designated *Neighbourhoods*.

The proposed development allows for a minimum of 5 hours of sunlight on the public realm, thereby meeting the intent of the Official Plan policies with respect to adequately limiting shadow impact. Staff have reviewed the submitted shadow study and consider the shadow impacts to be acceptable and adequately limited.

Wind Impact

A Pedestrian Level Wind Study was submitted in support of the application, describing the anticipated wind conditions around the development. The study determined that future wind conditions overall grade-level areas surrounding the subject site to be acceptable for intended pedestrian uses on a seasonal basis. The original wind study determined that the proposed outdoor amenity space on the roof level might be less than optimal, however, the outdoor amenity space has since been relocated.

Staff support the study's conclusion. Additional mitigation measures will be determined through the Site Plan application process, if necessary.

Servicing

The applicant submitted a Stormwater Management Report, Functional Servicing Report and Hydrogeological Report in support of the application, which were reviewed by Development Engineering staff. Revisions are required to the Functional Servicing Plan in order to demonstrate adequate servicing capacity to service the proposed development and to determine if any sanitary infrastructure improvements are required. To ensure that the subject site can be appropriately serviced, staff recommend that a Holding (H) provision in the site-specific Zoning By-law be included as described in greater detail below.

Open Space/Parkland

The City of Toronto Parkland Strategy (PLS) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city.

According to the 2022 draft update to the PLS methodology, the development site is currently in an area with 28 + square metres of parkland per person, which is comparable to the City-wide average provision of 28 square metres of parkland per person (2022).

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.

Traffic Impact

A Transportation Impact Study (TIS) and addendum letter were submitted in support of the application, including the revised development concept.

The consultant concludes that the traffic generated by the site is expected to have minimal impacts on the surrounding street network and anticipates that all three intersections (Ellesmere Road and Military Trail, Military Trail and Morningside Avenue, and Ellesmere Road and Conlins Road) will operate within the limit during peak hours. Transportation Review staff has reviewed the TIS and considers its findings acceptable.

Transportation Demand Management (TDM)

The Transportation Impact Study (TIS) submitted in support of the application, was reviewed by Transportation Review staff and includes a number of transportation demand management measures, including:

- Unbundled parking spaces from the dwelling unit;
- Improve pedestrian and cycling connections;
- Provide bicycle repair stations in the long-term parking room to attract residents to the alternative mode of travel;
- Provide excessive long and short-term bicycle parking spaces;
- Provide bike sharing membership for one year;
- Provide access to a car-sharing program through a dedicated space on-site or at UTSC or by offering one-year membership incentives;
- Provide incentives with a pre-loaded Presto card with an amount of \$156 per unit to encourage public transit;
- Display real-time public transit information; and
- Provide a designated on-site pick-up-drop-off (PUDO) area.

The TIS estimates the above measures will reduce single-occupancy vehicle trips by 21-38%. Transportation Review staff find the proposed TDM measures acceptable. The proposed measures will be secured through a future site plan application.

Access, Vehicular and Bicycle Parking and Loading

Pedestrian access to the subject site will be provided through a centralized lobby interior to the site via a private sidewalk from Ellesmere Road. Vehicular access is proposed from Ellesmere Road via a two-way driveway to the underground ramp.

A total of 44 parking spaces are proposed, of which 31 spaces are designated for residents residential parking spaces distributed through one level of underground parking. A total of 11 visitor parking spaces are proposed, with an additional two temporary parking spaces located external to the building in the eastern side yard. The 11 visitor parking spaces are located in the underground parking garage. Staff finds this to be generally acceptable, and will be requiring accessible parking spaces at a rate of 0.025 for each dwelling unit. Through the Site Plan approval process, staff will work with the applicant to appropriately distribute the amount of accessible parking spaces required for retail and visitor parking.

A total of 138 bicycle parking spaces (124 long-term and 14 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 for both the residential uses and the small portion of commercial retail deployed on site. Staff have reviewed the proposed loading configurations and have no concerns.

Through the Site Plan Control process, staff will ensure that there are no conflicts between pedestrian and vehicular movements on site.

Archaeological Assessment

The subject lands are located within an area of Archaeological Potential. The applicant has submitted a Stage 1 Archaeological Resource Assessment in support the redevelopment application.

Heritage Planning staff have reviewed the report and there are no further archaeological concerns regarding the subject property. Post-approval conditions will be included in any future site plan approval should undocumented remains be discovered during construction.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The applicant submitted an Arborist report and a Tree Inventory, Protection and Removals Plan in support of the application.

The location of the excavation and footings of the proposed development require the removal of 14 existing trees regulated under the City of Toronto's Private Tree By-law, and at present, a total 15 trees have been proposed for planting. The planting of three replacement trees for the removal of each private by-law protected tree and one replacement tree for each City tree would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved.

The application is also required to comply with the Toronto Green Standard (TGS) Version 4, which based on the area of the site, requires 625 cubic metres of soil volume. The submitted landscape plans specify soil volumes totaling 631 cubic metres, including the proposed new trees on the site, therefore complying with the TGS requirement. The submission of satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan application.

School Boards

The application was circulated to the publicly funded school boards for review.

The Toronto District School Board (TDSB) schools serving this development are Highland Creek Public School and West Hill Collegiate Institute. TDSB staff have determined that there may be insufficient capacity at Highland Creek Public School to accommodate students from new residential developments by the time this development is occupied. To address accommodation challenges, the TDSB may need to use portables to accommodate students or engage in studies to explore options for creating additional school space. These options include changing school boundaries, moving programs, or bussing new students to another school, among others. These studies are made publicly available in the Board's Long-Term Program and Accommodation Strategy and may be subject to Board approval and (in some cases) include public engagement.

When this application progresses to the site plan stage, Toronto Lands Corporation (TLC) and TDSB may require the applicant to erect signs on the development site and include warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements to inform new residents of the student accommodation situation. Applicants may also be required to provide estimated occupancy dates and a commitment for periodic updates on expected occupancy to provide the TLC and TDSB with information for enrolment projections.

The Toronto Catholic District School Board (TCDSB) schools currently assigned to this development are Cardinal Leger Catholic School and the closest Secondary Schools are St John Paul II Catholic Secondary School and St Mother Teresa Catholic Academy. The Toronto Catholic District School Board (TCDSB) has advised that their projections for local area schools surrounding this development proposal remain consistent and at this time sufficient space exists to accommodate students. TCDSB requires proof of notification signage and that the clauses be included within any agreements of purchase and sale for the proposed plan.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied.

Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

1. The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system, have adequate capacity and supply to accommodate the development of the lands or required improvements to them to the satisfaction of the Director, Engineering Review, Development Review; and

2. If the Functional Servicing and Stormwater Management Report accepted and satisfactory from (1) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:

a) the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or

b) the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (1) above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.

