

3583 and 3585 Lawrence Avenue East - Official Plan and Zoning By-law Amendment – Decision Report – Approval

Date: June 22, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 24 - Scarborough-Guildwood

Planning Application Number: 25 126138 ESC 24 OZ and 26 120685 ESC 24 OZ

SUMMARY

This report recommends approval of the application to amend the Official Plan and Zoning By-law at 3583 and 3585 Lawrence Avenue East to permit the construction of two towers (35 and 34 storeys) containing 661 residential units, with retail at grade and medical office uses on the second storey. The development proposes 61,304 square metres of gross floor area (GFA), consisting of 58,747 square metres of residential gross floor area and 2,557 square metres of non-residential gross floor area, resulting in a floor space index (FSI) of 8.65. The existing one-storey commercial building will be demolished.

This report recommends including a Holding (H) provision in the zoning by-law for the subject site to ensure that the identified infrastructure matters are addressed to the satisfaction of the Chief Engineer, Engineering Construction Services and a revised Pedestrian Level Wind Study, including a Wind Tunnel Study, is submitted to the satisfaction of the Chief Planner and Executive Director, City Planning.

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 at the intersection of two major arterial roads benefiting from frequent public transit. The existing and planned context of the surrounding area make the lands suitable for a higher density, mixed use development.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 3583 and 3585 Lawrence Avenue East 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 3583 and 3585 Lawrence Avenue East 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 Amendment 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.

DECISION HISTORY

On February 5, 2025, City Council adopted Official Plan Amendment 778 (OPA 778), which added 283 kilometres of *Avenues* to Map 2 of the Official Plan, removed the Avenue Segment Review requirement, introduce built form direction and strengthened the alignment of growth and transit to support complete communities: [Agenda Item History - 2025.PH18.5](#).

THE SITE AND SURROUNDING LANDS

Description

The site is a rectangular lot located at southeast corner of Lawrence Avenue East and Markham Road, municipally known as 3583 and 3585 Lawrence Avenue East. The subject lands have an area of approximately 7,087 square metres, with a frontage of approximately 97.2 metres on Lawrence Avenue East and approximately 75.9 metres on Markham Road.

Existing Uses

The subject lands are currently occupied by a low-rise commercial plaza, approximately 1,430 square metres in size, with a surface parking lot. The commercial uses within the plaza include medical offices, a fast-food restaurant, and a hair salon. Vehicular access is provided via one driveway from Lawrence Avenue East, and one from Markham Road, both operate with right-in/right-out access. The existing commercial plaza is proposed to be demolished. See Attachment 2 for the Location Map.

Surrounding Uses

North: Immediately north of the subject lands is a commercial plaza that includes a financial institution, fast food restaurant, small-scale grocery store, and other retail uses. Further north are single-detached dwellings.

South: Immediately south of the subject lands are a series of low-rise commercial plazas with fast-food restaurants, grocery, and other retail uses. A ten-storey apartment building is located to the rear. Further south, beyond Greencrest Circuit, is the Cedarbrae Branch of the Toronto Public Library, a nine-storey mixed use building with at-grade retail fronting Markham Road, and an eight-storey apartment building.

East: Immediately east of the subject lands is a low-rise commercial plaza that includes a financial institution, fast-food restaurant, beauty salon, and other retail uses. Further east, fronting Lawrence Avenue East, are a 13-storey apartment building, a place of worship, and additional retail uses. Low-rise apartments, semi-detached dwellings, and a primary school are located east of this area.

West: Immediately west of the subject lands is the Cedarbrae Centre, which includes large scale retail stores, restaurants, dental offices, and fitness centres. An existing sites west of the property containing low scale commercial uses (3434 Lawrence Avenue East) is being intensified, through a recent development approval for 10-23 storey mixed use buildings. Further to the west, south of Greencedar Circuit, is a Cedarbrae Collegiate Institute. Beyond this are single-detached dwellings and Cedar Brook Park.

THE APPLICATION

Description

The proposal consists of two mixed-use buildings, each comprising a tower above a six storey base building. Building A is a 35-storey tower (approximately 111 metres plus mechanical space), and Building B is a 34-storey tower (approximately 108 metres plus mechanical space). A total of 61,304 square metres gross floor area is proposed, comprised of 58,747 square metres of residential uses and 2,557 square metres of non-residential uses.

Density

The proposal has a density of 8.65 times the area of the lot.

Residential Component

The proposal includes 661 dwelling units, with 474 one-bedroom (72%), 119 two-bedroom (18%), and 68 three-bedroom units (10%).

Non-Residential Component

The proposal includes 2,557 square metres of non-residential floor space located on multiple storeys. The non-residential space in Building A consists of 912 square metres of retail on the ground floor demised into 10 retail/commercial units with multiple entrances from both Lawrence Avenue East and Markham Road. Building B includes 1,645 square metres of medial centre space located at grade and on the second floor.

Amenity Space

A total of 2,922 square metres of amenity space is proposed, with 1,569 square metres of indoor amenity space (2.37 square metres of amenity space per unit) and 1,353 square metres of outdoor amenity space (2.04 square metres of amenity space per unit).

Access, Parking and Loading

Vehicular access is provided via two vehicular access points, one on Lawrence Avenue East and one on Markham Road connected via an 6 metre wide internal driveway. The internal driveway provides access to the pick-up/drop-off area in front of Building B, visitor parking on the south side of the site, loading spaces within each building, and the ramp to the underground parking garage located at the southeast corner of Building B. The existing vehicular accesses from Lawrence Avenue East and Markham Road will be removed.

The proposal includes a total of 336 vehicular parking spaces (248 residential parking spaces and 88 visitor parking spaces). A total of 22 accessible parking spaces is proposed, including 2 spaces at grade and 20 spaces within the underground garage. Of the total parking supply, 329 parking spaces are proposed within two underground levels (P1 and P2), and 7 spaces are proposed at grade.

All residential parking spaces and 25 percent of the visitor parking spaces are proposed to be equipped with energized outlets (EVSE). A total of 537 bicycle parking spaces are proposed. This includes 474 long-term and 63 short-term bicycle parking spaces. In addition, 76 of the total bicycle parking spaces will be equipped with energized outlets for electric bicycles.

The development proposes two Type "G" loading spaces located at grade, one for each building, to be shared between the residential, retail and medical office uses.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views 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: <https://www.toronto.ca/3583LawrenceAveE>

Reasons for Application

An Official Plan Amendment is required to amend the Official Plan's *Avenues* Policies (OPA 778), to permit the proposed development of tall buildings at the intersection of two major streets which are identified as *Avenues* on Official Plan Map 2 (Urban Structure). On July 24, 2025, the Ontario Land Tribunal (OLT) scoped appeals to site-specific issues and confirmed that all other portions of OPA 778 came into effect retroactive to March 14, 2025 prior to the originally submitted Zoning By-law Amendment application being deemed complete on July 11, 2025. The updated *Avenues* policies, as retroactively applied, provide for midrise development unless proximate to higher order transit. As such an Official Plan Amendment was required to permit the proposed tall building development under the Official Plan's *Avenues* policies.

A Zoning By-law Amendment is required to permit the proposed built form and to create appropriate performance standards for the proposal including height, density, building setbacks, floor space index and lot coverage, among other matters.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on December 12, 2023, to provide feedback on the proposal for two towers of 36 and 40 storey with retail and medical office uses at-grade. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The original Zoning By-law Amendment application (25 126138 ESC 24 OZ) was deemed complete on July 11, 2025 noted above. A subsequent Official Plan Amendment (26 120685 ESC 24 OZ) application to address the built form provisions was submitted deemed complete on February 23, 2026.

The reports and studies submitted in support of this application are available on the Application Information Centre <https://www.toronto.ca/3583LawrenceAveE>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law amendments, including associated conditions of approval.

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, including the Greenbelt Plan (2017), and others.

Official Plan

The Official Plan designates the site as *Mixed Use Areas* on Map 23 Land Use Plan. See Attachment 3 of this Report for the Land Use Map.

The Official Plan's (Urban Structure) Map 2 identifies this section of Lawrence Avenue East and Markham Road as *Avenues*, and Map 3 (Right-of-Way Widths Associated with Existing Major Streets) designates both Lawrence Avenue East and Markham Road as Major Streets, with a planned right-of-way width of 36 metres for each. In addition, both Lawrence Avenue East and Markham Road are identified as 'Transit Priority Segments' on Map 5 (Surface Transit Priority Network).

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.

