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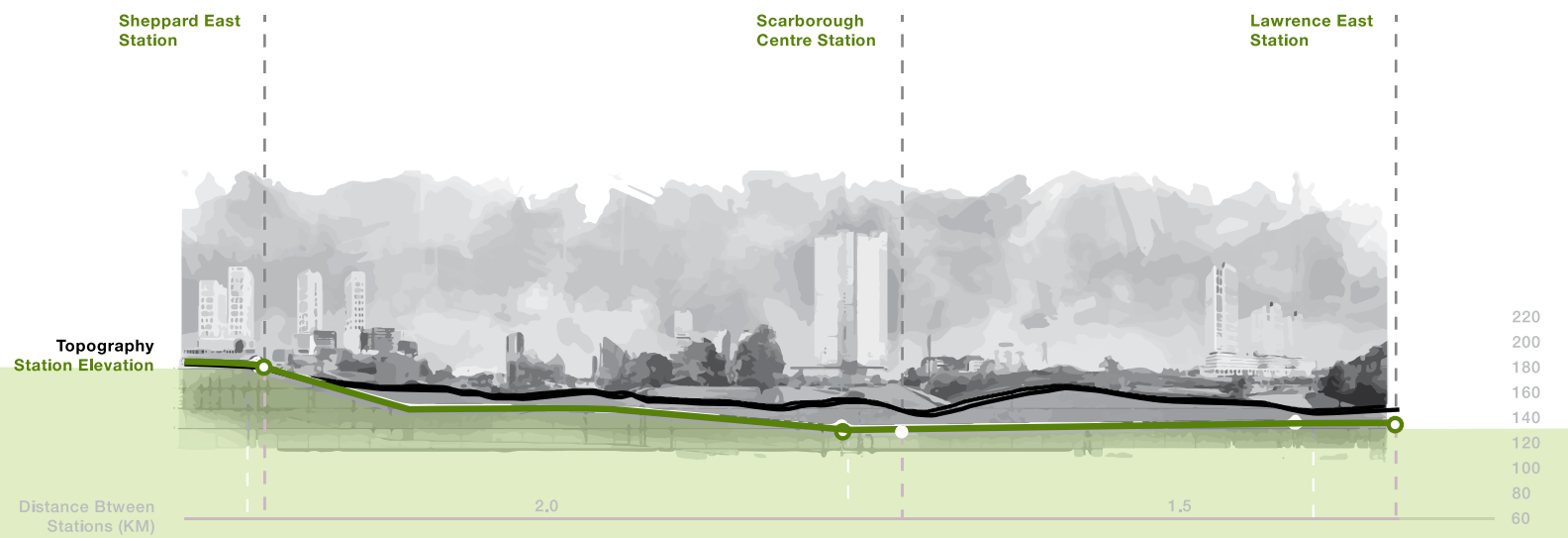
Planning Rationale Report

Lawrence East
Transit-Oriented Communities

3091 Lawrence Avenue East
685-697 McCowan Road



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1 ■ Introduction

1.1 Purpose - Transit-Oriented Communities

OneT+, the consortium responsible for providing Technical Advisory Services for the Scarborough Subway Extension (SSE), has prepared this Planning Rationale Report (Report) on behalf of Infrastructure Ontario and Metrolinx in order to support the realization of a Transit Oriented Community (TOC) at Lawrence East Station (LES).

The process of delivering the SSE is ongoing and will be delivered through a modified Site Plan Review (SRS) process in partnership with key stakeholders, such as the City of Toronto, the Toronto Transit Commission and the public. In concert with the SRS process, OneT+ is seeking approval in principle or “Zoning Certainty” for the lands identified for future development surrounding future station locations.

This report and associated technical studies provide an overview and rationale for the conceptualized (TOC) proposed at Lawrence East Subway Station, located on the southeast corner of the Lawrence Avenue East- McCowan Road intersection (the ‘subject site’).

The TOC will be erected by a future third-party developer upon the lands required for temporary construction staging and traffic rerouting while LES is under construction. To better facilitate this future partnership and provide added value to the Province, this report presents a planning rationale for the proposed TOC in the context of the applicable Provincial and Municipal land use policies, including a proposed site-specific zoning for the subject site.

It will review the site and context conditions in detail, summarize supporting technical studies and provide justification for the proposal in the context of the governing policy framework.

1.1 Purpose - Transit-Oriented Communities

Transit-Oriented Communities are a new concept in Ontario and a core objective of the Provincial Government.

The aim is to leverage sites at or in close proximity to stations to bolster the benefits associated with the delivery of transit infrastructure and offer the opportunity to deliver a project that will act as a catalyst for complete communities.

Collaboration between the Province, municipal partners and the private sector can produce benefits including:

- Increasing transit ridership and reducing traffic congestion, along with greenhouse gas emissions;
- Increasing housing supply (including affordable housing) and jobs along transit lines;
- Catalyzing complete communities based on good planning principles;
- Off-setting station construction costs, thereby saving taxpayers' money; and,
- Promoting economic recovery through the long-term stimulation of the post-COVID-19 economy.

As further elaborated in Section 4.3 of this report, the Transit-Oriented Communities Act (2020) has enabled a new delivery model whereby the construction of the stations may include structural reinforcements and vertical circulation to permit the subsequent overbuild of the site and realization of TOC by a developer, reducing project build costs.

While some TOCs will be delivered through partnership opportunity agreements with incumbent landholders with large holdings, others are “collect & compete” sites, requiring land assembly and entailing limited landowner development experience. Every station on the SSE includes at least one “collect & compete” site.

On November 4, 2019, the Province and the City of Toronto (City) signed a Memorandum of Understanding (MOU) related to Transit-Oriented Development (now referred to as TOC) on several projects, including the Scarborough Subway Extension. It describes the Provincial strategy as:

Focused on leveraging opportunities through which the private sector, in cooperation with public sector entities, would deliver some critical elements of station infrastructure, and would intensify development around proposed transit stations

The MOU outlines the shared objectives between the City and Province, including:

- The creation of complete and accessible communities, with employment and residential densities that support higher-order transit in a manner consistent with good land use planning and city-building principles;
- An increase in the housing supply, with a range and mix of types that are responsive to the specific context and nature of each unique TOC site, including affordable housing and other types;
- Growth in potential transit ridership and improvements/enhancements to the customer experience, as a result of direct access to rapid transit and connections to surface transit;
- Increased transit access for residents to employment areas, while further supporting employment growth;
- An offset of the costs of building and/or operating transit; and,
- The coordinated delivery of Provincial Projects with integrated TOC initiatives that result in an adherence to the committed project schedules, and that optimize the utilization of City resources.

While the Province assumes responsibility for the market solicitation processes, it also committed to engaging with the City in order to ensure alignment with mutually shared objectives and to establish site-specific parameters underlying the market solicitation.

Of particular relevance to this Report, among the commitments made by the Province are:

- To engage with the City in accordance with the supporting governance and engagement framework to be developed by the parties.
- In respect of each TOC site and at the relevant/applicable points in the process, to work with its third-party developer partners to provide to the City all documentation required for review of, and input to, a provincial TOC proposal, including those details related to:
 - The site boundaries and associated properties;
 - The proposed mix of uses;
 - The site density;
 - The site plan and conceptual massing; and,
 - Other technical information/requirements.
- To acknowledge City comments – and to engage the City further on input provided to the Province – including input related to existing City site plans, community amenities, and other applicable Provincial and City planning documents/policies.
- Pursuing the present process will facilitate a future development application by a third-party developer by establishing Zoning Certainty.

2 ■ Objectives of the TOC



Increase Transit Ridership

Reducing traffic congestion by developing TOCs where residents have a clear alternative to cars.



Catalyse Complete Communities

Providing residents and workers with new places to live, work and play, based on good planning principles - where transit is a primary mode of transport.



Exchange of Value

Offset cost of transit investment” and explain that it creates value by optimizing the development potential at or in close proximity to station sites.

Objectives of the TOC



3 ■ Background

3.1 The Scarborough Subway Extension (SSE)

Metrolinx is currently undertaking the work necessary to extend the existing TTC Line 2 (Bloor-Danforth) subway 7.8 km east and north. The Scarborough Subway Extension will replace the existing TTC Scarborough Rapid Transit (SRT) system (Line 3) and include 3 new stations, continuing from the existing Kennedy Station to new stations at Lawrence Avenue, Scarborough Centre and Sheppard Avenue.