Until such time that the "H" symbol is removed, the subject site shall not be used for any purposed other than those uses and buildings that currently exist on the site. Any new uses or buildings will not be permitted until such time that the holding provision has been removed. The Executive Director, Development Review and their designate have authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

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

Toronto Green Standard

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

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

Performance measures for Tier 1 development features secured through the zoning bylaw amendment process include EV parking and cycling infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

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 for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Conclusion

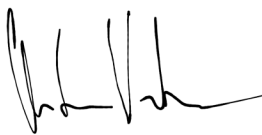
Through the application review process, Staff worked with the applicant to reduce the overall massing of the building at the rear of the building in order to minimize shadow impacts and to reduce the building's massing. The proposal will intensify an underutilized site along a Major Street and Avenue that is well served by both surface transit and emerging higher order transit networks through the Eglinton East Light Rail (EELRT).

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024) and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms to the Official Plan, particularly as it relates to the development criteria for *Mixed Use Areas*. The proposal also meets the intent of the Mid-Rise Building Design Guidelines.

CONTACT

Samuel Baron, Senior Planner, Community Planning, Scarborough District, Tel. No. (416) 392-4582, E-mail: Samuel.Baron@toronto.ca

SIGNATURE



Christian Ventresca, M.Sc.PI, 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: Highland Creek Community 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: Simplified Site Plan
Attachment 9: North Elevation
Attachment 10: South Elevation
Attachment 11: West Elevation
Attachment 12: East Elevation
Attachment 13: 3D Massing Model (Looking Southwest)

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 3307 and 3313 ELLESMERE RD Date Received: September 24, 2025

Application Number: 25 230280 ESC 25 OZ

Application Type: OPA & Rezoning

Project Description: An 11-storey (41.15 metres, including mechanical penthouse) mixed-use building is proposed. The development proposes 180 residential dwelling units, 146 square metres of retail uses, 44 vehicular parking spaces, and 148 bicycle parking spaces. The existing buildings are proposed to be demolished

Applicant	Agent	Architect	Owner
MICHAEL TESTAGUZZA (THE BIGLIERI GROUP LTD)	MICHAEL TESTAGUZZA (THE BIGLIERI GROUP LTD)	MAR ARCHITECT INC.	1001184476 ONTARIO INC.
2472 Kingston Road, Toronto, ON, M1N 1V3	2472 Kingston Road, Toronto, ON, M1N 1V3	20 Mural Street, Unit 5, Richmond Hill, ON, L4B 1K3	20 Mural Street, Unit 5, Richmond Hill, ON, L4B 1K3

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	RD (f15.0; a696) (x701)	Heritage Designation:	N
Height Limit (m):	10 metres	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 3,660 Frontage (m): 37 Depth (m): 102

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	256		1,411	1,411
Residential GFA (sq m):	362		17,904	17,904
Non-Residential GFA (sq m):			146	146
Total GFA (sq m):	362		18,050	18,050
Height - Storeys:	2		10	10
Height - Metres:	10		36	36

Lot Coverage Ratio (%) 67.24 Floor Space Index: 4.93

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	17,862	41
Retail GFA:	146	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			180	180
Freehold:	2			
Condominium:				
Other:				
Total Units:	2		180	180

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:				42	138
Total Units:				42	138