Zoning

The subject site is zoned Commercial Residential (CR 0.4 (c0.4; r0.0) SS3 (x366)) under Zoning By-law 569-2013, as amended. The Commercial Residential zone category permits commercial and office uses and generally permits residential uses if a density is assigned to the residential (r) value in the zoning. There is no residential permission currently for the subject site (r0.0). The lands are also subject to Exception CR 366 containing regulations related to maximum gross floor area and minimum building setbacks. Pursuant to the exception, the zoning would permit gross floor area to a maximum of 40 percent of the site area. See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Percent for Public Art Program
- Toronto Green Standard Version 4
- Streetscape Manual
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. In place since 2010, the TGS has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

Site Plan Control

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

PUBLIC ENGAGEMENT

Community Consultation

A community consultation meeting was held virtually on October 14, 2025 attended by 13 members of the public along with the applicant, City staff and the Ward Councillor. The following questions and comments were raised during the meeting:

- Future vision and character of the Lawrence Avenue East corridor, including increasing tower heights and intensification;
- Consideration of alternative built forms such as townhouses and mid-rise buildings instead of tall towers;
- Parking availability for residents, visitors, and commercial uses;
- Tenant retention, relocation, and support for existing commercial tenants during construction;
- Pedestrian safety and management of transit users at the Markham Road frontage with new at-grade commercial uses;
- A main entrance on Markham Road may worsen pedestrian safety and traffic flow during peak hours;
- Capacity of local schools and community infrastructure to accommodate growth.
- Housing affordability and access for non-ownership households due to potential increases in property values;
- Traffic congestion and cumulative impacts from nearby developments, including 3434 Lawrence Avenue East; and
- Noise, air quality, and environmental impacts associated with the proposed development.

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). 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, design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The proposal adheres to the *Mixed Use Areas* policies of the Official Plan by intensifying an underutilized with a development that proposes a range of residential and retail/commercial uses in a mixed-use building. The proposal includes 661 residential units and 2,540 square metres of retail, medical centre and commercial space, nearly doubling the amount of existing retail commercial GFA on site (1,430 square metres). The proposal also includes ground floor retail/commercial space to animate the streetscape, creating a pedestrian-oriented development that will be supported by current and future transit.

The site's location along two *Transit Priority Segments* with access to frequent transit service renders this site suitable for higher intensity development. The site is well served by public transit, with direct access to several TTC bus routes along Lawrence Avenue East and Markham Road, including local, express, and night bus services. Transit services in the area provide frequent connections to TTC subway lines, GO Transit services, surrounding commercial and retail destinations, and the broader regional transit network. The closest subway station is currently Kennedy Subway Station (Line 2) approximately 4.5 kilometres southwest of the subject lands, although a new station is under construction at Lawrence Avenue East and McCowan Road which is 1.8 km away from the site. The closest GO Train Station is Eglington GO (Lakeshore East Line) approximately 2.3 kilometres southwest of the Subject Lands.

The subject site is located at the intersection of two *Avenues* identified on Map 2 of the Official Plan (Urban Structure). Official Plan policy 2.2.3 supports growth and intensification, within *Mixed Use Areas*, along *Avenues*. The intensification and mix of uses is appropriate for the subject site's land use designation as *Mixed Use Areas* as the emerging and planned context contains high density tower forms.

Site Organization and Public Realm

The proposal responds to public realm policies in the Official Plan by removing the existing accesses and surface parking along Lawrence Avenue East and Markham Road frontages and creating a new driveway connecting Lawrence Avenue to Markham Road. This driveway leads to an internalized loading area and underground parking within the buildings minimizing the impact of these features on the public realm.

The proposal includes pedestrian access to the ground floor retail units and medical offices are from Markham Road and Lawrence Avenue East. Pedestrian access to the medical offices are provided from the private driveway as well as an internalized corridor in the building. The proposed retail space has a frontage on Markham Road and Lawrence Avenue East, providing high visibility to pedestrians and activating the public realm.

The base building will frame the public streets with an active façade through the incorporation of retail uses and a residential lobby along Markham Road, and retail uses and medical offices along Lawrence Avenue East. A setback of 3.0 metres from the property line to the building base along Markham Road and Lawrence Avenue East provides a generous pedestrian clearway and opportunities for landscaping and public realm enhancements.

The proposed base building includes a canopy along the exterior of both buildings for the retail frontage with continuous weather protection improving the pedestrian environment. The proposed development close to the street edges to frame both Markham Road and Lawrence Avenue East with at grade non-residential uses that wrap the exterior facades of both towers, allowing for increased access and activity at the street level. The walkway which surrounds the buildings on the east, north and west facades allows a direct route for pedestrians to the retail/commercial uses, increasing activity along the street frontages and contributing to an active civic life and functional public realm. The primary residential entrance to building A is from Markham Road and access to primary residential entrance to building B is from the private driveway. Both buildings have secondary entrances from the shared courtyard in the centre of the site.

The six-storey podium provides a comfortable streetwall height across the Markham Road and Lawrence Avenue East frontages, minimizing the impact of the height of the towers at street level and allowing for a transition in scale from the towers to the pedestrian realm and neighbouring properties. The tower setback ensures access to sunlight and daylight and aids in reducing wind impact at street level, thereby contributing to a comfortable street level. Additional measures, such as recessed residential and retail entrances and canopies which wrap around three facades of the building, provide weather protection and combined with the proposed building setbacks, landscaping and street trees, create an attractive and comfortable public realm.

The courtyard extends the public realm via pedestrian access to and through the site. The shared courtyard between the two buildings can be accessed from Lawrence Avenue East and provides secondary residential entrances to both buildings. This access serves as a midblock connection from Lawrence Avenue East to Markham Road. The courtyard contains canopies along the interior of the buildings, seating and a

landscaped area for the residents as well as the public, creating an extension of the streetscape and enhancing the public realm.

The proposed development enhances the public realm by improving site organization and built form and providing a range of active at-grade uses, to increase pedestrian activity and create a comfortable environment at street level. Staff consider the proposal to provide a generous landscaped frontage and public realm area, with new tree plantings, landscaping and pedestrian clearway that will enhance the public realm and meet the intent of the Official Plan policies.

Density, Height and Massing

This application has been reviewed against the Official Plan policies and Tall Building design guidelines described in the Policy and Regulation Considerations Section of the Report. The proposed development is consistent with Official Plan policies for tall buildings and the Tall Building Guidelines. Following discussions with staff and public consultation, the proposed development was revised allowing for a proposal that better integrates into the surrounding context and minimizes impact on the surrounding area.

Through the review of the application, and in consideration of the comments received through correspondence from the public, including the community consultation meeting, the following revisions are proposed with the revised submission:

- The number of storeys was reduced, for Building A from 38-storeys to 35-storeys and Building B from 37-storeys to 34-storeys. The podium heights were also reduced from 8 storeys to 6 storeys.
- The proposed gross floor area was reduced from 68,604 square metres to 61,583 square metres and the proposed density is reduced from 9.68 FSI to 8.69 FSI.
- The total number of residential units was reduced from 740 units to 661 units.
- The non-residential GFA for the proposal was reduced from 2,627 square metres to 2,557 square metres.
- The landscaped buffer was increased from 2.5 metres to 3.0 metres along the south and east property line.
- The rear yard setback was increased from 10.6 metres to 11.10 metres.

The proposed heights are compatible with the planned context for the area which includes a mix of existing and planned midrise and tall buildings.

The podium wraps the buildings at the street level, with providing a comfortable streetwall height, as indicated in the Guidelines and Official Plan policies. The lower levels of the podium are proposed to contain the retail, commercial space and medical centre, thereby, creating an active public realm. The podiums have a separation distance of 15 metres at the north of the site, increasing to more than 28 metres toward the south.

The towers provide a separation distance of 28 metres and provide floorplates of 741 and 750 square metres for Buildings A and B, respectively. Building A provides tower stepbacks ranging from 5.0 metres to 7.32 metres from the north and west sides of the podium, while Building B provides a 5.0-metre stepback from the north and east sides of

the podium. Both towers include a stepback of 15.96 metres from the south side of the podiums, creating generous space for outdoor amenity areas. The proposed tower and podium layout and configuration are consistent with the Tall Building Design Guidelines.

Both towers include stepbacks from the podium base, which helps to mitigate the impact of the towers at the street level, as well as reducing shadow and wind effects. Additionally the towers are located closer to the two street frontages and away from the rear and east property lines. Both towers are setback from the rear property line by approximately 27 metres, and the east property line by approximately 16 metres, allowing for an adequate separation distance and transition to the mid-rise building to the rear and the low-rise commercial building to the east. The six-storey podiums along the street frontages and stepping back of the towers from the street, rear and east property lines aid in minimizing impact of the tower heights at the ground level. The proposed reduction in building heights also aid in reducing impact from shadowing and wind at the street level and on adjacent lower density uses.

Housing

This proposal would result in a mixed-use development, with a unit mix that meets the Growing Up Guidelines. A total of 18% two-bedroom units and 10% three-bedroom units are proposed as shown on the submitted architectural plans, which is a total of 28% family sized units, and will be secured in the amending Zoning By-law.

Amenity Space

Official Plan Policy 3.1.3.11 requires that multi-unit residential developments provide high quality, well designed indoor and outdoor shared amenity spaces, that consider the needs of residents of all ages and abilities over time and throughout the year.