All the new stations will connect to existing bus routes and the Sheppard station will eventually provide connectivity to the Sheppard (Line 4) subway line, while the Eglinton Crosstown LRT (Line 5) will connect Kennedy Station to the future Ontario Line subway as well as the existing Line 1 (Yonge-University) subway.

Metrolinx anticipates the extension will generate 105,000 daily boardings by 2041, nearly doubling current SRT ridership, provide access to 34,000 jobs within walking distance and reduce annual greenhouse gas emissions by 10,000 tonnes. Its estimated completion date is 2029-30.

In February 2020, the Province and the City signed the Ontario-Toronto Transit Partnership Preliminary Agreement, agreeing to work together on the SSE as well as three other priority projects: the Eglinton Crosstown West extension, the Ontario Line and the Yonge North Subway Extension

On November 30, 2022, Metrolinx and Infrastructure Ontario selected Scarborough Transit Connect (STC) as the development partner to enter the development phase of the Stations, Rail and Systems (SRS) contract for the project. Tunneling commenced in January 2023.

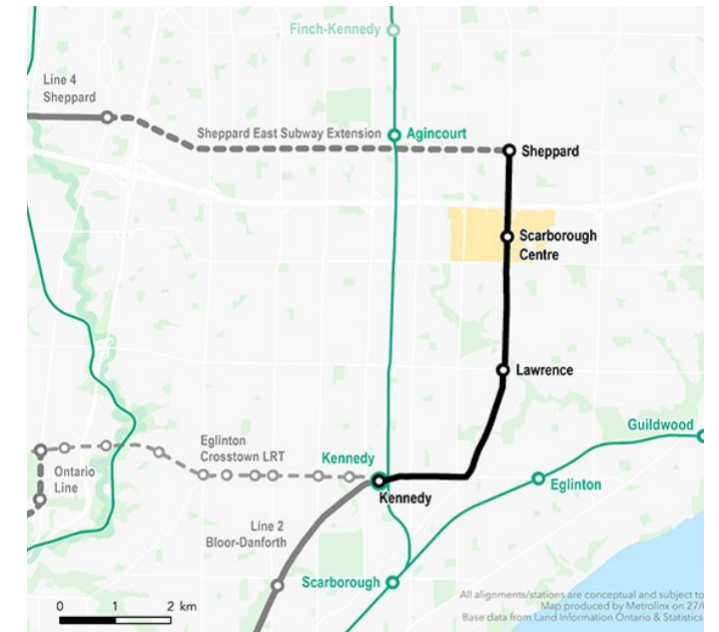


Figure 1: Scarborough Subway Extension (source: Metrolinx)

3.1 The Scarborough Subway Extension (SSE)

3.2 Station Area Context

3.2.1 Station Design

3.2.2 Surrounding Context

3.2.3 Transportation Context

3.2.4 Surrounding Development Applications

3.3 TOC Precedents within the Greater Toronto Area

Background

3.2 Station Area Context

3.2.1 Station Design

The TOC is being planned in conjunction with the development of the Lawrence East subway station on the proposed Scarborough Subway Extension (SSE). The station box is planned to be located within the McCowan Road right of way, directly under the intersection with Lawrence Avenue East.

The station will include two side platforms at track level with a service level, public concourse level and a mid-landing level above. A main entrance building is planned at the southwest corner alongside a five-bay TTC bus terminal and an adjacent Traction Power Substation (TPSS).

A secondary subway entrance is planned for the northwest corner of the intersection, directly in front of the existing Scarborough General Hospital building. See Figure 2.

The TOC is proposed to be constructed on the intersection's southeast corner, on the opposite side of the station box from the main entrance, with a below-grade knock-out panel to allow for a direct connection to the subway at the concourse level.

3.2.2 Surrounding Context

The subject site is comprised of two lots located at the southeast corner of the intersection of McCowan Road and Lawrence Avenue East. The subject site is known municipally as 3091 Lawrence Ave. E. and 685-697 McCowan Rd.

The site is roughly rectangular in shape and has an approximate area of 1 hectare. The site is currently occupied by a single-storey commercial structure right at the corner of the intersection and a two-storey commercial plaza directly to its south.

The subject site is located at the Scarborough district of the City of Toronto. The area is generally characterized as suburban with a predominance of low-rise residential uses, with low-rise commercial and institutional uses along the arterial roads.

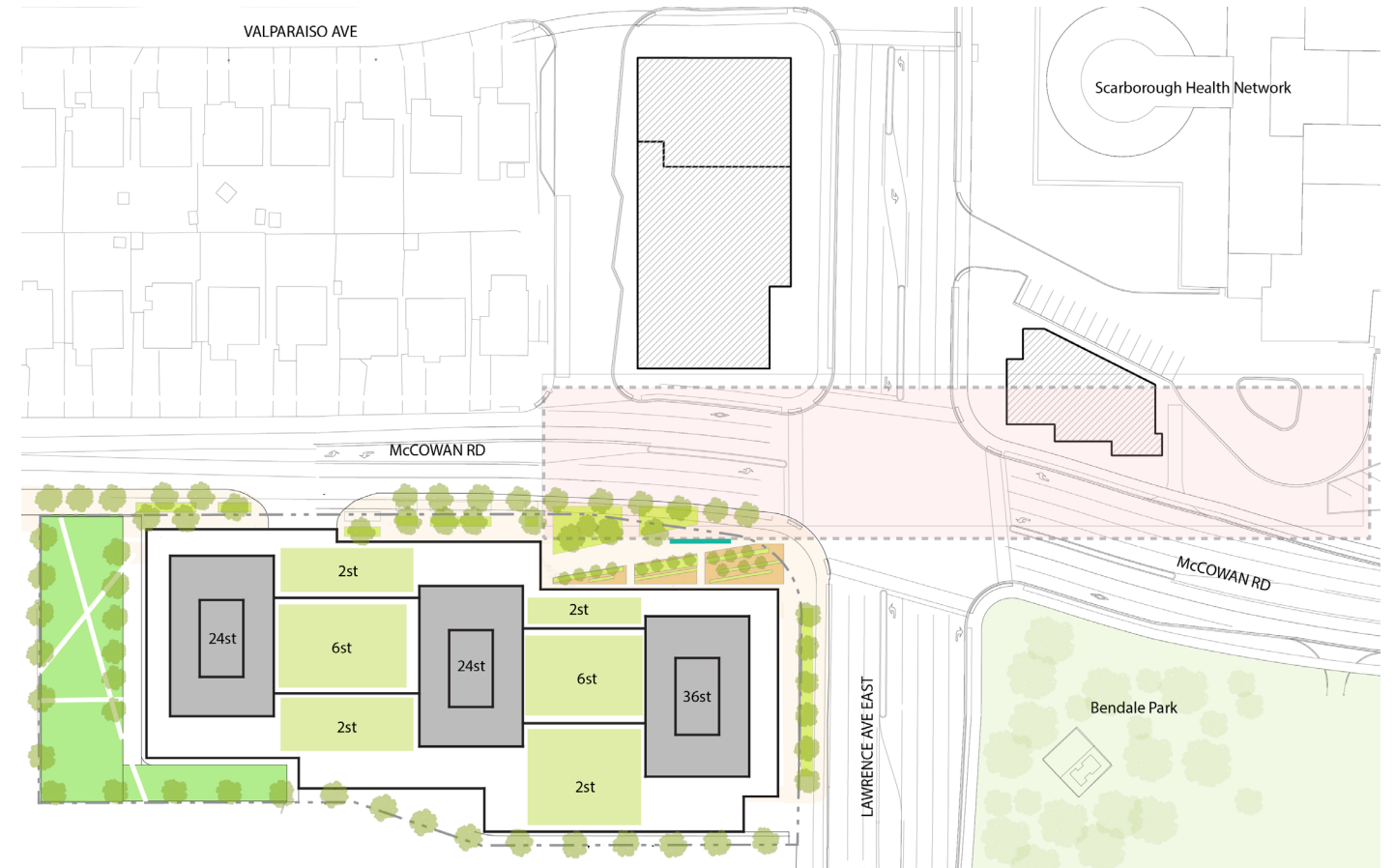


Figure 2: Conceptual Site Plan



Background

North: The north side of Lawrence Avenue, west of McCowan, is dominated by the 11-storey Scarborough General Hospital. It has substantial surface parking behind its complex of buildings, backing onto a hydro corridor. West Highland Creek, the associated ravine and Bendale Park occupy the intersection's northeast corner, traversing the area roughly from northwest to southeast.