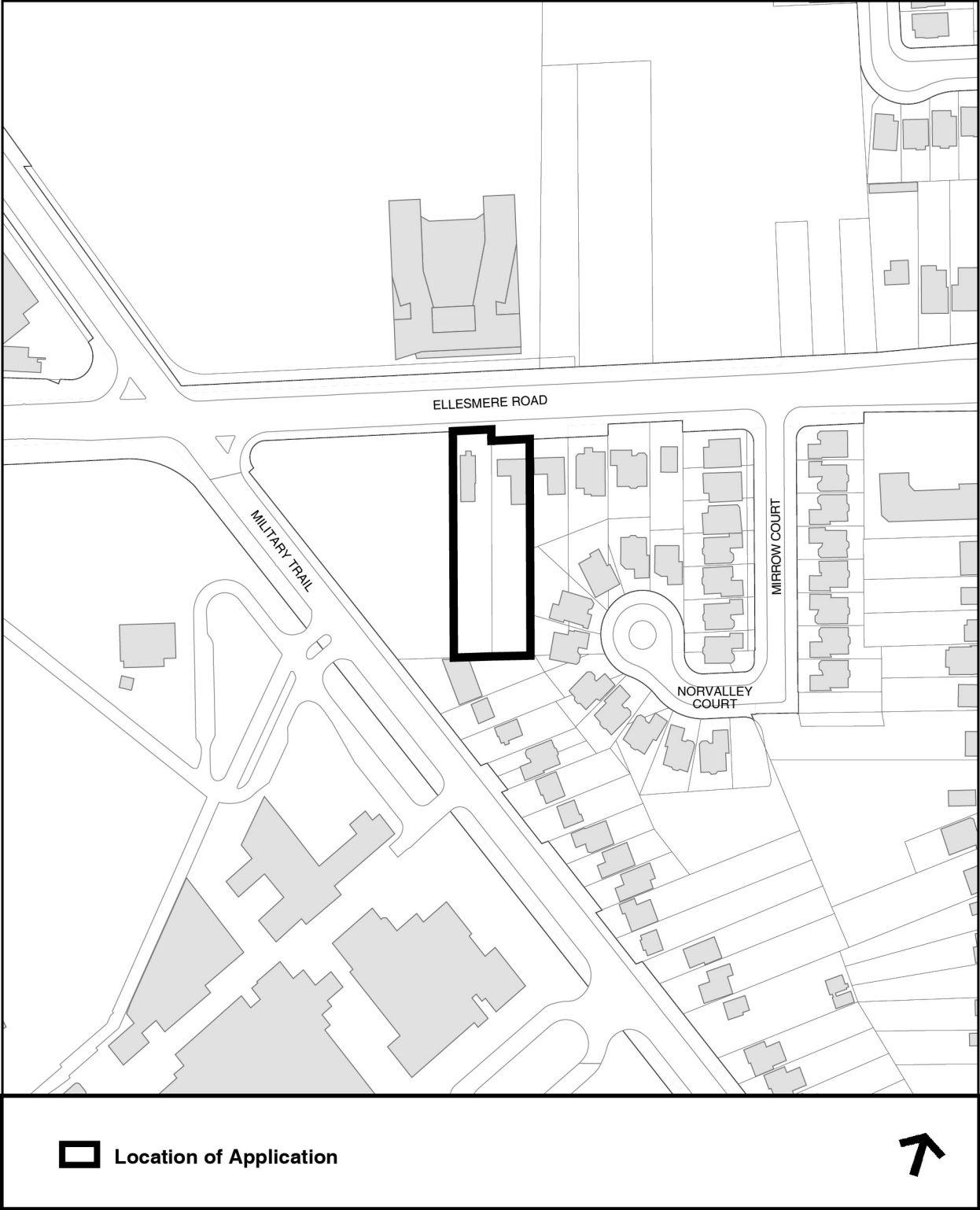
Parking and Loading

Parking Spaces: 44 Bicycle Parking Spaces: 146 Loading Docks: 1

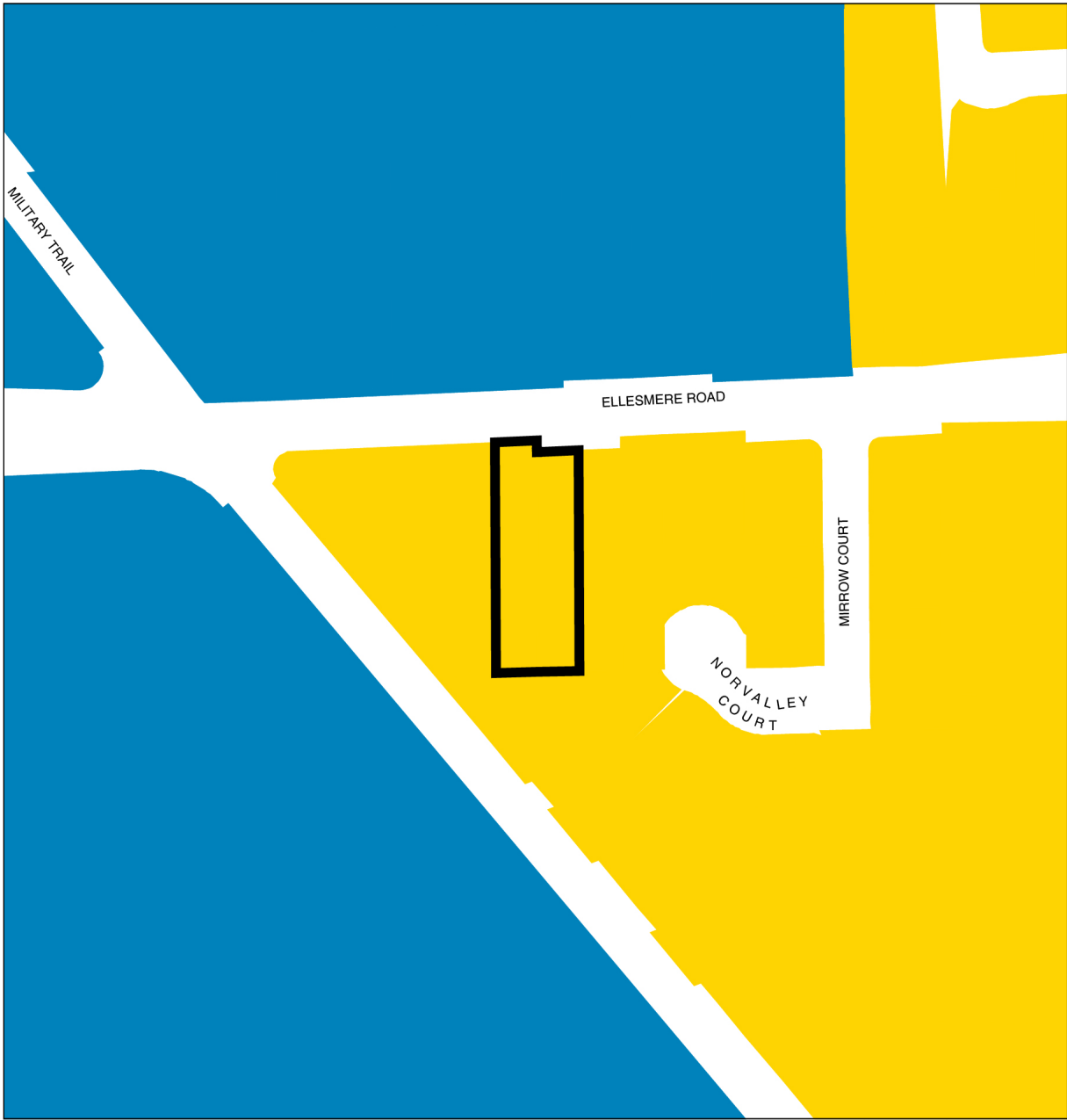
CONTACT:

Samuel Baron, 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

3307-3313 Ellesmere Road

File # 25 230280 ESC 25 0Z

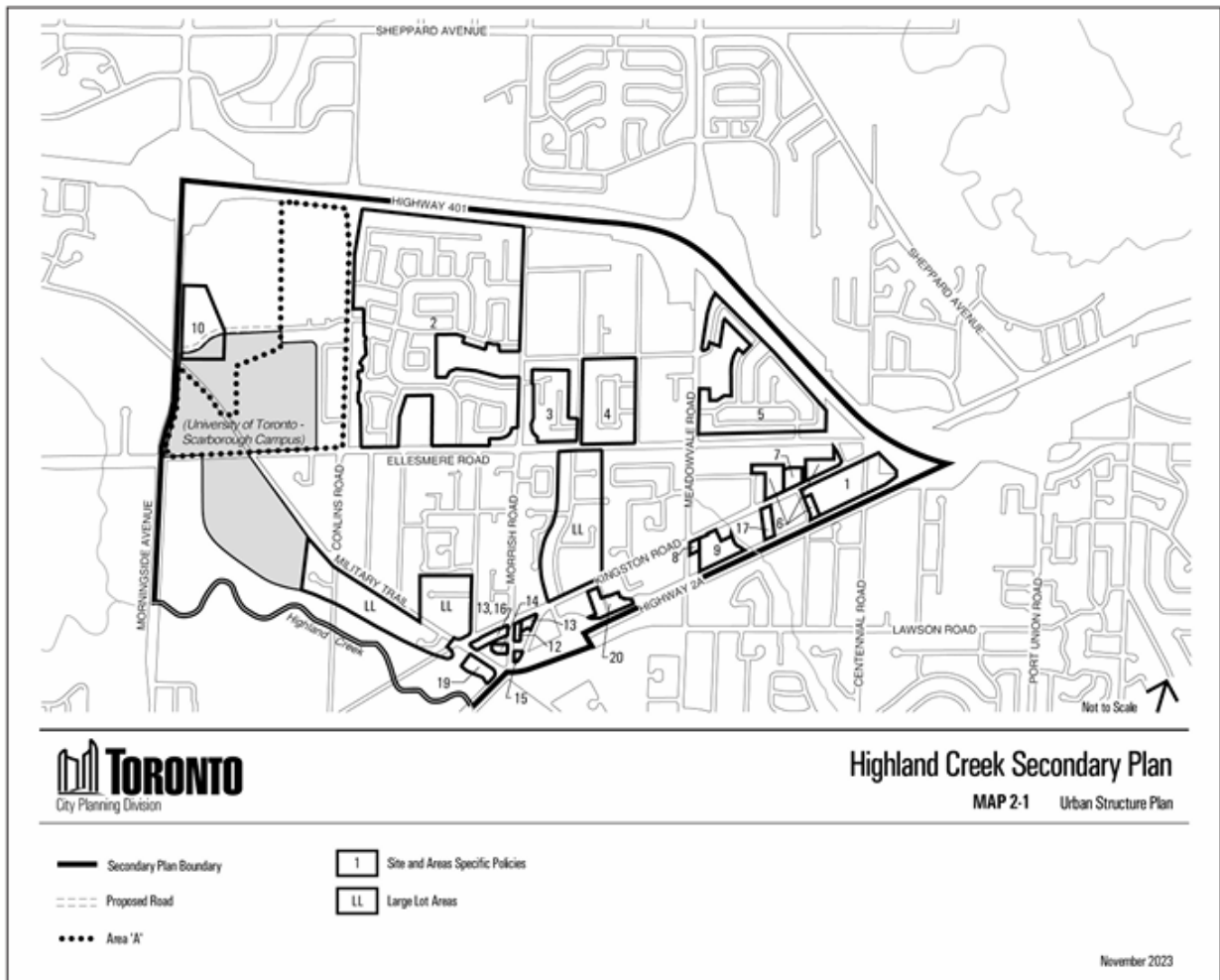
-  Location of Application
-  Neighbourhoods
-  Institutional Areas