A total of 2,922 square metres of amenity space is proposed, with 1,569 square metres of indoor amenity space (2.37 square metres of amenity space per unit) and 1,353 square metres of outdoor amenity space (2.04 square metres of amenity space per unit). The proposed indoor and outdoor amenity space meet the requirements of the Official Plan and Zoning By-law 569-2013.

Outdoor amenity spaces are provided on the seventh floor over the podiums for both Building A and B and the interior courtyard between the two buildings. The outdoor amenity spaces are connected to the indoor amenity space on the seventh floor of each tower. Indoor amenity is also proposed on the ground floor and each floor of the podium for both buildings.

Shadow Impact

The Official Plan requires new development to be designed in a manner that adequately limits the impact of shadowing on the public realm, particularly during the spring and fall equinoxes.

A Sun/Shadow Study was submitted in support of the proposed development and reviewed by staff. The study demonstrates that shadow impacts generated by the

proposed towers are generally limited to moving shadows on portions of the public realm and adjacent properties during the spring and fall equinoxes.

The intersection of Lawrence Avenue East and Markham Road experiences shadowing primarily during the morning period between 9:18 a.m. and 12:18 p.m. Following this period, the tower shadows move progressively away from the intersection, allowing for approximately five hours of sunlight on the public realm between 1:18 p.m. and 6:18 p.m. Along Lawrence Avenue East, shadows generated by the towers move quickly across the public realm and do not result in prolonged shadow impacts.

The proposed built form has been designed to minimize shadow impacts through the reduction in tower and podium heights, the orientation and placement of the towers, increased tower stepbacks of approximately 5 metres, and relatively compact tower floor plates of approximately 741 square metres and 750 square metres.

Staff are satisfied that the resulting shadow impacts are appropriately limited and consistent with the Official Plan policies respecting access to sunlight on the public realm and neighbouring properties.

Wind Impact

A Wind Study was submitted by Theakston Environmental Consulting Engineers (Wind Consultant) in support of the application and reviewed by staff. The CFD study predicted wind conditions on and around the proposed development to remain similar to the existing setting or improve with the inclusion of the proposed development. Elevated wind conditions are predicted at the proposed development's corners and gaps between buildings, but generally remain suitable for walking, standing, or better, year-round, under normal wind conditions, with only a few exceptions.

Localized uncomfortable wind conditions were predicted during winter and spring near the northwest and southwest corners of Tower A, the northeast corner of Tower B, and the gap between Towers A and B. The proposed changes to the building height and massing will reduce downwash effects. In addition, recessed entrances, canopies along both frontages, and landscape wind mitigation measures could improve building performance and enhance pedestrian comfort.

The applicant's wind consultant provided a supplementary letter based on the revised development proposal recommending additional measures be explored through detailed design of the proposal and that the detailed design should be tested through a comprehensive wind tunnel study. A holding provision will be included in the implementing Zoning By-law Amendment to require the completion of additional wind tunnel testing and the incorporation of any wind mitigation measures if required.

Servicing

The applicant submitted a Functional Servicing, Stormwater Management Report, and Hydrogeological Report, in support of the application, which were reviewed by Development Engineering staff. Staff concluded that revised studies and additional review is required to determine if sufficient servicing capacity is available to support the

proposed development of the site. Staff will continue to work with the applicant to ensure adequate capacity is provided.

Holding provisions will be placed in the implementing Zoning By-law Amendment to ensure servicing capacity issues are addressed prior to development advancing. The holding provisions are described in greater detail below.

Road Widening

The Official Plan requirement of a 36 metre right-of-way for these segments of Markham Road and Lawrence Avenue East, is currently being met. No additional road widenings are required for this site along Markham Road and Lawrence Avenue East.

Access, Vehicular and Bicycle Parking and Loading

Two vehicular access points are proposed for the development, including a full-movement driveway from Lawrence Avenue East at the northeast corner of the site, and a right-in/right-out driveway from Markham Road at the southwest corner. A continuous internal driveway along the east and south edges of the property will connect both access points.

The internal driveway will serve the pick-up/drop-off area in front of Building B, visitor parking on the south side of the site, loading spaces within each building, and the ramp to the underground parking garage located at the southeast corner of Building B. Both driveway entrances and the internal driveway are 6.0 metres wide.

Primary pedestrian access to Building A is provided from Markham Road, while Building B is accessed from the private driveway on the east side of the site. Additional pedestrian access to both buildings is proposed from the shared courtyard located between the buildings. Access to the retail and medical centre components is provided from both Markham Road and Lawrence Avenue East.

A total of 336 vehicle parking spaces is proposed, including 248 resident spaces and 88 visitor spaces. Of the visitor spaces, 59 are designated for residential visitors, 22 for non-residential visitors, and 7 are designated barrier-free spaces serving both residential and non-residential visitors. The proposed visitor parking supply meets the requirements of Zoning By-law 569-2013, as amended.

Of the total parking supply, 329 parking spaces are proposed within two underground Levels (P1 and P2), and 7 spaces are proposed at grade. Seven of the 88 visitor spaces are located at grade, with the remaining 81 located on Level P1.

A total of 22 accessible parking spaces is proposed, including 2 spaces at grade and 20 spaces within the underground garage. Seven accessible spaces (2 at grade and 5 on P1) are proposed serve residential visitors and non-residential uses, while 15 accessible spaces for residential use are proposed on Levels P1 and P2. Based on recent amendments to the Zoning By-law (By-law 223-2025), a minimum of 23 accessible spaces is required, including 17 residential spaces and 6 spaces for residential and non-residential visitors. Staff therefore recommend that the applicant

provide a minimum of 23 accessible parking spaces. These requirements will be secured through the Zoning By-law Amendment.

A total of 537 bicycle parking spaces are proposed, consisting of 474 long-term and 63 short-term spaces. Of the long-term bicycle parking spaces, 71 are proposed on Level P1 and 403 on Level P2, distributed across secured rooms and designated areas along the drive aisle. Of the total bicycle parking supply, 76 spaces will be equipped with energized outlets for electric bicycles. The configuration and access to long-term bicycle facilities will be reviewed further through the Site Plan Approval process.

Short-term bicycle parking spaces are proposed at grade in several locations along Lawrence Avenue East, Markham Road, and within the shared courtyard between the buildings. These spaces are located near building entrances to ensure visibility and convenient access for visitors.

The development proposes two Type “G” loading spaces, one for each building, to be shared between the retail and medical office uses. Although Zoning By-law 569-2013 requires one Type “G,” one Type “B,” and one Type “C” loading space, staff consider the proposed loading configuration acceptable.

Traffic Impact

A Traffic Impact Study (TIS) and Comment Response Letter addressing the revised proposal, were submitted in support of the application and were reviewed by staff. Under future total conditions, all studied intersections are expected to operate similarly to future background conditions, with slight improvements. Overall, the proposed development does not present any significant impact to future traffic conditions in the study area.

The proposed development is anticipated to generate 75 two-way vehicle trips (19 inbound, 56 outbound) during the weekday AM peak hour and 65 two-way vehicle trips (41 inbound, 24 outbound) during the weekday PM peak hour.

The consultant estimated that the proposed development is expected to generate 312 total person-trips (126 inbound, 186 outbound) during the weekday AM peak hour and 426 total person-trips (228 inbound, 198 outbound) during the weekday PM peak hour.

The following intersections were considered for the analysis in the Transportation Impact Study:

- Lawrence Avenue East at Markham Road (Signalized);
- Lawrence Avenue East and site entrance driveway (Unsignalized);
- Lawrence Avenue East at Greenholm Circuit/ Greencrest Circuit (Signalized);
- Markham Road Greencrest Circuit / Greencedar Circuit (Signalized); and
- Markham Road and Site Driveway (Unsignalized)

The capacity analysis for the existing, future background and future total conditions in 2029 at the above-noted intersections indicated that these intersections would continue

to operate with an acceptable level of service in the morning and afternoon peak hours without considering any measures except for a few movements.

Staff will continue to work with the applicant to ensure adequate measures are implemented to minimize traffic impact from the site on the surrounding road network.

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.

- Long-term and short-term bicycle parking spaces including bicycle repair stations, are proposed;
- A minimum of two car share parking spaces is secured through the zoning by-law amendments;
- Minimum widths for pedestrian connection walkways between building entrances and public sidewalks, as well as internal site walkways, are maintained;
- Minimum pedestrian clear widths along adjacent public sidewalks are maintained; and
- An on-site lay-by area for pick-up-drop-off (PUDO) is provided.

Parkland

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

In the event that the Owner acquires additional land which increases the total area of the development site, Parks Development is reserving the right to modify these comments in order to request an on-site parkland dedication where such dedication would result in a functional public park.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).

An Arborist Report and Tree Preservation Plan were submitted in support of the application.

The excavation and footings of the proposed development requires the removal of one by-law protected privately owned tree, located on the subject site and one City street tree located within the road allowance along Markham Road. 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. A total of 32 new trees are proposed to be planted on the subject site.