South: Aside from the existing commercial uses on the subject site (now removed as subway construction is proceeding) and an additional, auto-oriented strip plaza directly to the south, the prevailing land use to the south is two-storey, single detached homes. The plazas and gas station on the south side of Lawrence Avenue have already been demolished as part of subway construction.

East: A six-storey apartment building lies directly east of the subject site. Behind and below it is the St. Matthew Lutheran Church and the Highland Creek ravine and Hague Park.

West: The Scarborough General Hospital site sits on the intersection's northwest corner, with other institutional and residential buildings, ranging from two to six storeys in height further west along Lawrence Avenue, all backing onto the Hydro corridor. A 4-storey assisted living facility is on the intersection's southwest corner, with low-rise residential uses extending further to the west.

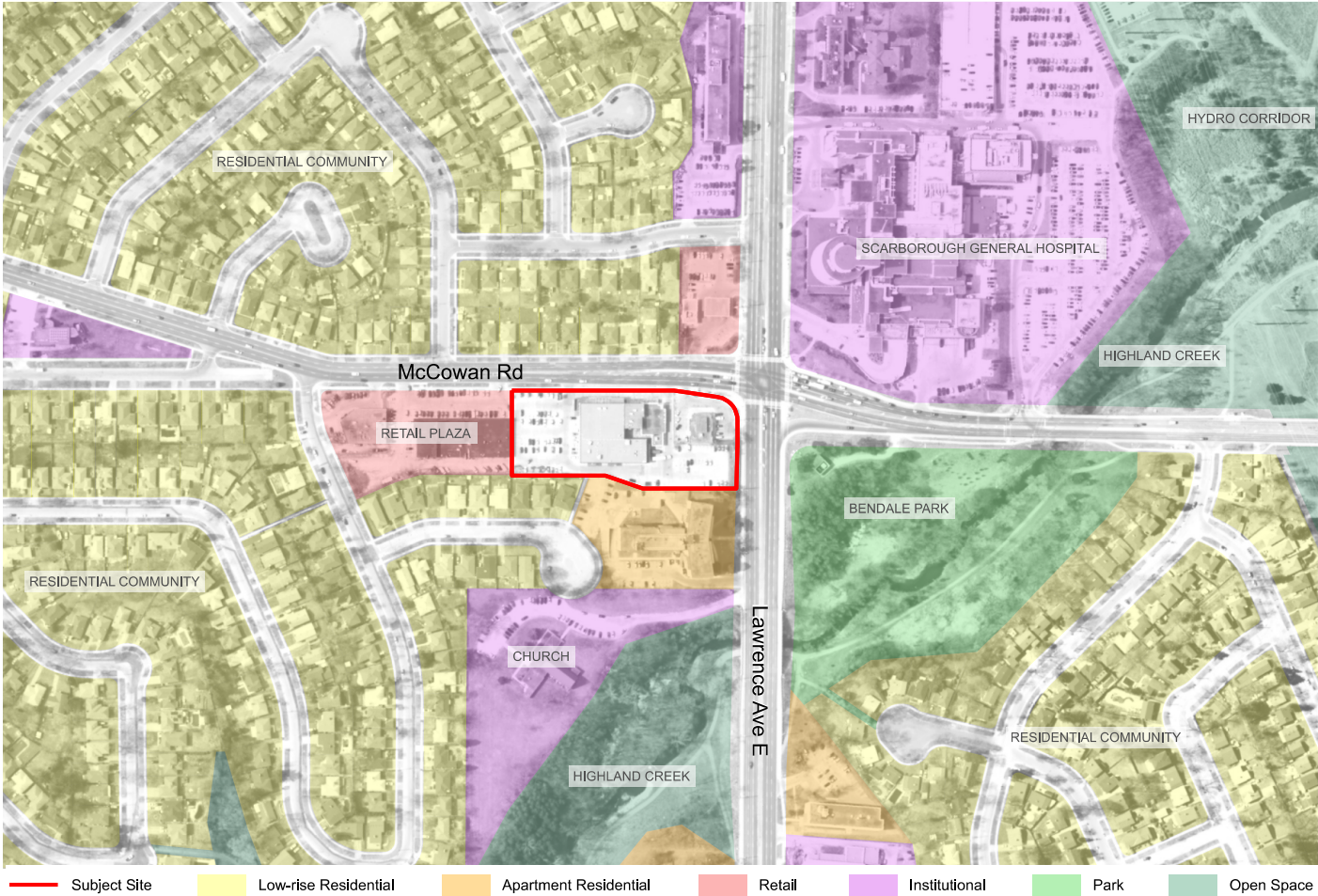


Figure 3: Surrounding Context Land Use Aerial



Background



Bendale Park



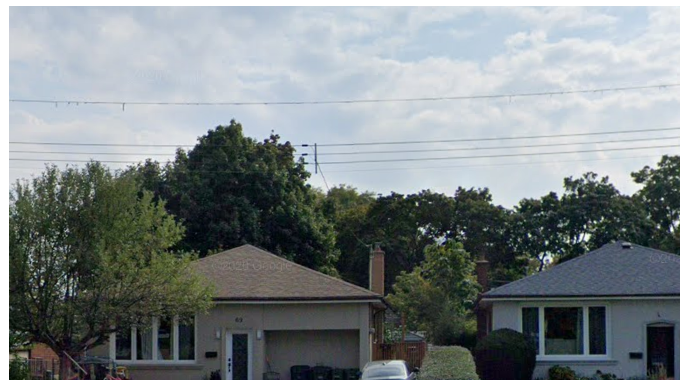
Scarborough General Hospital



St. Rose of Lima



Lawrence Avenue Bridge over Highland Creek



Existing residential community



Retail plaza

3.2.3 Transportation Context

The proposed TOC is located on the corner of McCowan Road and Lawrence Avenue East and the environment is generally auto-oriented, with no bicycle lanes or other major active transportation infrastructure.

As will be discussed further in Section 7.1, the existing Lawrence East Station and Line 3 corridor are identified as a Priority Transit Corridor in the Toronto Official Plan, which does not reflect the updated transit plans. Both McCowan Road and Lawrence Avenue are identified as Major Roads in the Official Plan (Map 3). Lawrence Avenue is 7 lanes wide at the intersection and McCowan Road is 5 lanes wide.

As McCowan Road has a slight jog north of the intersection (which is expected to be reconfigured during the SSE construction), the right turn

off of Lawrence Road is a wide, protected turn lane.

The intersection is serviced by two primary TTC bus routes: the 54 Lawrence East bus travels east-west and the 16 McCowan bus travels north-south. Additionally, the 302 Kingston-McCowan bus provides late night service and the 954 bus provides express service along Lawrence Avenue.

The east-west routes interface with the existing Lawrence East Line 3 station, approximately 2 km to the west. On August 24, 2023, the City of Toronto announced the SRT and its existing stations were being permanently closed and replaced by express bus service until the opening of the SSE.

Though there is no on-street bicycle infrastructure in the subject site's immediate vicinity, there is a major multi-use trail to its west, in the green space along the West Highland Creek corridor.

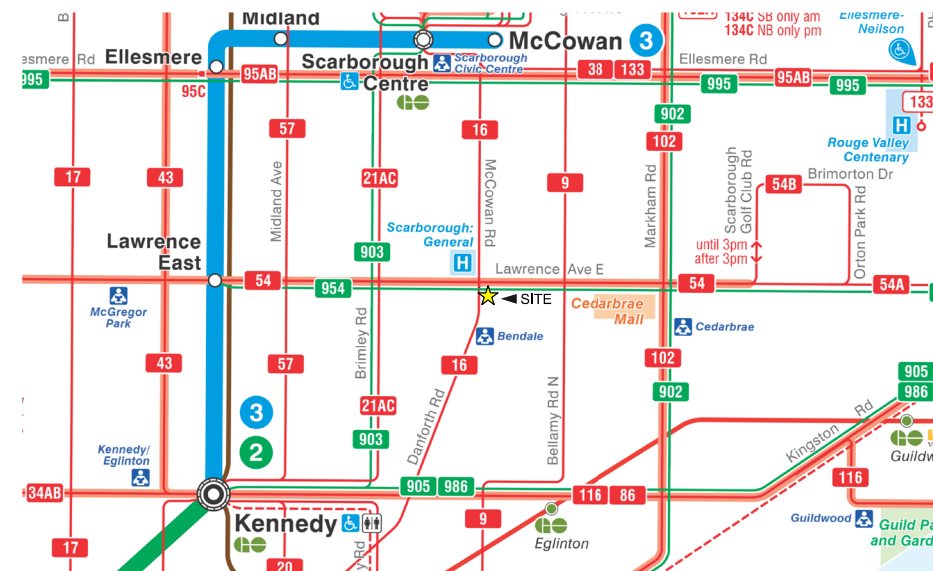


Figure 4: Transit system map (Source: TTC)

★ Subject Site



Background

3.2.4 Surrounding Development Applications

The subject site and its surroundings are not currently demonstrative of a high-density, transit-oriented context and no active development applications are on file with the City within a 500m radius of the subject site. However, there are two active developments within 1km of the subject site, described below, and it is expected the corridor will see more substantial change with the delivery of the subway program.