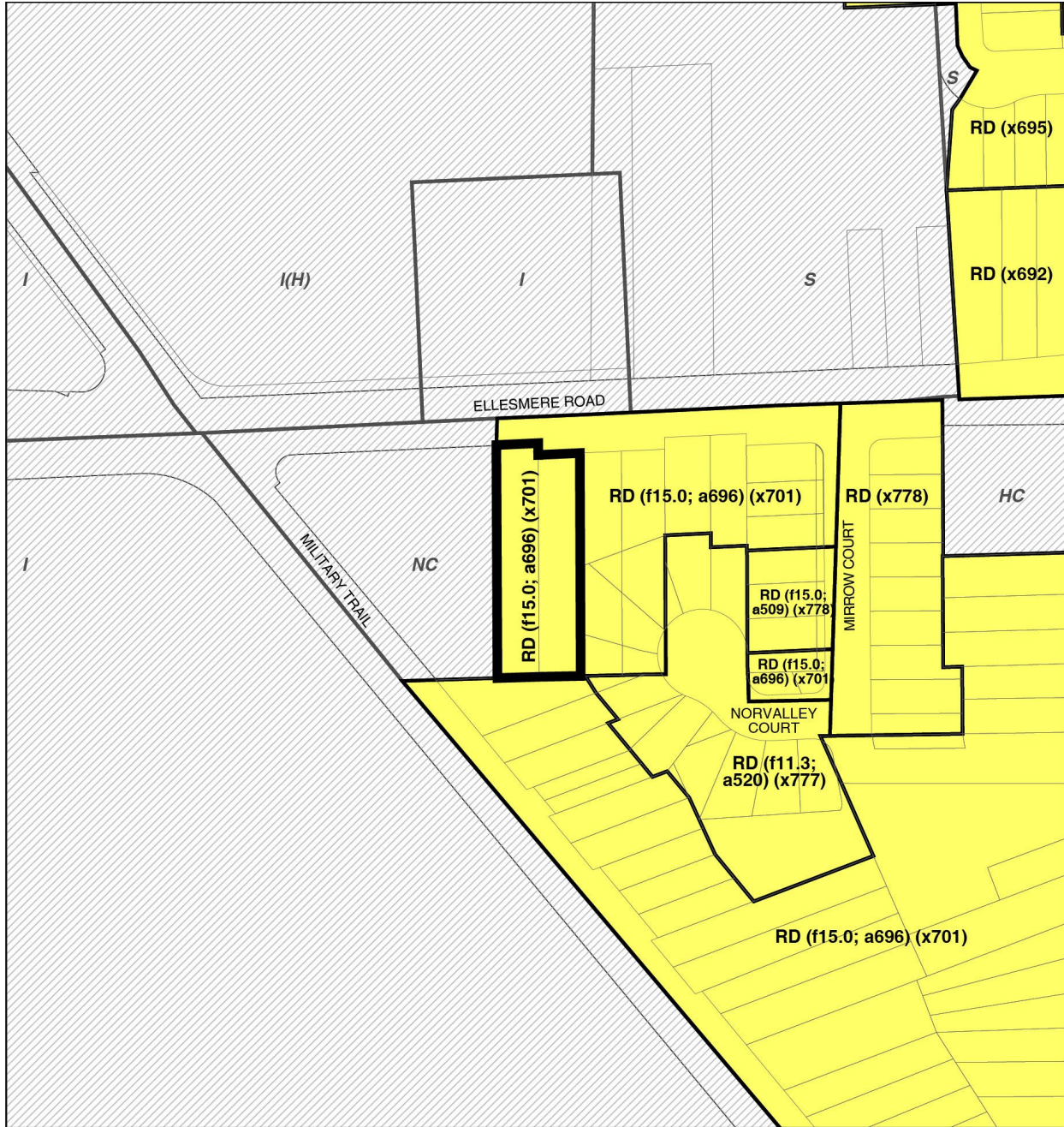
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Attachment 4: Highland Creek Community Secondary Plan Map

MAP 2-1: URBAN STRUCTURE PLAN



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

3307-3313 Ellesmere Road

File # 25 230280 ESC 25 0Z

Location of Application
 RD Residential Detached

See Former City of Scarborough
 Highland Creek Community By-law No. 10827
 S Single-Family Residential
 NC Neighbourhood Commercial
 HC Highway Commercial
 I Institutional Uses