The by-law protected City owned tree includes one honey locust tree measuring 12 centimetres in diameter. The planting of one replacement tree for each City tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved.

School Boards

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

The Toronto Catholic District School Board (TCDSB) has advised that at this time, sufficient space exists within the local elementary and secondary schools to accommodate additional students from the development as proposed. This development falls within the fixed attendance boundary of St. Richard Catholic School. The closest Secondary schools serving this area are St. Mother Teresa Catholic Academy, Francis Libermann Catholic High School and St. John Paul II Catholic Secondary School.

The Toronto District School Board (TDSB) schools currently assigned to this development are Cornell Junior Public School, Tecumseh Senior Public School, and Cedarbrae Collegiate Institute. The Toronto District School Board staff have determined that there is sufficient capacity at the local schools to accommodate students from new residential developments, based on the data available at this time.

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 shall, prior to the removal of the Holding (H) symbol, address the following to the satisfaction of the Director, Engineering Review:

- a. Submit a revised Functional Servicing, Stormwater Management, and downstream sanitary and storm capacity analyses prepared in accordance with the City of Toronto Design Criteria for Sewers and Watermains, Sewer Capacity Assessment Guidelines, Wet Weather Flow Management Guidelines, and all applicable City standards, policies, and procedures, demonstrating that the proposed development can be adequately serviced without unacceptable impacts on the municipal infrastructure system;

b. Submit a completed Servicing Report Groundwater Summary Form, including all required schedules and supporting documentation confirming the provision of a water-tight structure, to the satisfaction of the Director, Engineering Review.

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.

3. The owner or applicant has provided a revised Pedestrian Level Wind Study including a Wind Tunnel Study, with recommendations implemented to address the findings of the studies regarding the wind conditions in and around the site, to the satisfaction of the Executive Director, Development Review and the Chief Planner and Executive Director, City Planning.

The Executive Director, Development Review Division and their designates have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council. A new application to lift the H will be required and a decision on the application will be made by the Executive Director, Development Review Division or their designate once satisfactory material has been submitted and reviewed.

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.

Pursuant to Section 37 of the *Planning Act*, the City has adopted a Community Benefits Charge By-law which authorizes the collection of CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment.

Conclusion

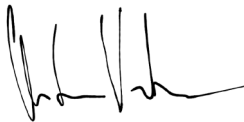
The proposal has been reviewed against the policies of the PPS (2024) and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms to the Official Plan, particularly as it relates to the development criteria for *Mixed Use Areas* and meets the intent of the Tall Building Guidelines. The proposal provides for an appropriate form of mixed-use intensification at the intersection of Lawrence Avenue East and Markham Road, which are identified *Avenues* in the Official Plan, and benefit from access to frequent public transit which connect to higher order transit stations. The proposed built form is compatible with the existing and planned context and positively contributes to the public realm with appropriate setbacks, and ground floor retail uses animating Lawrence Avenue East and Markham Road. Staff recommend that Council support approval of the Official Plan and Zoning By-law Amendment application.

CONTACT

Bitu Mahjoubi, Planner, Community Planning, Scarborough District, Tel. No. 416-392-3678, E-mail: Bitu.Mahjoubi@toronto.ca

Vasuhi Gnaneswaran, Planner, Community Planning, Scarborough District, Tel. No. 416-392-1316, E-mail: Vasuhi.Gnaneswaran@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: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Ground Floor Plan

Attachment 9: East Elevation
Attachment 10: North Elevation
Attachment 11: South Elevation
Attachment 12: West Elevation
Attachment 13: 3D Massing Model Looking Northwest
Attachment 14: 3D Massing Model Looking Southeast

Attachment 1: Application Data Sheet

Municipal Address: 3583 & 3585 LAWRENCE AVE EAST Date Received: March 7, 2025

Application Number: 25 126138 ESC 24 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: The proposed development contemplates two towers of 34 and 35 storeys, providing retail and medical office uses at-grade/ 2nd storey and residential above. The proposed development provides a total GFA of 61,304 square metres, 2,557 square metres of which is non-residential GFA, and a Floor Space Index (FSI) of 8.65. The proposal provides 661 residential units. The application is associated with Official Plan Amendment Application (26 120685 ESC 24 OZ).

Applicant	Agent	Architect	Owner
Jane McFarlane	WESTON CONSULTING	TAES ARCHITECTS INC.	1000793775 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR 0.4 (c0.4; r0.0) SS3 (x366)	Heritage Designation:	N
Height Limit (m):	11	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	7,087	Frontage (m):	76	Depth (m):	97
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,430		3,275	3,275
Residential GFA (sq m):			58,747	58,747
Non-Residential GFA (sq m):	1,430		2,557	2,557
Total GFA (sq m):	1,430		61,304	61,304
Height - Storeys:	1		35 and 34	35 and 34
Height - Metres:	11		116.72/113.67	116.72/113.67

Lot Coverage Ratio 46.2 Floor Space Index: 8.69
(%):

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	58,747	
Retail GFA:	912	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	1,645	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			661	661
Other:				
Total Units:			661	661

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			474	119	68
Total Units:			474	119	68