799 Brimley Road

The proposed development would replace the existing plaza with a 14-storey, 391-unit apartment building as well as 13 three-storey townhouses at the rear of the site. The project would have a total GFA of 250,000 m², as well as 450 m² of ground-floor commercial space. The proposal is currently under review by City staff.



3379-3385 Lawrence Avenue East

The proposed development would retain the existing six-storey apartment building and include the partial demolition of the existing church to accommodate a ten-storey residential building with 123 residential units.

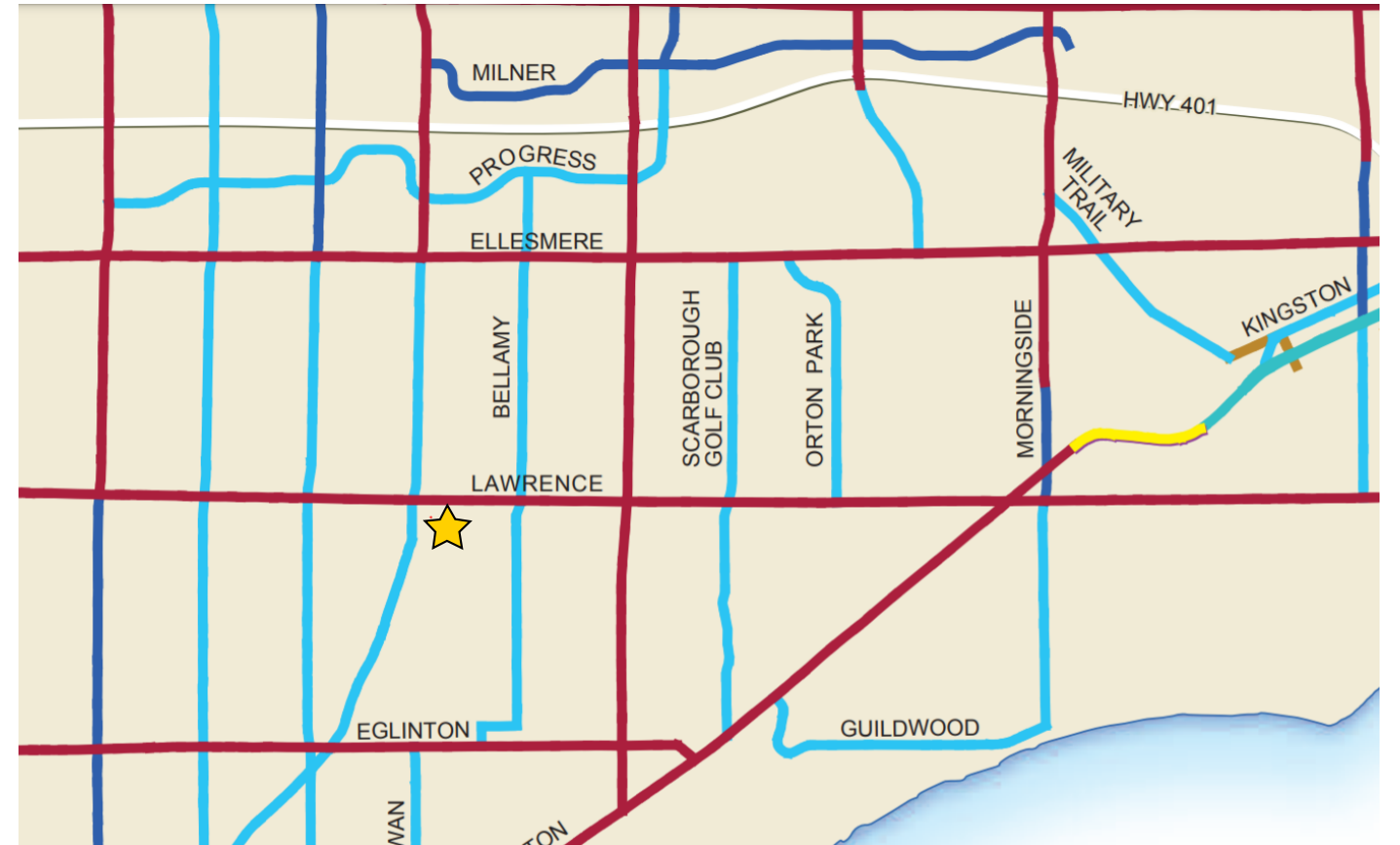


Figure 5: City of Toronto Official Plan - Map 3, Right-of-Way Widths Associated with Existing Major Streets

- 45 metres and over
- 36 metres
- 33 metres
- 30 metres
- 27 metres
- 23 metres
- 20 metres
- Non-uniform width, to be retained as existing at the time of Plan adoption
- Subject Space

Background

3.3 TOC Precedents within the Greater Toronto Area

King-Bathurst Transit-Oriented Community

Toronto

Infill development at new King-Bathurst Ontario Line station in downtown Toronto

- The proposed development will integrate employment and housing while retaining an existing heritage structure.
- Intended to provide a western gateway entrance to downtown, the proposed development will include 422 new residential units on 2 sites that will be directly integrated with the new subway station.



Illustrative rendering of King-Bathurst South Site

Golden Mile Secondary Plan Area

Toronto

Auto-oriented corridor undergoing intensification with the introduction of the Eglinton Crosstown LRT.

- 1525 Victoria Park Avenue, 11 towers ranging in height up to 48 storeys. The proposal includes a 7.5% non-residential GFA and achieves an FSI of 4.28. It is currently under appeal at the Ontario Land Tribunal (OLT).
- 1 Eglinton Square, a two-tower (24 and 30-storey) development with an overall 5 FSI and 26% of the GFA is non-residential. Under appeal at the OLT.



Rendering of 327 Royal York Road

Vaughan Metropolitan Centre

Vaughan

Urban Growth Centre under development around extension of TTC Line 1 subway

- Expo City consists of 4 towers, from 37 to 39 storeys with a 4.33 FSI and 3% non-residential GFA. Two towers are complete.
- Transit City, 5 towers, from 45 to 55 storeys, and a 35-storey purpose-built rental tower, 11 townhouses and 32,000 sq. ft. of retail use. The total FSIs range from 7.08 to 12.7. Under construction.



Rendering of Expo City/Nord

High Tech Transit-Oriented Community

Richmond Hill

Intensification node in Richmond Hill's Urban Growth Centre focused around the Yonge North Subway Extension's High Tech Station

- In addition to the new subway station, High Tech will also include easy access to the existing Langstaff GO Station, YRT local and Viva BRT service and the future 407 Transitway.
- The complete, 17.2-hectare community will include approximately 20,000 housing units in towers as high as 80 storeys and over 9,000 jobs.



High Tech TOC

4 ■ Transit-Oriented Community Proposal

4.1 Design Principles

4.2 Description of Proposal

4.2.1 Site Circulation

4.3 Supporting Technical Studies

4.3.1 Transportation Impact Study

4.3.2 Functional Servicing Report

4.3.3 Stormwater Management Report

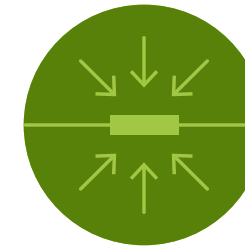
4.1 Design Principles

The design principles below were established in order to guide the creation of TOC concepts that would realize and achieve the program objectives and principles in a site-specific context.



Provide an Enjoyable Door-to-Door Experience

Encourage passengers to travel on foot to stations to start their journey and encourage a modal shift away from driving cars.