Not to Scale
 Extracted: 03/12/2026

Attachment 6: Draft Official Plan Amendment

City of Toronto By-law No. ~~-20~

AMENDMENT NO. ### TO THE OFFICIAL PLAN

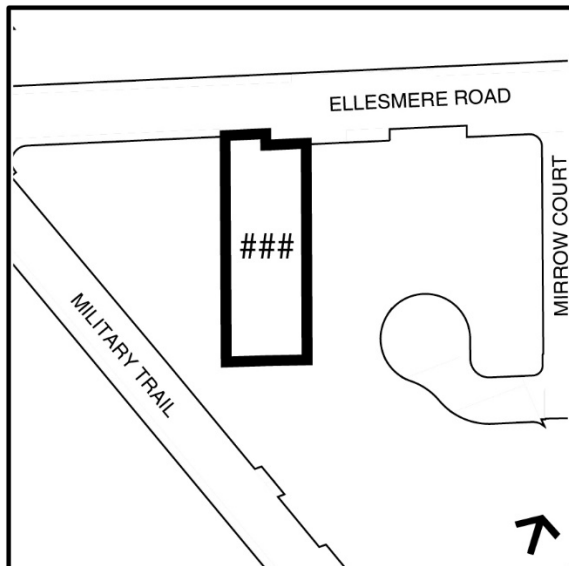
LANDS MUNICIPALLY KNOWN IN THE YEAR 2026 AS 3307 & 3313 ELLESMERE ROAD

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

1. Map 23, Land Use Plan is amended by re-designating the lands known municipally as 3307 and 3313 Ellesmere Road from Neighbourhoods to Mixed Use Areas as shown on the attached Appendix 1.
2. Chapter 6, Section 2, Highland Creek Community Secondary Plan is amended by adding the following subsection to Section 2, Site and Area Specific Policies:
 - 2.21. 3307 and 3313 Ellesmere Road

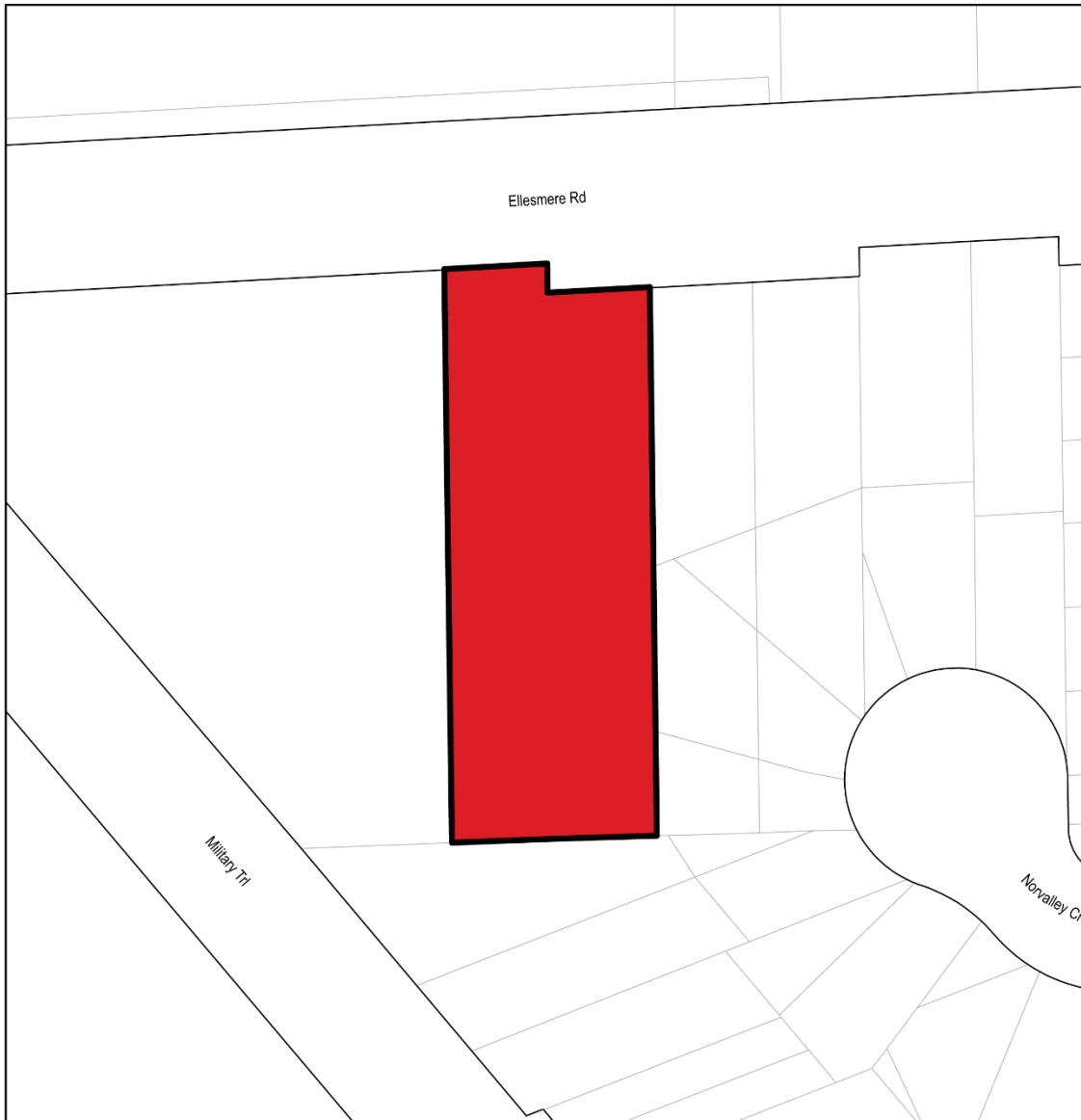
For the lands shown as 21 on Map 2-1:

A building with a maximum height of 36 metres (not including mechanical penthouse, and as further specified in the implementing zoning by-law instrument) is permitted.



3. Chapter 6, Section 2, Highland Creek Community Secondary Plan, Map 2-1 Urban Structure Plan, is amended to show the lands known municipally in 2025 as 3307 and 3313 Ellesmere Road as Site and Area Specific Policy Area Number 2.21, as shown on the attached Appendix 2.