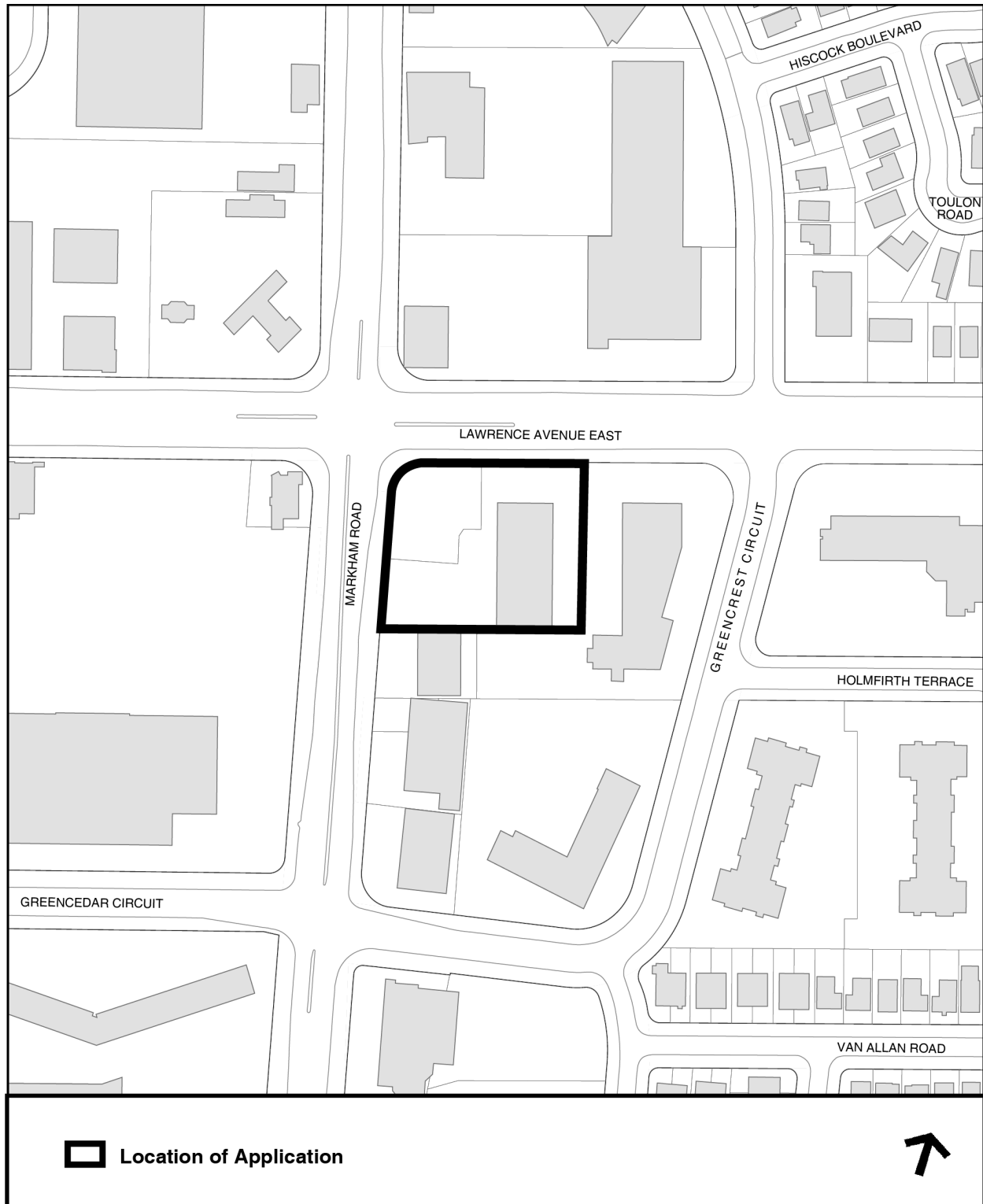
Parking and Loading

Parking Spaces:	336	Bicycle Parking Spaces:	537	Loading Docks:	2
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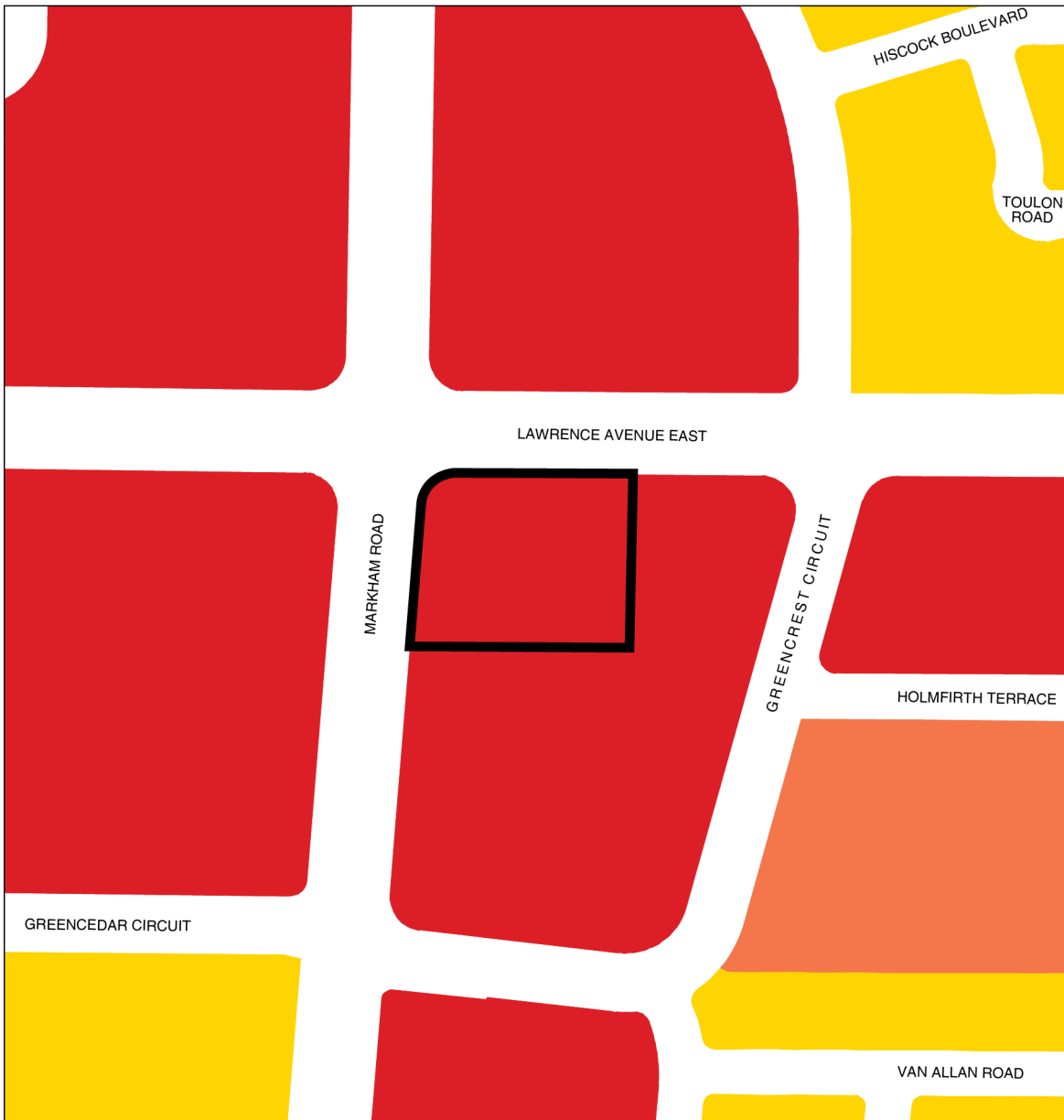
CONTACT:

Bitu Mahjoubi, Planner, Community Planning
416-392-3678
Bitu.Mahjoubi@toronto.ca

Attachment 2: Location Map



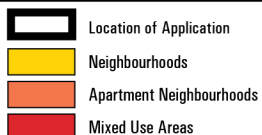
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 23

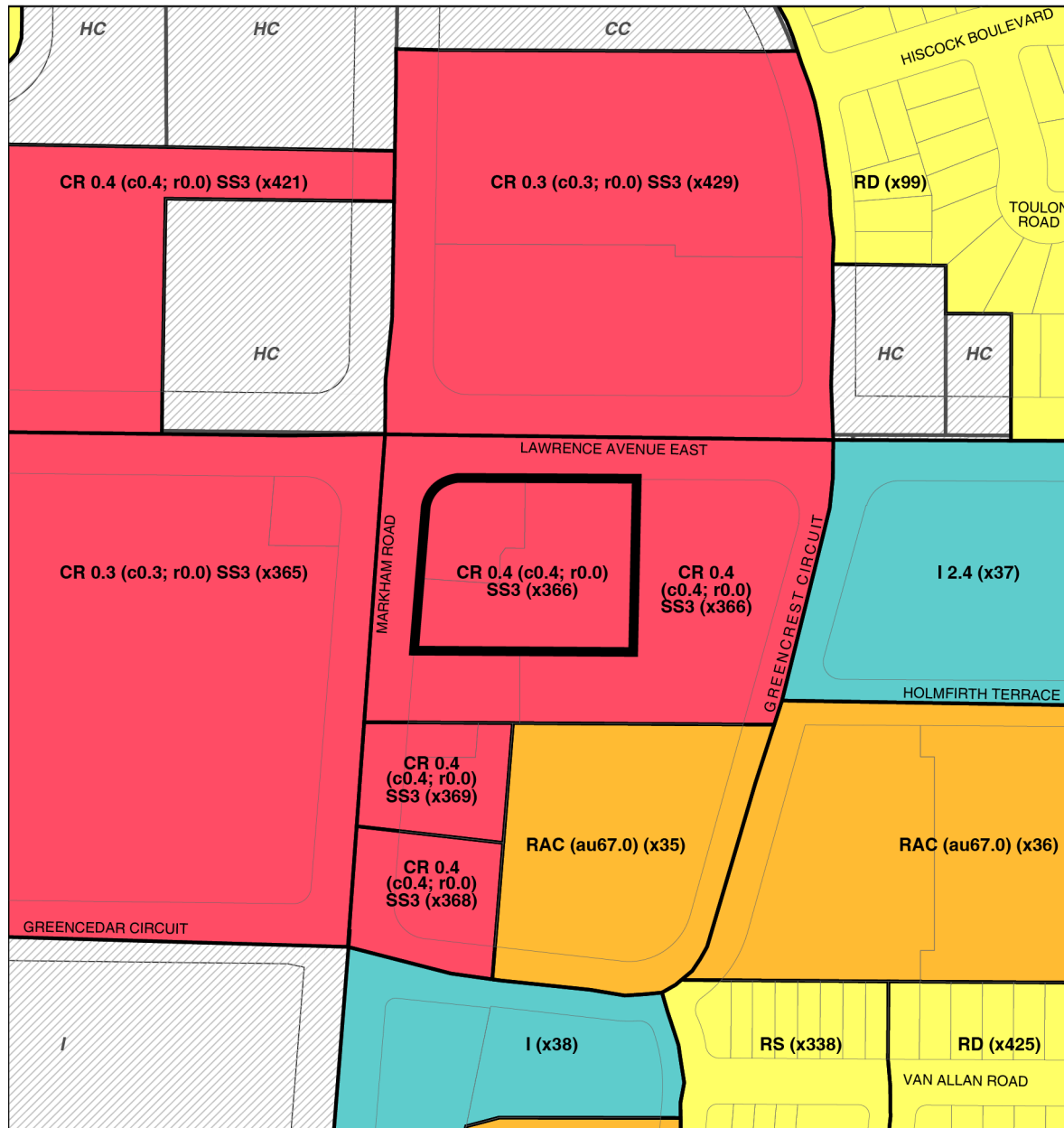
3585 Lawrence Avenue East

File # 25 126138 ESC 24 02



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Not to Scale
Extracted: 04/16/2026