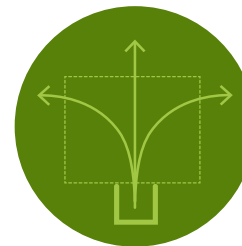
Provide an Accessible Station that is Far Reaching & Attractive

Provide clearly defined routes to station entrances and multiple access points that are widely distributed to connect to existing housing and jobs in the region.



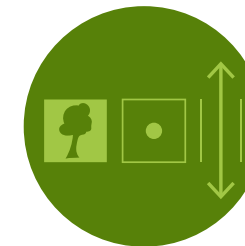
Make it Easy to Transfer Between Modes

Establish seamless connections between different transit lines and modes, encouraging passengers to use public transit.



Safeguard Enough Space Around Station Entrance

Create generous public circulation spaces around station entrances large enough to support the anticipated uplift in building density and footfall that will result from the station being built.



Provide Common Spaces To Be Together

Create streets, plazas and parks that support an array of communal uses and attractive pathways that are large enough to support the needs of families + workers and an increased building density.



Create Urban Identity Through a Sense of Arrival

TOC plans and associated development will create a sense of place, and station architecture can contribute to this by creating prominent focal points in the urban environment.

Transit-Oriented Community Proposal

4.2 Description of Proposal

The TOC proposal contemplates redeveloping the site with three towers, two of 24 storeys and one of 36 storeys in height, situated above six-storey podiums. The proposed buildings are comprised of residential apartments with the provision of non-residential uses on the lower levels.

Vehicular access to the TOC will be provided off of McCowan, including a drop-off area, loading and a two-level underground parking facility, with a total of 228 spaces. Parking stalls are provided for residents and visitors, along with 603 bicycle spaces.

OneT+ is proposing a site-specific zoning by-law amendment to permit the future TOC development. The zoning by-law amendment will allow for a development that is reflective of the area's post-SSE character, with heights, densities, a mix of uses and reduced parking provisions that are transit-supportive and appropriately transition to the existing neighbourhood.

The proposed development includes three towers and achieves a maximum height of 36 storeys (136m, including mechanical penthouse) with a basement level connecting directly to the Lawrence East subway station via a knockout panel, and 2 levels of

underground parking serving residents and visitors. A setback of 5.0 m at the 3rd floor respects the City's angular plane requirements and tower separation is greater than 25 m.

The proposed gross floor area of the development is 58,481 m², yielding a net FSI of 7.1 (net of parkland). The proposed site development provides both employment and residential uses as illustrated in Figure 6.

The built form has been planned to accommodate employment uses within the first two levels in the podium. A total of 1,405 m² of retail space is proposed at-grade level to activate the street frontage along McCowan Road. A further 6,444 m² of office GFA is also provided and, given the proximity of the Scarborough General Hospital site, is ideally suited to provide complementary clinic and other uses. With almost 14% of gross floor area of the TOC development dedicated to non-residential uses, approximately 774 residential units will be provided, exceeding those previously provided on the site.



Residential

Total Residential (GFA) sqm **50,632**



Employment

Retail sqm **1,405**
Office sqm **6,444**
Total Employment sqm **7,849**



PPL/Jobs

Units **774**
People **978**
Jobs **357**



Parking

Total Parking Spaces (Ratio) **228 (0.29)**



Open Space

POPS **TBD**
Amenity Space (indoor & outdoor) sqm **4,326**
Total Open Space **TBD**

Transit-Oriented Community Proposal

Residential uses are programmed within the upper podium and in all three towers. With a total residential GFA of 50,632 m², it is estimated the development would accommodate 774 residential units, resulting in approximately 978 residents.

A Privately Owned Publicly Accessible Space (POPS) is proposed at the intersection to provide continuity to the transit plaza on the west side of McCowan and to allow for active uses for the new residents of the development and the public. Residents would also be able to access a total of 2,166 m² of rooftop outdoor amenity space. Additionally, a 1,047 m² public park dedication is proposed at the south end of the site, providing important, new green space and a connection to the existing neighbourhood to the east.

A continuous active frontage is provided along McCowan Road to encourage an activated public realm. With a generous TOC development setback of over 5m, a pedestrian-oriented promenade will include double-rowed trees and a canopy will promote all-season, multi-purpose uses.

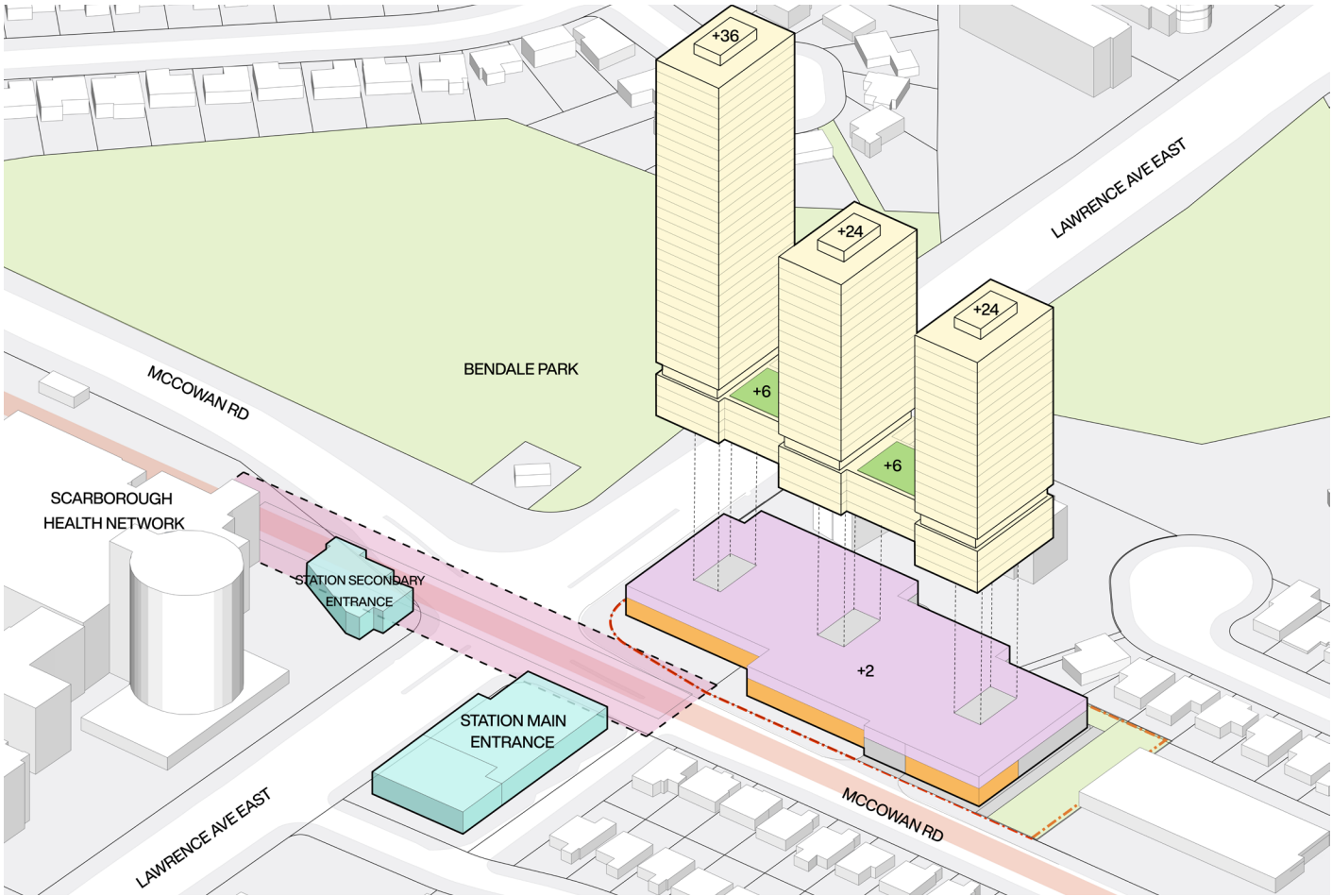


Figure 6: Lawrence East Station TOC Program

- Subject Site
- Residential
- Lobby
- Retail
- Office
- Park
- Open Space

Transit-Oriented Community Proposal

4.2.1 Site Circulation

McCowan Road will serve as the TOC's active frontage, with retail and office uses on the lower levels, as well as providing residential lobby access. A network of pedestrian circulation will be provided along McCowan Road and Lawrence Avenue, connecting the building entrance with the station entrances across the street.