Appendix 1



Official Plan Amendment

Proposed changes to redesignate lands from Neighborhoods Area to Mixed Use Area

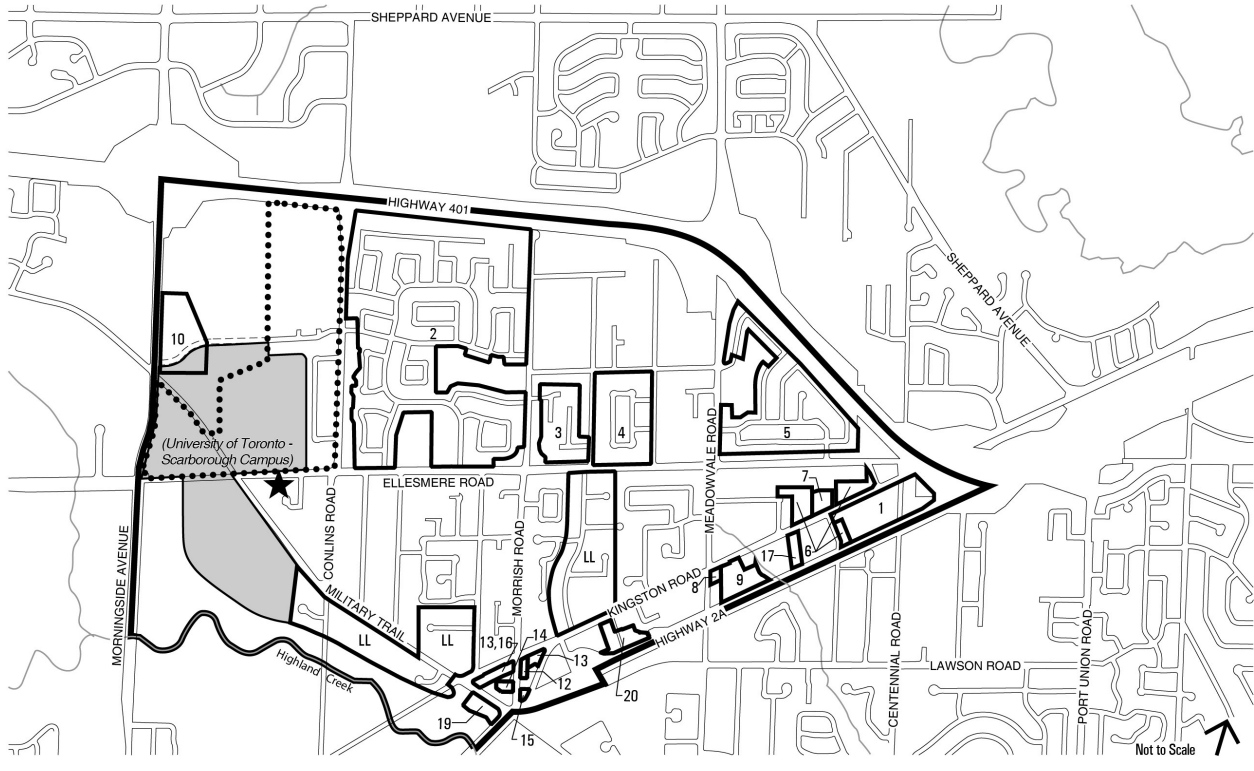
3307-3313 Ellesmere Rd

File # 25 230280 ESC 25 0Z



Not to Scale
02/03/2026

Appendix 2



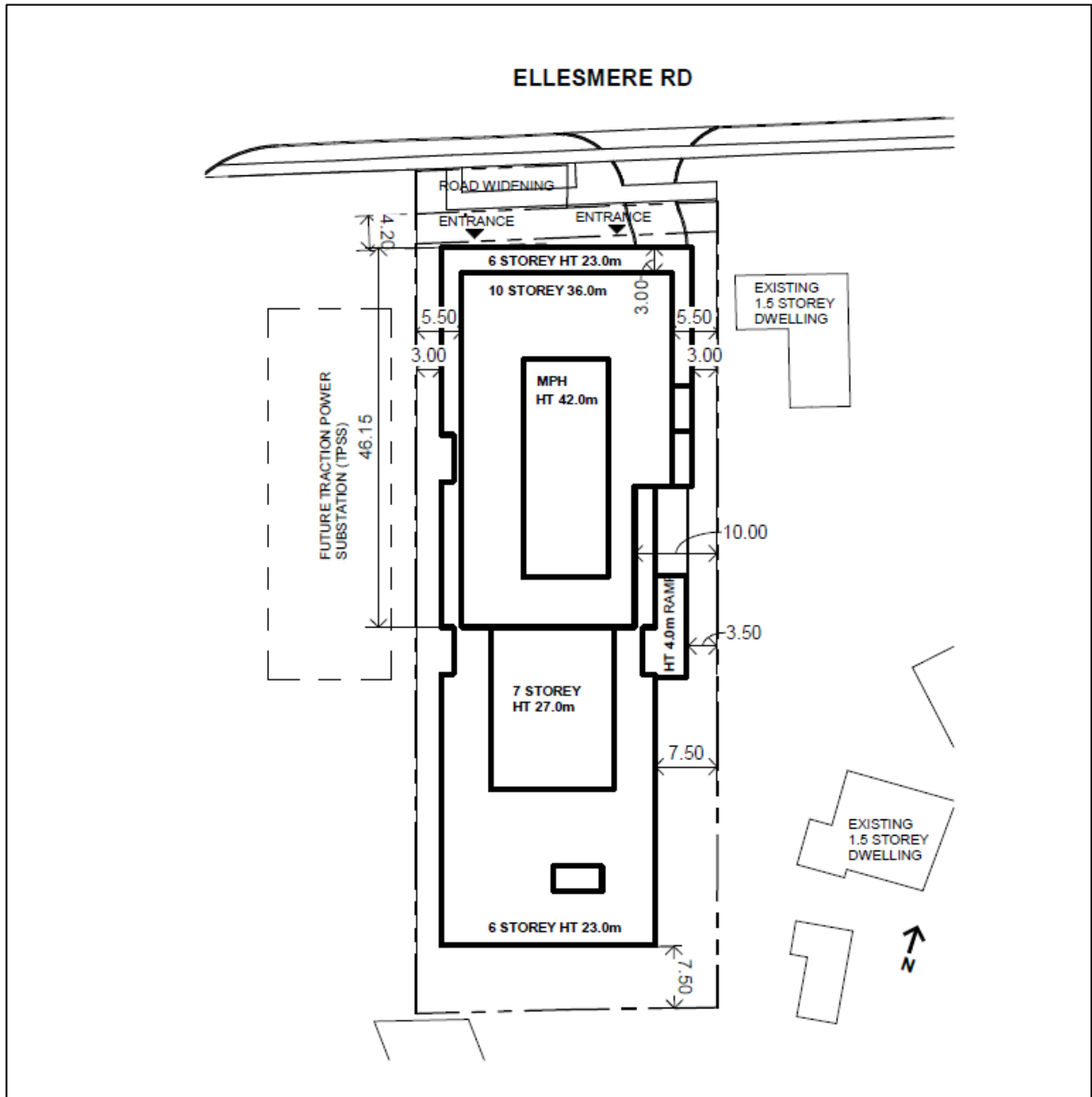
Highland Creek Secondary Plan MAP 2-1 Urban Structure Plan

- Secondary Plan Boundary
- Proposed Road
- 1 Site and Areas Specific Policies
- LL Large Lot Areas
- Area 'A'
- ★ 3307-3313 Ellesmere Road