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3585 Lawrence Avenue East

File # 25 126138 ESC 24 0Z

Location of Application

RD Residential Detached

RS Residential Semi-Detached

RAC Residential Apartment Commercial

CR Commercial Residential

I Institutional

See Former City of Scarborough Community Woburn Community By-law No. 9510

CC Community Commercial

HC Highway Commercial

I Institutional Uses



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Extracted: 04/16/2026

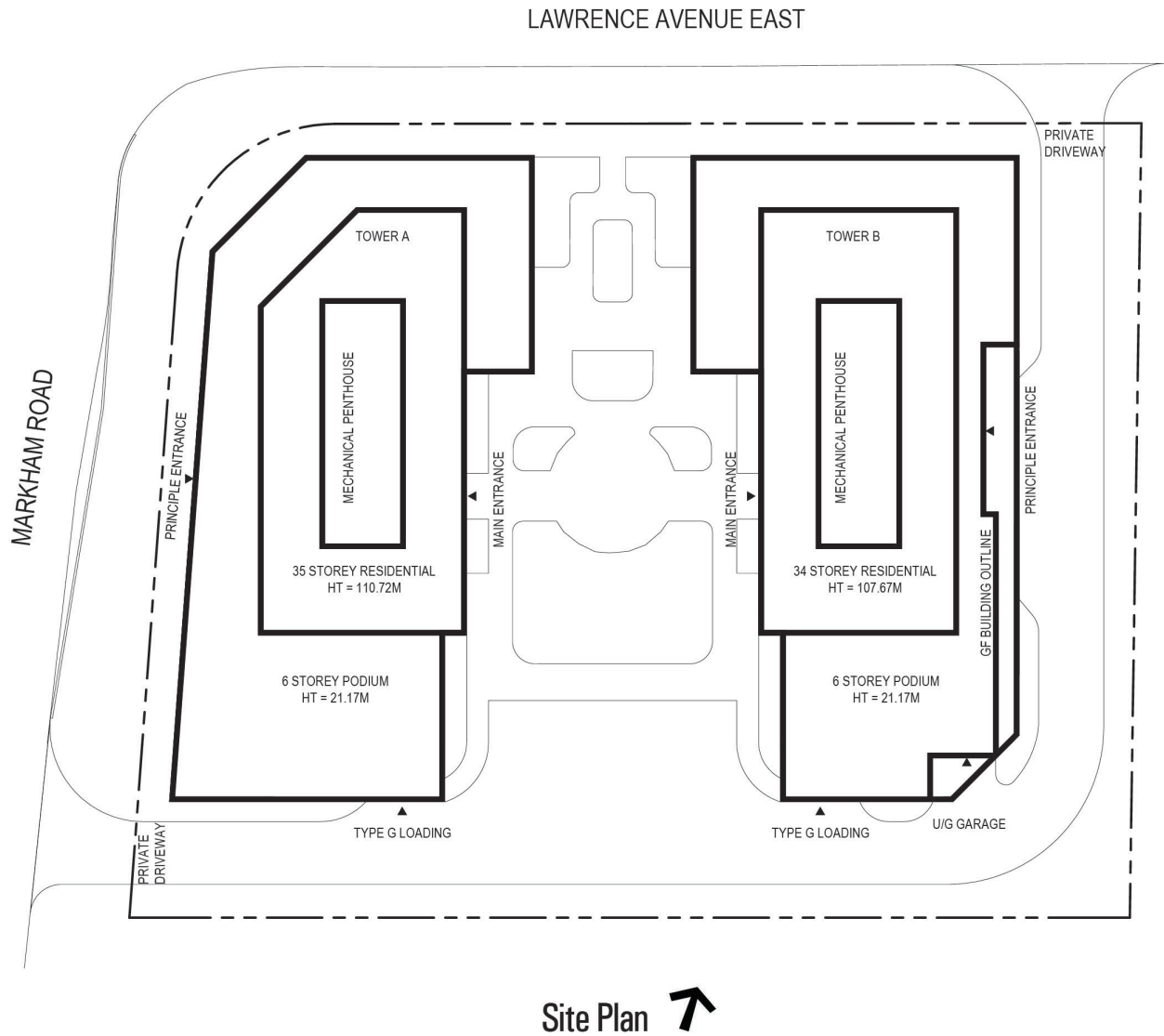
Attachment 5: Draft Official Plan Amendment

Attached separately to this report as a PDF.

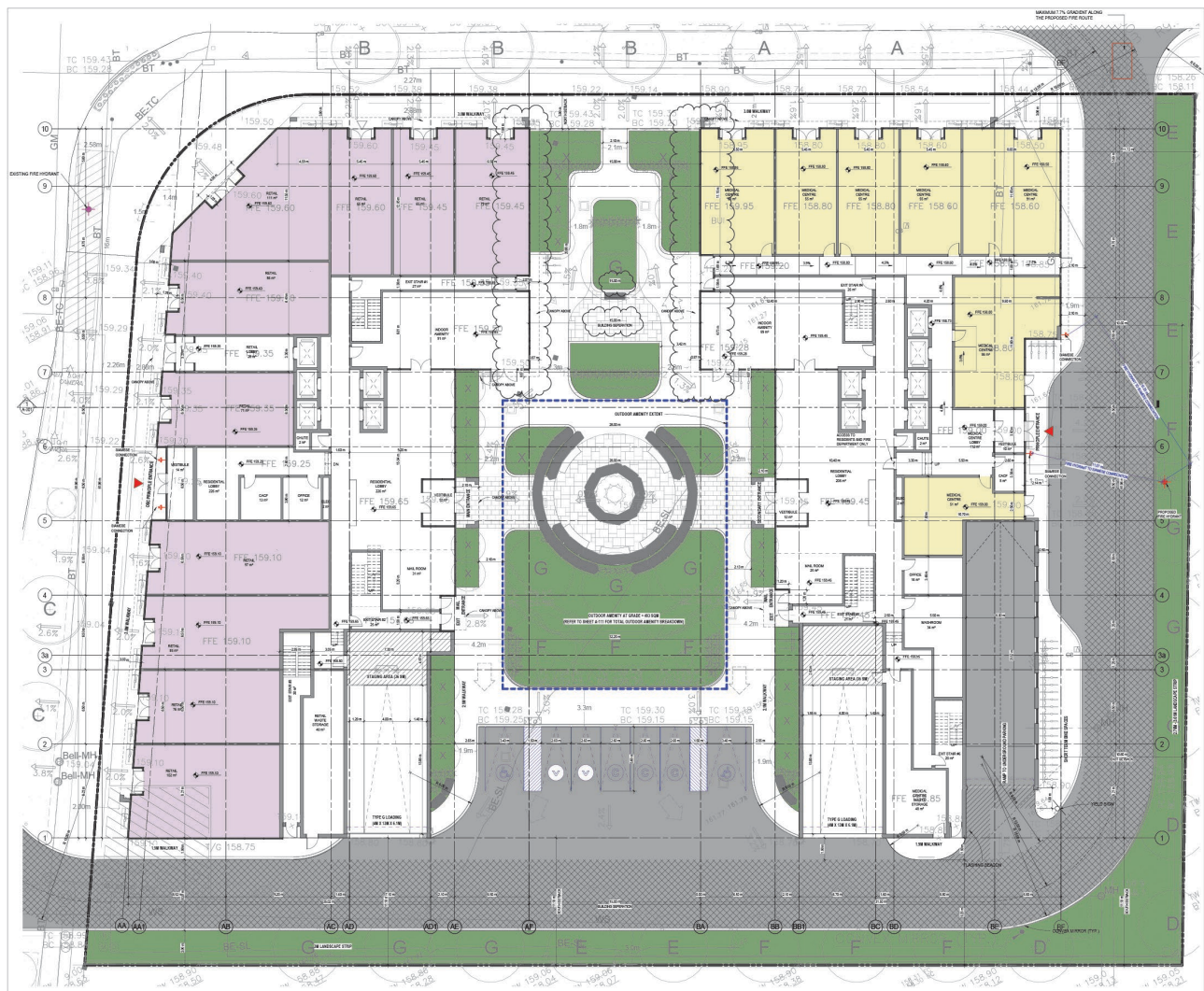
Attachment 6: Draft Zoning By-law Amendment

Attached separately to this report as a PDF.