Due to the existing grade change on Lawrence Avenue, stairs will be introduced for pedestrian circulation and access to bicycle storage facilities.

In addition, vehicular access will occur on McCowan Road only, with a pick-up and drop-off area, loading spaces and underground parking access. This vehicular entrance provides right in and right out access, based on the traffic conditions.

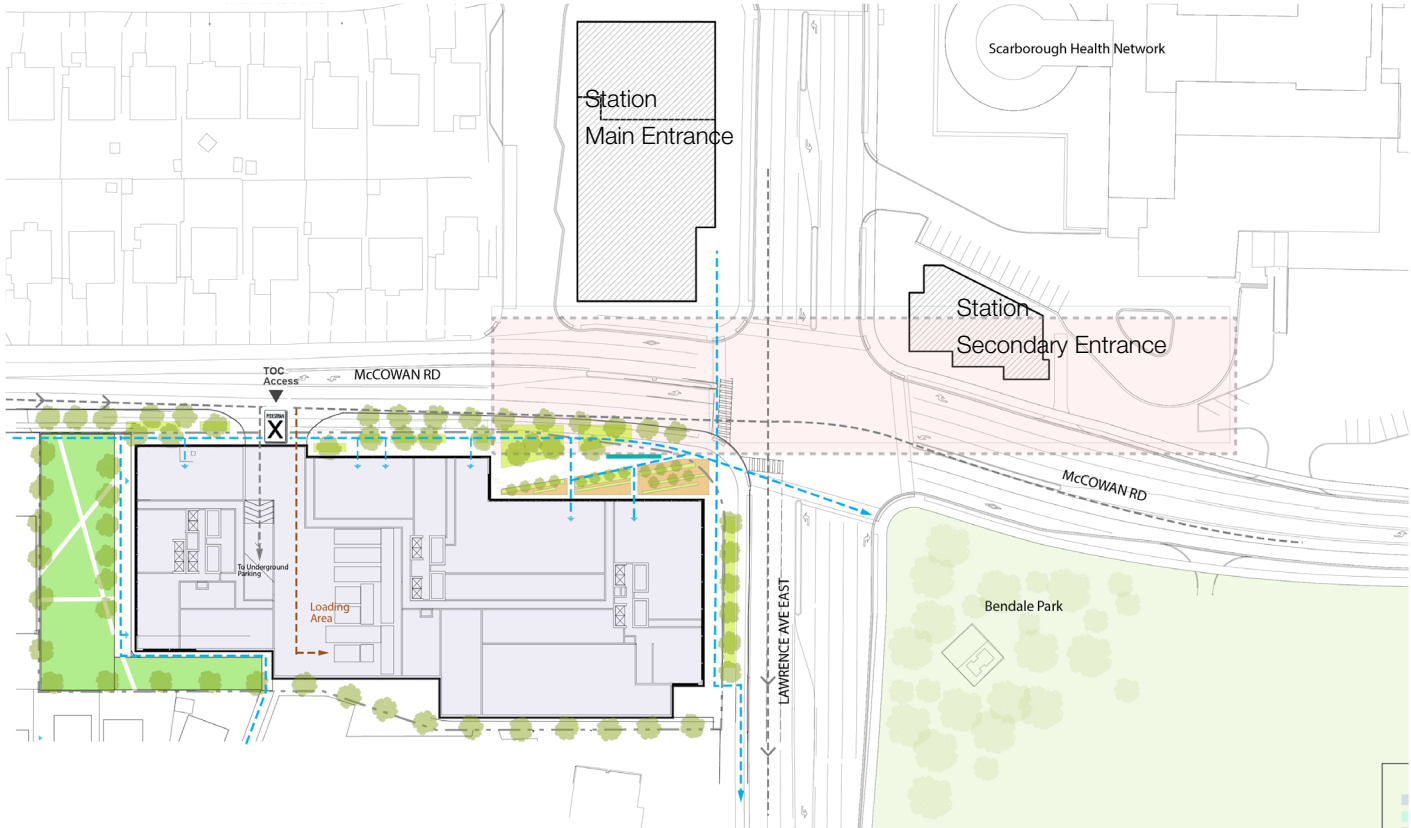


Figure 7: Lawrence East Station TOC site circulation

- - - Pedestrian circulation
- ▶ Building entrance
- - - Vehicular circulation
- ▶ Loading & TOC access
- - - Loading circulation
- Street corner plaza

4.3 Supporting Technical Studies

4.3.1 Transportation Impact Study

OneT+ conducted a Transportation Impact Study (TIS) to review potential impacts that the proposed TOC development may have on the surrounding transportation network. The review also considered the future road configuration and transit network, background traffic growth, and other proposed area developments. The proposed 774-unit TOC contains 1,405 sq.m. GFA of retail and 6,444 sq.m. GFA of office space. The TIS found that the TOC will contribute only minimally to new automobile trips during the AM and PM peak hours.

Traffic

The existing 2023 traffic conditions at both the AM and PM peak periods were analyzed, showing that the overall operation of the McCowan Road / Lawrence Avenue East intersection was operating above critical capacity thresholds during the weekday PM period (v/c ratio: 0.92).

Future conditions were analyzed based on the 2041 horizon year. This analysis found that by 2041, the McCowan Road / Lawrence Avenue East intersection is expected to operate above critical capacity during both the weekday AM and PM peak period with v/c ratios of 0.95 and 1.08, respectively. With the addition of the SSE, it can be assumed that the transit use in the area will increase, however, the modal split was assumed unchanged from present conditions. Therefore, the analysis is considered conservative.

The TOC is forecasted to generate in the study area, approximately 62 new automobile trips during the weekday AM peak hour, and reduce automobile trips by approximately 38 during the weekday PM peak hour. The remainder of the trips are already being made by patrons of the existing development. Although there is a decrease in trips during the PM peak hour, there is a noted localized impact on operations at the McCowan Road / Lawrence Avenue East intersection, attributed to increased turning movements instead of previously higher through movements.

Loading Space Review and AutoTURN Analysis

OneT+ conducted a Loading Space Review based on City of Toronto By-law 569-2013 requirements.

The By-law requires the provision of 8 loading spaces, this includes 1 Type 'G', 4 Type 'B', and 3 Type 'C'. The analysis found that the proposed loading supply will accommodate all site needs with 1 Type 'G', 3 Type 'B', and 3 Type 'C', totaling 7 spaces.

Loading studies were then conducted in order to confirm the movements of automobiles, Heavy Single Unit (HSU) trucks, Light Single Unit (LSU) trucks, fire truck, garbage trucks from the TOC driveways fronting McCowan Road.

The AutoTURN analysis indicates that the servicing vehicles can access, circulate, and exit the site within the provided driveways and internal roads. The TOC will provide proper site access and loading functionality.

Parking Study – Automobile and Bicycle

OneT+ conducted an analysis of automobile and bicycle parking in order to determine the number of spaces proposed based on updates to the City of Toronto ZBL 569-2013, contained in 89-2022. The analysis found that as a transit-supportive site, a reduced parking ratio is feasible for the TOC, particularly in coordination with the provision of bicycle parking and significant transit accessibility to the TOC.

The proposed TOC will include a total of 228 automobile spaces and 603 bicycle spaces for all combined residential, office, and retail land uses. Based on the City of Toronto Zoning By-law 569-2013, a total of 856 automobile spaces and 633 bicycle spaces is required. This deficiency compared to the By-law is addressable via the non-automobile oriented development befitting its location directly adjacent to the SSE.

Also, as detailed in the report, the City of Toronto is conducting a review of its parking regulations in recognition of societal changes, decreases in auto-ownership, and the trend of reduced parking requirements in approved, mixed-use developments. Recognizing that the TOC is in close proximity to a new subway station, and that the proposed parking provisions are comparable to other mixed-use developments in non-automobile dependent areas, this development will set a standard for transit-oriented developments.

4.3.2 Functional Servicing Report

OneT+ has prepared a Functional Servicing Report that evaluates the current and proposed site conditions in relation to sanitary, water and storm water servicing. These evaluations were undertaken based on City of Toronto criteria including:

- City of Toronto Design Criteria for Sewers and Watermains (January 2021);
- City of Toronto Wet Weather Flow Management Guidelines (November 2021); and
- Fire Underwriters Survey (FUS) 2019.