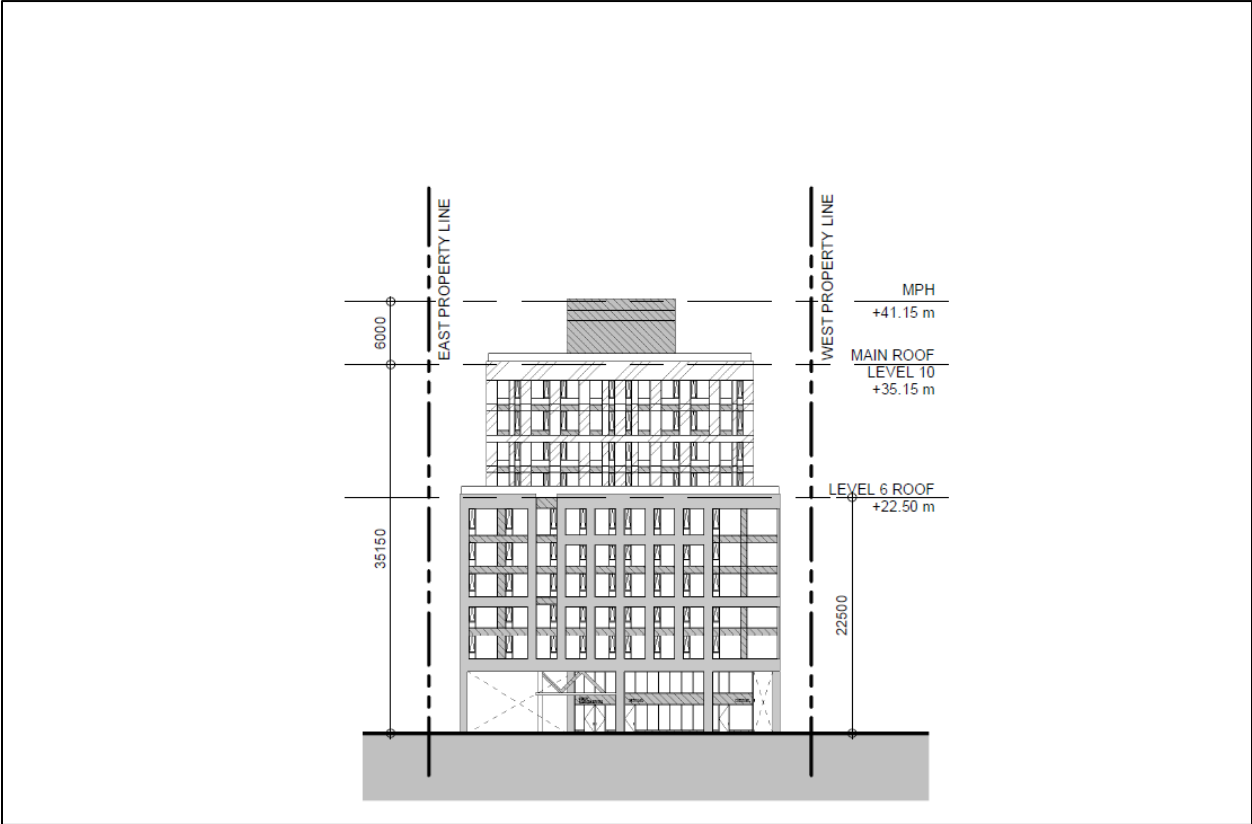
November 2023

Attachment 7: Draft Zoning By-law Amendment
(Attached separately as a PDF)