Attachment 7: Site Plan



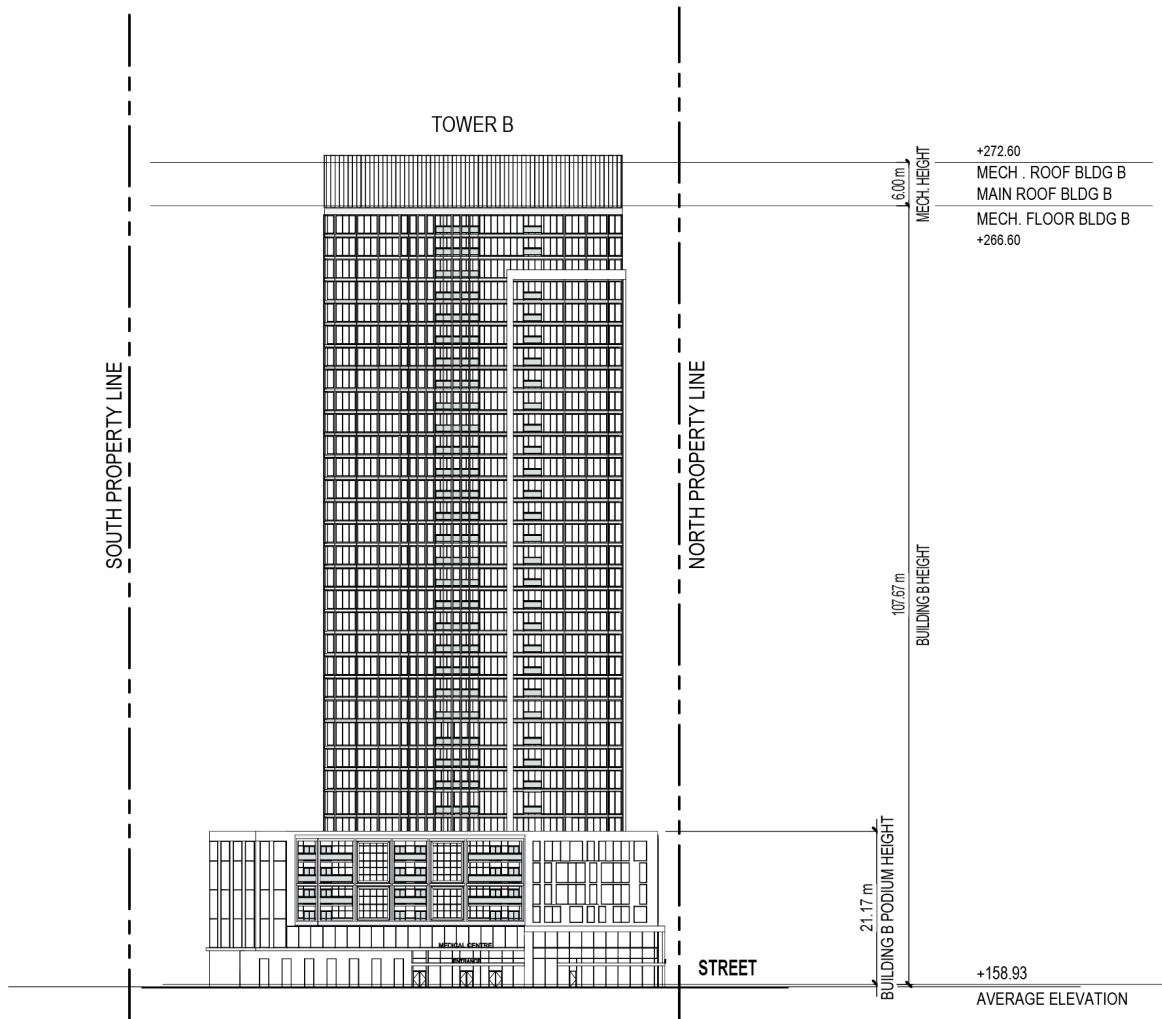
Attachment 8: Ground Floor Plan



Ground Floor Plan

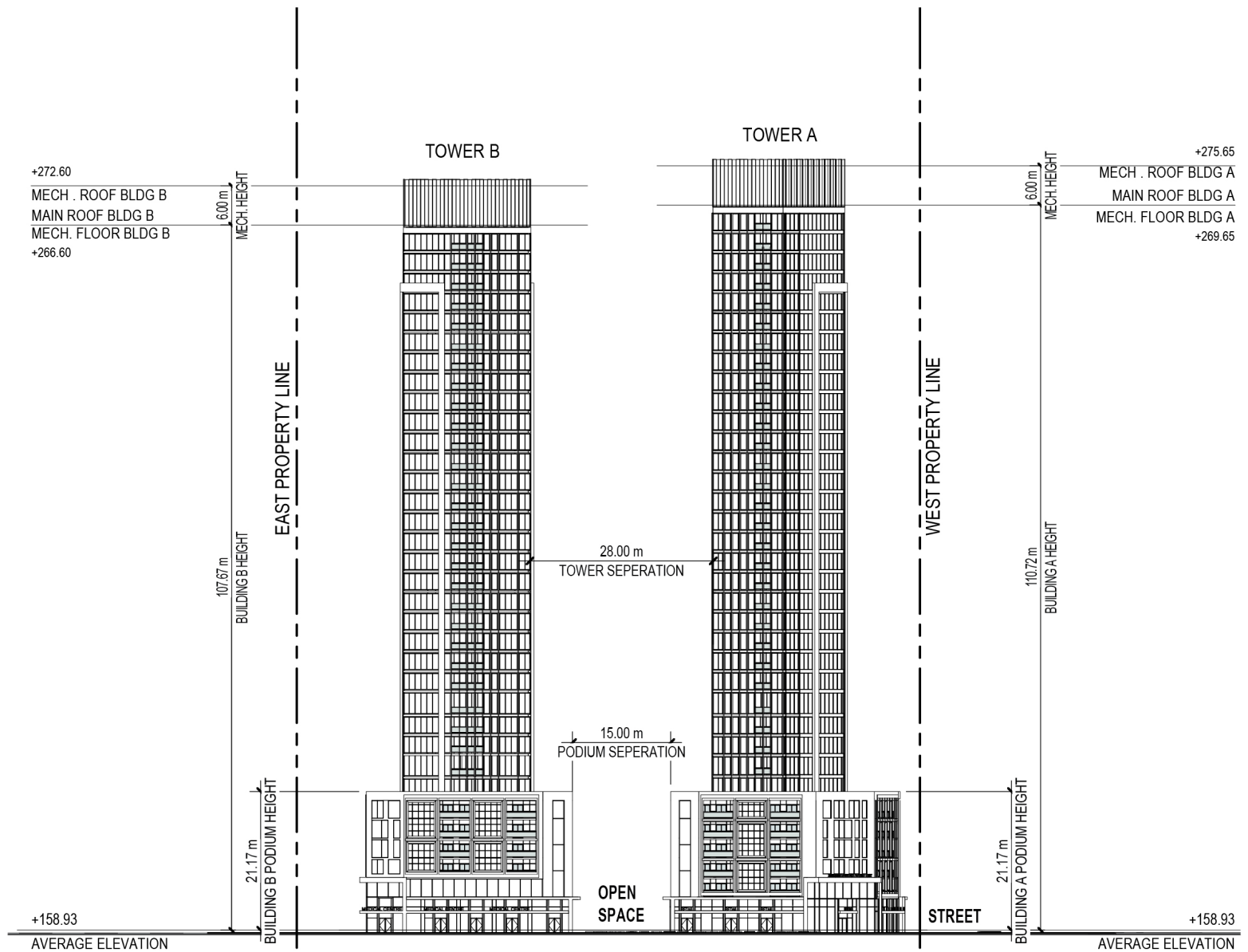


Attachment 9: East Elevation



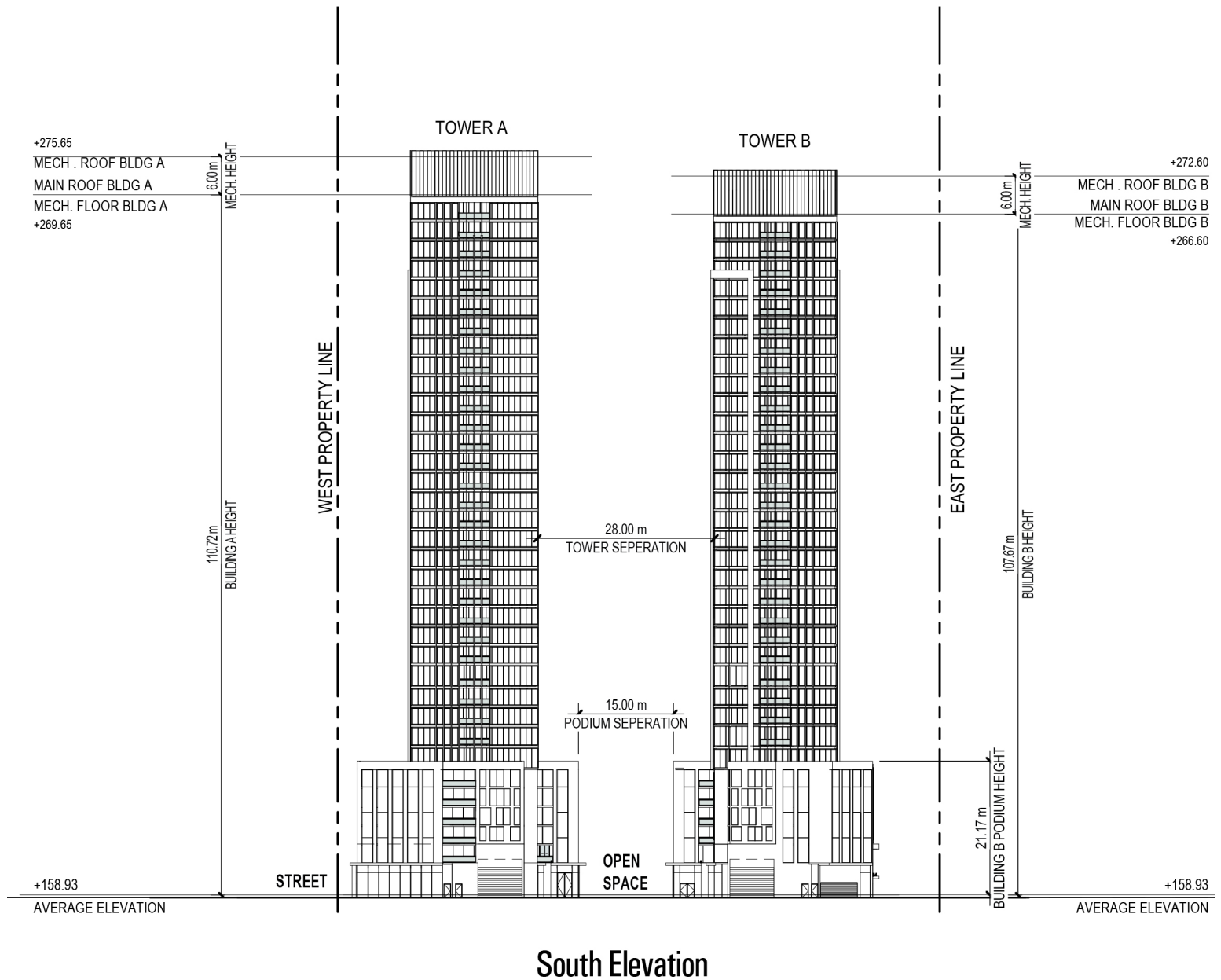
East Elevation

Attachment 10: North Elevation

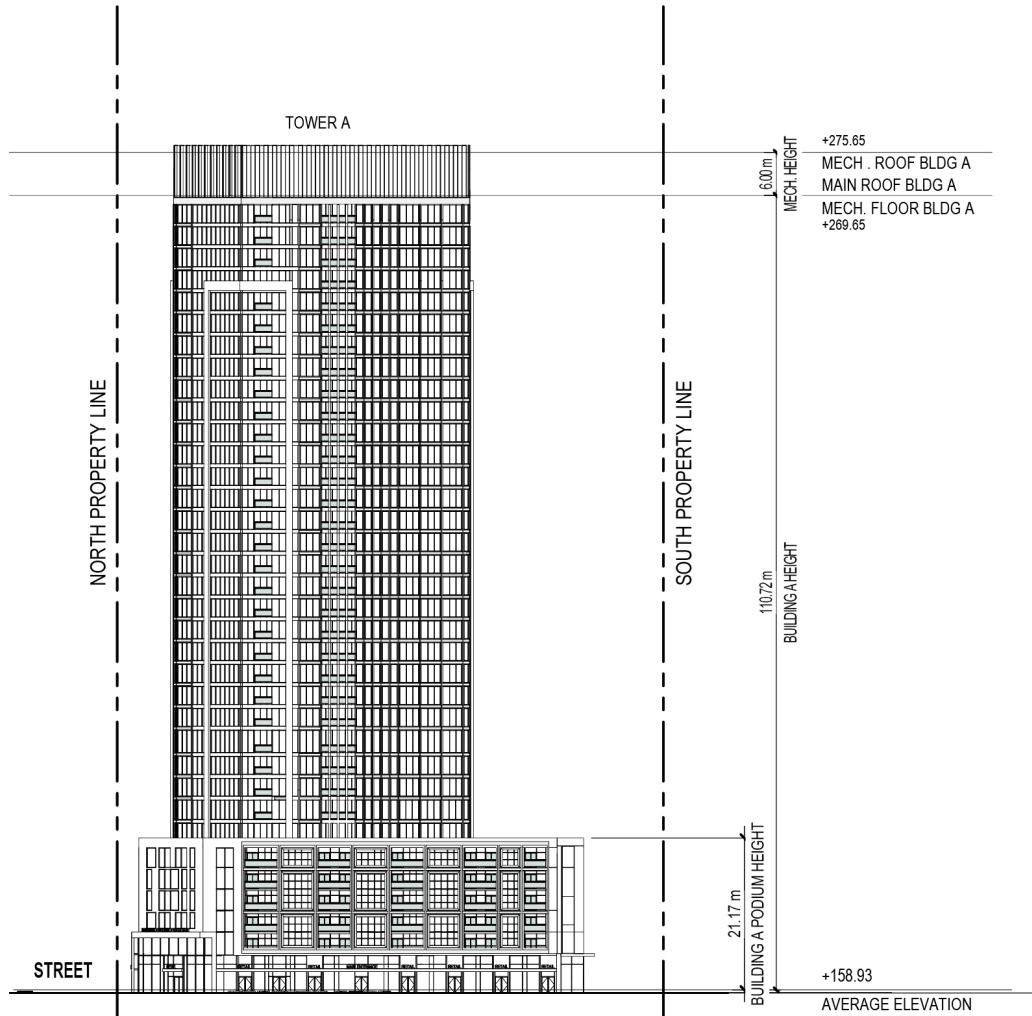