Sanitary Servicing

The site is currently served by 250mm diameter sanitary sewers under the southbound lane of McCowan Road and eastbound lane of Lawrence Avenue East. Further review will be required as the design is refined in order to evaluate the surcharge condition within the downstream pipe. While dry conditions appear to be close to the capacity allowance, the proposal adds an increase to the surcharge level of ~9% during the dry and wet weather flow. Both the existing and proposed future condition involve a wet weather flow surcharge.

Proposed improvements include increasing the diameter of the sanitary system from the site to the Highland Creek from a 250mm diameter sewer to 300-375mm diameter sewer system for four (4) lengths of pipe at a total length of 97.7m prior to the connection to the trunk system, but this will require additional modelling and review by the Toronto and Region Conservation Authority and the City.

The existing commercial plazas are serviced by a sanitary service connecting to the local 300mm diameter cast iron watermain along McCowan Road. This connects to larger watermains under Lawrence Avenue East, which extends beyond the project boundaries.

Water Servicing

The future development of the TOC will require two sources of water supply from the City water network, each containing a domestic and fire flow service connection.

It is recommended that one connects to the 300mm diameter local watermain along McCowan Road, and the other connects to the 400mm diameter watermain along Lawrence Avenue East. The exact service connection will be prepared under subsequent detailed design submissions.

Storm Water Servicing

The existing commercial properties are serviced by the municipal storm sewer network along both McCowan Road and Lawrence Avenue East. The south portion of the commercial property is connected to the 600mm diameter concrete storm sewer network along McCowan Road.

The north commercial property is connected to the 750mm diameter concrete storm sewer along Lawrence Avenue East through a single site catch basin. Overall, the existing system has approximately 2 m³/s of capacity flowing at 50% full during the 2-year storm event. A preliminary review of the system under the 100-year storm shows that the system is surcharged.

Based on this assessment, the discharge of the future storm drainage system will need to consider the approximate full flow capacities.

The future storm sewer system for the LES TOC development should be able to safely discharge to the local Lawrence Avenue East storm sewer system at either McCowan Road or Lawrence Avenue East. The approach and design for stormwater management is covered under a separate Stormwater Management Report.

Potential water, sanitary and storm water servicing mitigation measures may be developed as more detailed design work and modelling proceed.

4.3.3 Stormwater Management Report

OneT+ prepared a Storm Water Management (SWM) design brief in order to address the potential impact of the proposed construction of the TOC project on the existing drainage conditions.

As part of the proposed Lawrence East Station TOC, multiple high-rise buildings are proposed at southeast quadrant of the Lawrence Avenue East-McCowan Road intersection.

This SWM executive summary provides a conceptual level SWM strategy to address the potential impact of the proposed construction of TOC buildings on existing drainage conditions, and to ensure that the TOC site's SWM design is developed in accordance with applicable stormwater management design regulatory guidelines and standards.

SWM Design Criteria and Guidelines:

The SWM plan shall conform to all applicable criteria and designed in accordance with following guidelines:

Water Quantity Control:

- City of Toronto, "Wet Weather Flow Management Guidelines (WWFMG), November, 2006"
- City of Toronto, "Design Criteria for Sewers and Watermains, Second Edition, January 2021"
- City of Toronto "Infoworks CS Basement Flooding Model Studies Guideline, October 2014"

Water Quality Control:

- City of Toronto, "Wet Weather Flow Management Guidelines, November, 2006"
- Ministry of Environment, Conservation and Parks (MECP), "Stormwater Management Planning and Design Manual, March 2003"

Water Balance:

- City of Toronto, "Wet Weather Flow Management Guidelines, November, 2006"
- Toronto Green Standard (TGS), Version 4.0

Erosion and Sediment Control:

- TRCA "Erosion and Sediment Control Guide for Urban Construction, 2019"

Existing Drainage and SWM

The TOC building areas are currently occupied with commercial buildings and parking lots. The existing topography demonstrates that the ground slopes toward the west for the majority of the areas. A small portion of the area, at northwest corner of the site, slopes to the north.

The runoff from the majority of the site currently flows toward the west and discharges to a storm sewer under McCowan Road. A small portion of the site area at the northwest corner of the site flows north toward a storm sewer under Lawrence Avenue East.

Proposed Drainage and SWM

Under the proposed conditions, the existing drainage pattern will largely be maintained. The minor flow (2-year) generated at the TOC sites will be captured by catchbasins and conveyed by storm sewers and finally discharge to the City sewer under McCowan Road.

Stormwater Management Plans Water Quantity Control

The proposed TOC buildings will be built on existing commercial development and parking lots and therefore there will not be any significant change in imperviousness. Under existing conditions, there are no stormwater quantity controls existing within the TOC building site. The post-development flow up-to 100-year storm will be controlled to the 2-year pre-development level or the existing sewer capacity whichever is less before discharging to the City's sewer system. The total required storage volume is 227 m³ which will be provided on-site through proposed underground storage tank. An orifice plate will be provided at outlet to control the flow before discharging to the receiving City's sewer system.

Water Quality Control

According to the City of Toronto's quality control criteria, the long-term average removal of 80% of the Total Suspended Solids (TSS) on an annual basis is required from all runoff leaving the site. TOC buildings have roof and roof runoff is clean and free of contaminants.

The runoff from the associated driveway will be directed to an OGS unit for water quality treatment. The proposed open green areas will provide further polishing of stormwater runoff by capturing of particulate and suspended solids. The proposed park areas will provide enhanced level (level 1) of protection i.e., 80% TSS removal.

Water Balance

Based on the City of Toronto's WWFMG, 5 mm of rainfall events must be retained on-site through infiltration, water reuse and/or evapotranspiration. The proposed green roof on top of different floor levels of the buildings at the TOC site will provide the required storage to meet the water balance requirement for Lawrence East Station TOC site area.

Erosion and Sediment Control During Construction

During site construction, it is recommended that all erosion and sediment control Best Management Practices (BMPs) shall be constructed and maintained in accordance with the TRCA's Erosion and Sediment Control Guide for Urban Construction, 2019.

5 ■ Urban Design

5.1 Context Response / Sensitivity

The proposed TOC development at Lawrence East Station, located at the southeast corner of Lawrence Avenue East and McCowan Road, is demonstrative of a strong urban design that will enhance the public realm and provide a transit-supportive built form.

This section will outline the TOC urban design as it relates to:

5.1 Context Response / Sensitivity

5.1.1 Building Placement

5.1.2 Transition to Surrounding Context

5.2 Built Form

5.2.1 Massing / Height

5.2.2 Façade Treatment

5.3 Angular Plane

5.4 Shadow Study

5.5 TOC Integration with Station Facilities

5.6 Public Realm

5.6.1 Streetscape

5.6.2 Green Roof and Outdoor Amenity Space



Context Response Design

Built Form

TOC Integration with Station Facilities

Public Realm

5.1.1 Building Placement

The site's surrounding context includes Bendale Park (northeast), a stable residential neighborhood (south-west) and the Scarborough General Hospital Campus (northwest).

The proposed development will respond to the surrounding conditions using a high-rise built form with step backs and setbacks which will help mitigate the shadow impacts to the surrounding area, while creating welcoming pedestrian-oriented spaces.

Three towers, peaking at the intersection at 37 storeys, will provide a transition down to the south. Floor plates will be maximized at 750 m² with 10 residential units provided on each floor.

As illustrated in Figure 8, the proposed development strives to achieve a 25-metre distance between each tower in accordance with the City's urban design guidelines for high-rise buildings.

In addition, a consistent and active streetwall on McCowan Road, and the transition to the nearby stable/low residential and open space areas have been taken into careful consideration.