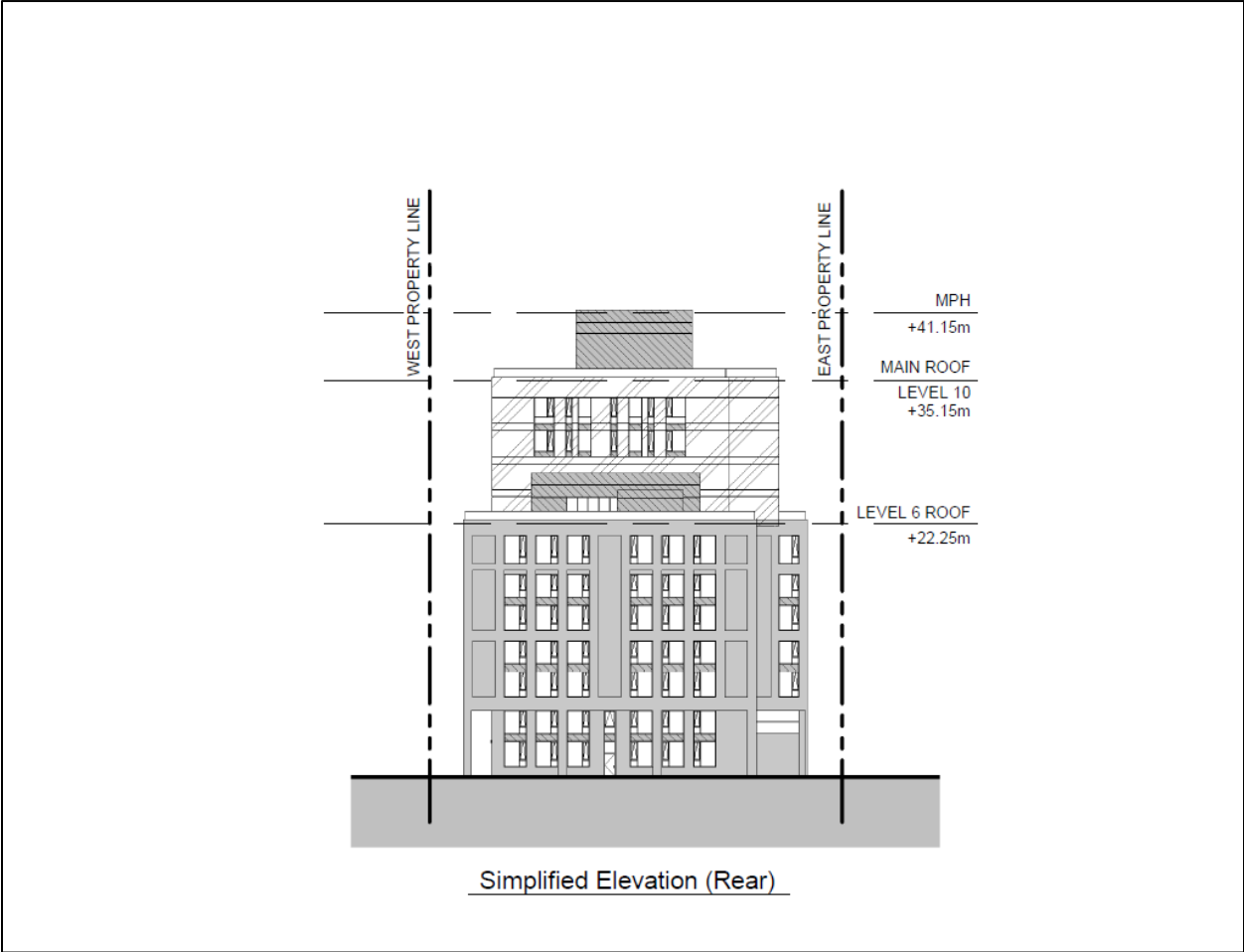
Attachment 8: Simplified Site Plan



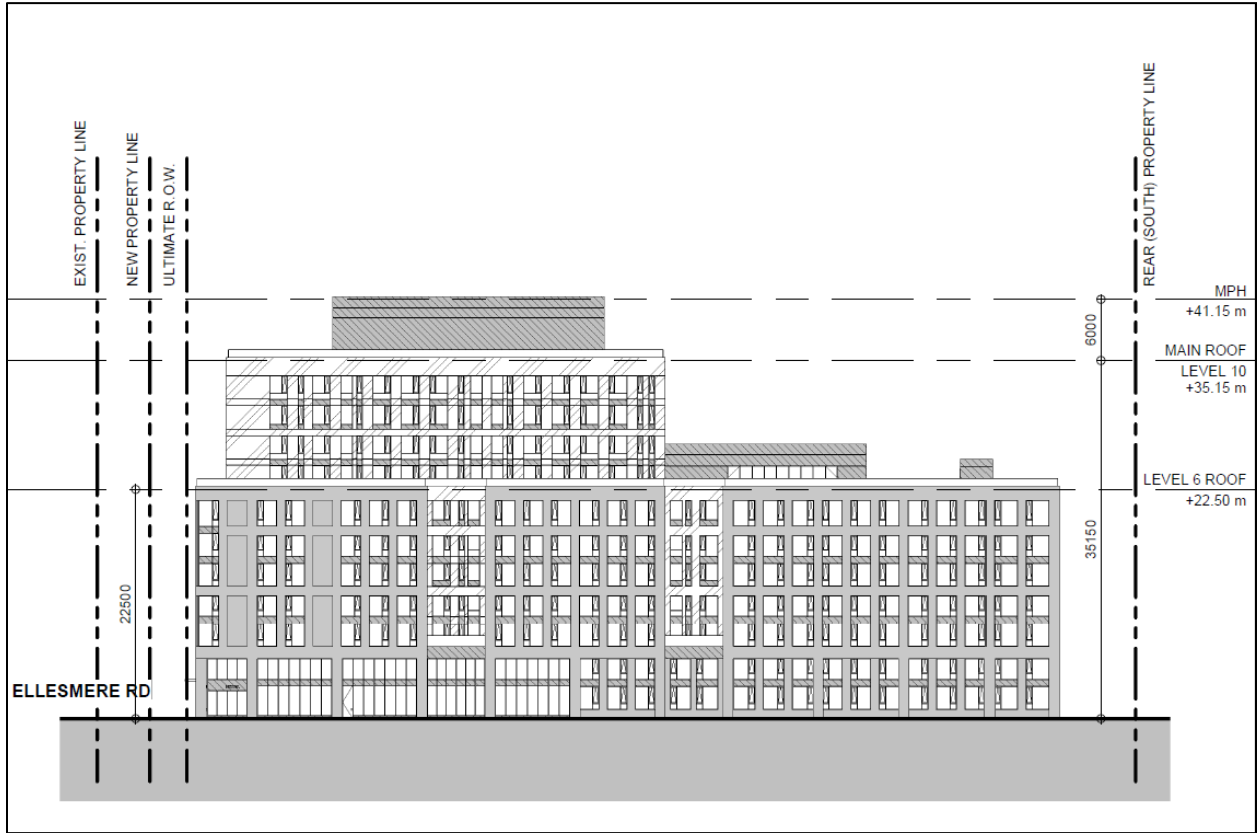
Attachment 9: North Elevation



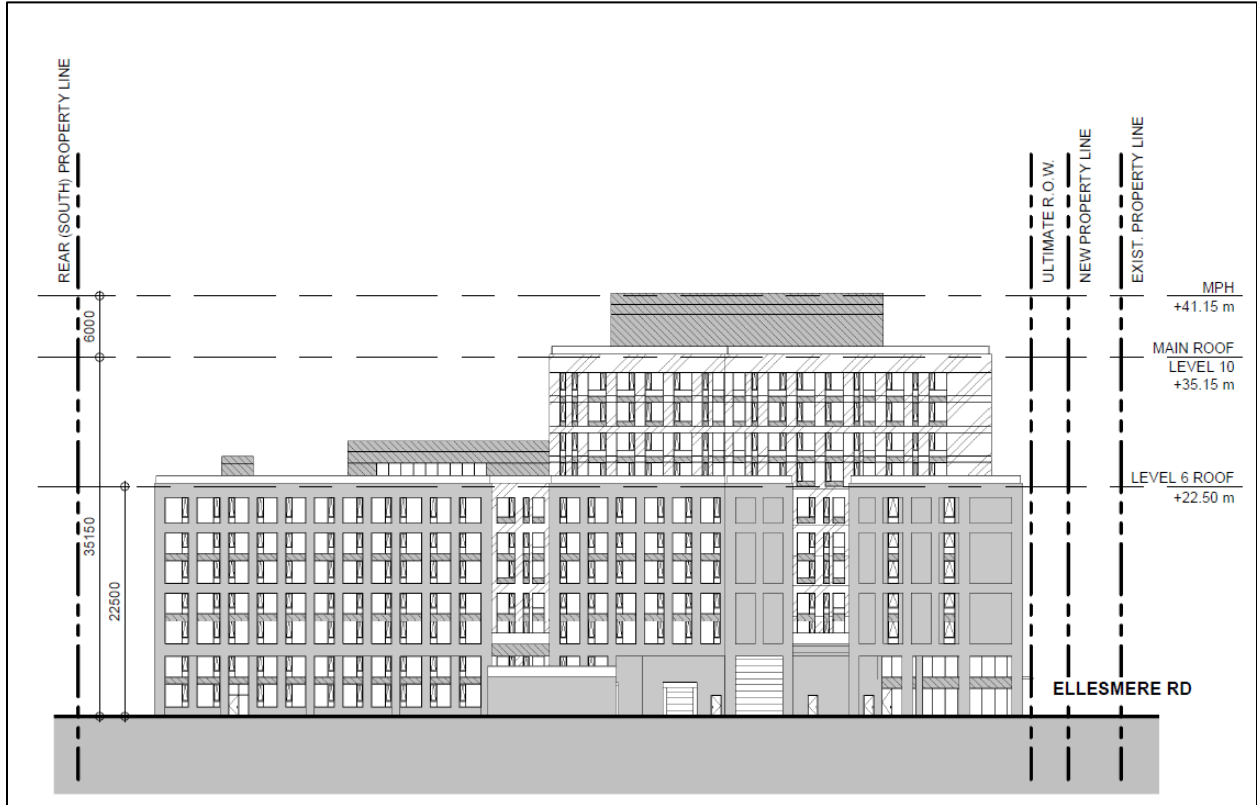
Attachment 10: South Elevation



Attachment 11: West Elevation



Attachment 12: East Elevation



Attachment 13: 3D Massing Model (Looking Southwest)



View of Applicant's Proposal Looking Southwest



03/12/2026