North Elevation

Attachment 11: South Elevation

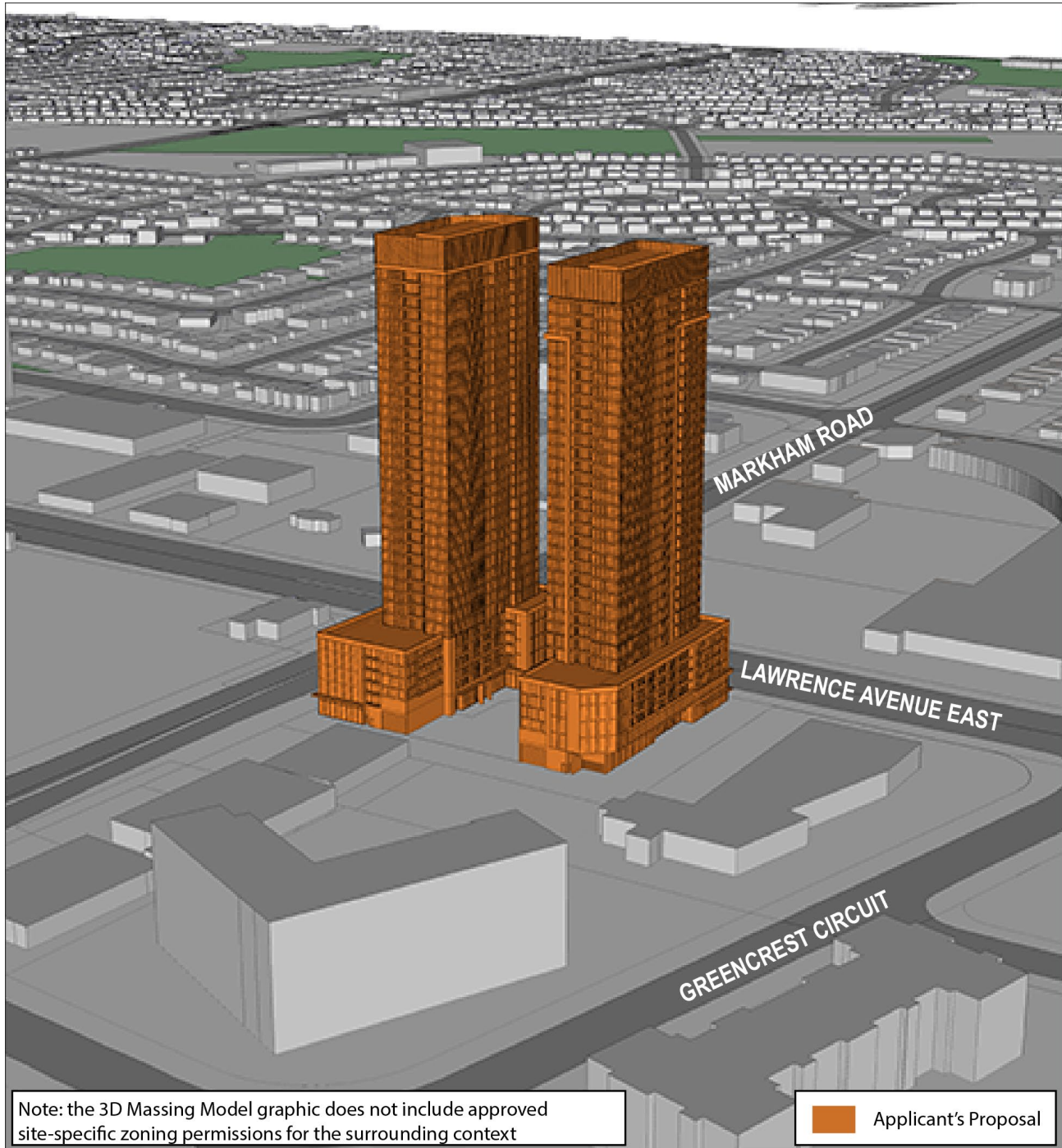


Attachment 12: West Elevation



West Elevation

Attachment 13: 3D Massing Model Looking Northwest



View of Applicant's Proposal Looking Northwest



06/10/2026

Attachment 14: 3D Massing Model Looking Southeast