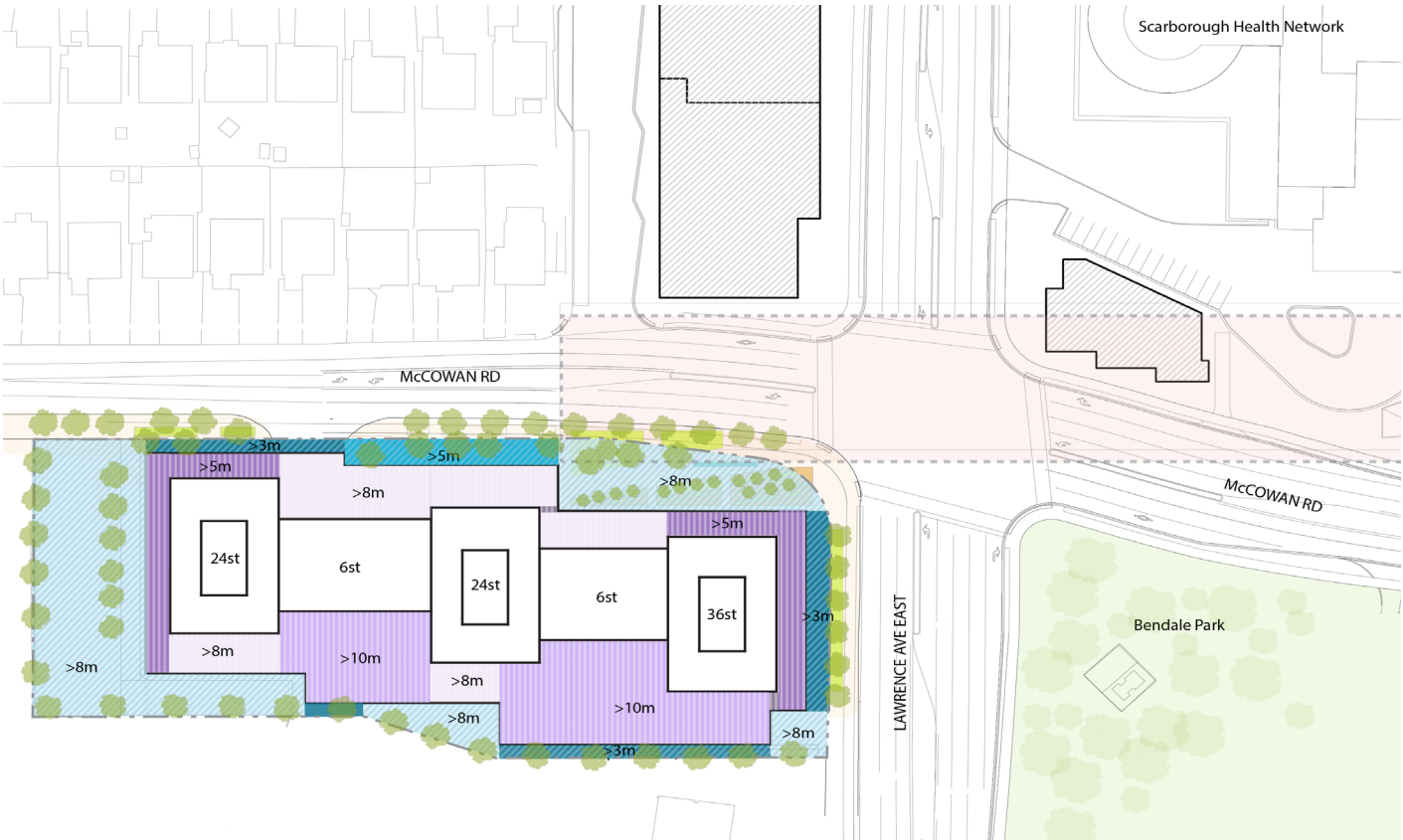


Figure 8: Building Placement Analysis



5.1.2 Transition to Surrounding Context

As illustrated in Figures 9 and 10, the proposed development is focused on providing a new, easily identifiable node centred around the new subway station.

With a surrounding, relatively flat low-density neighborhood context, the three towers will present a new skyline, not only establishing a peak height of 136m in the area, but also transitioning to the hospital building to the northwest.

Generous setbacks and step backs are introduced to smoothly transition to the surrounding low-density neighborhood.

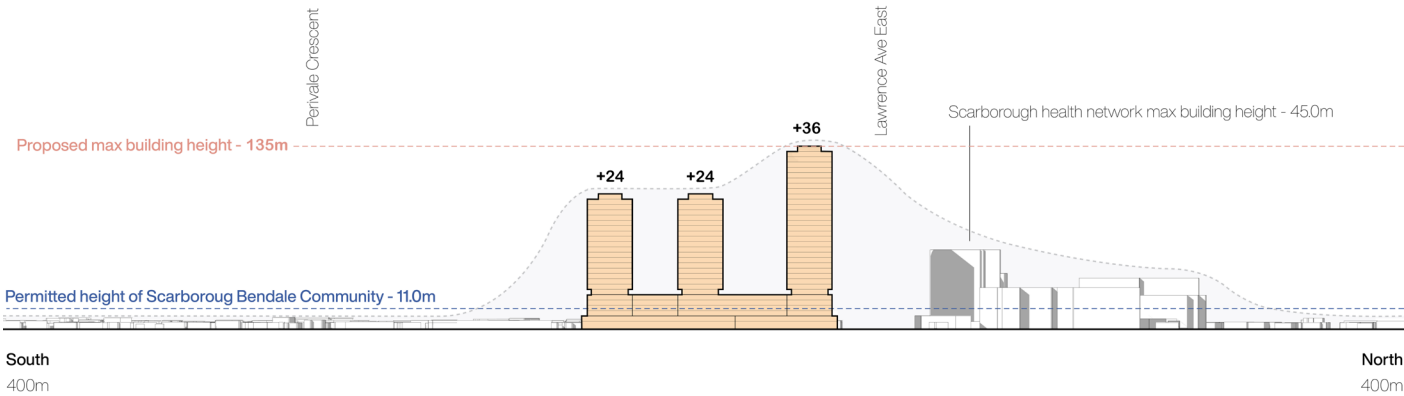


Figure 9: Context Area East North Elevation looking west along McCowan Road

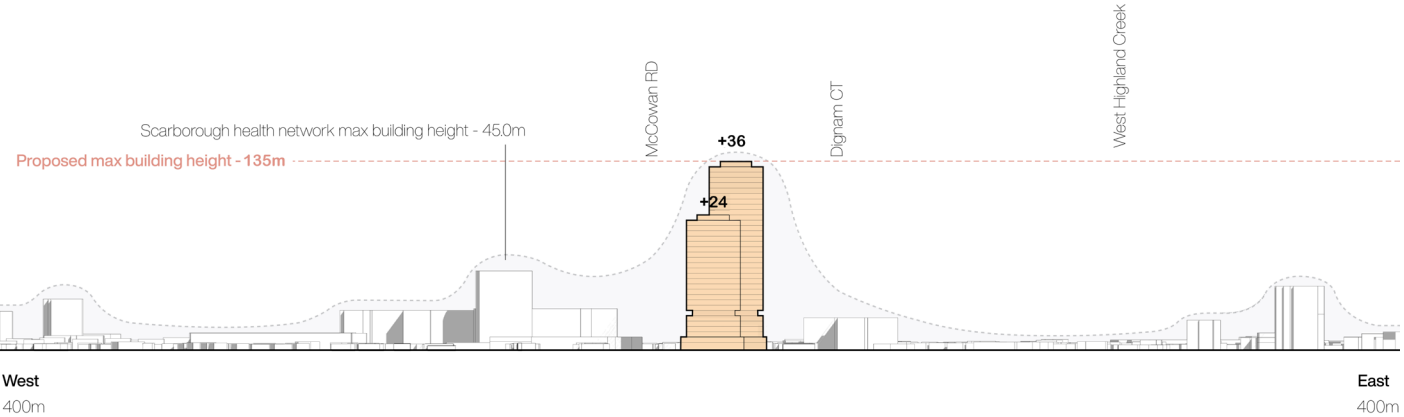


Figure 10: Context Area West South Elevation looking north along Lawrence Avenue East

5.2 Built Form

5.2.1 Massing / Height

The built form proposal is reflective of an area in transition and has therefore been designed to act as catalyst and benchmark for the area's future growth and development. However, it is at the forefront of this transition and is also respectful of the current surrounding context.

The proposed massing of the TOC development is informed by a precedent analysis of other similar TOC projects. The massing provides both setbacks and step backs to achieve a desirable and appropriate built form.

To reduce the massing, the proposed development breaks the 6-storey base building into 4-storey base building atop a 2 storey base. providing pedestrian-scale active street frontages at grade and commercial office space above.

The design also proposes 3 towers, each with 750 sq.m floor plates. Two towers are proposed at 24 storeys in height, with a third proposed at 36- storey tower, which will anchor the McCowan-Lawrence intersection.

The design approach focuses retail uses and building entrances along McCowan Road and Lawrence Avenue, with space for bike racks, storage and loading bays located at the rear, off the main streets.

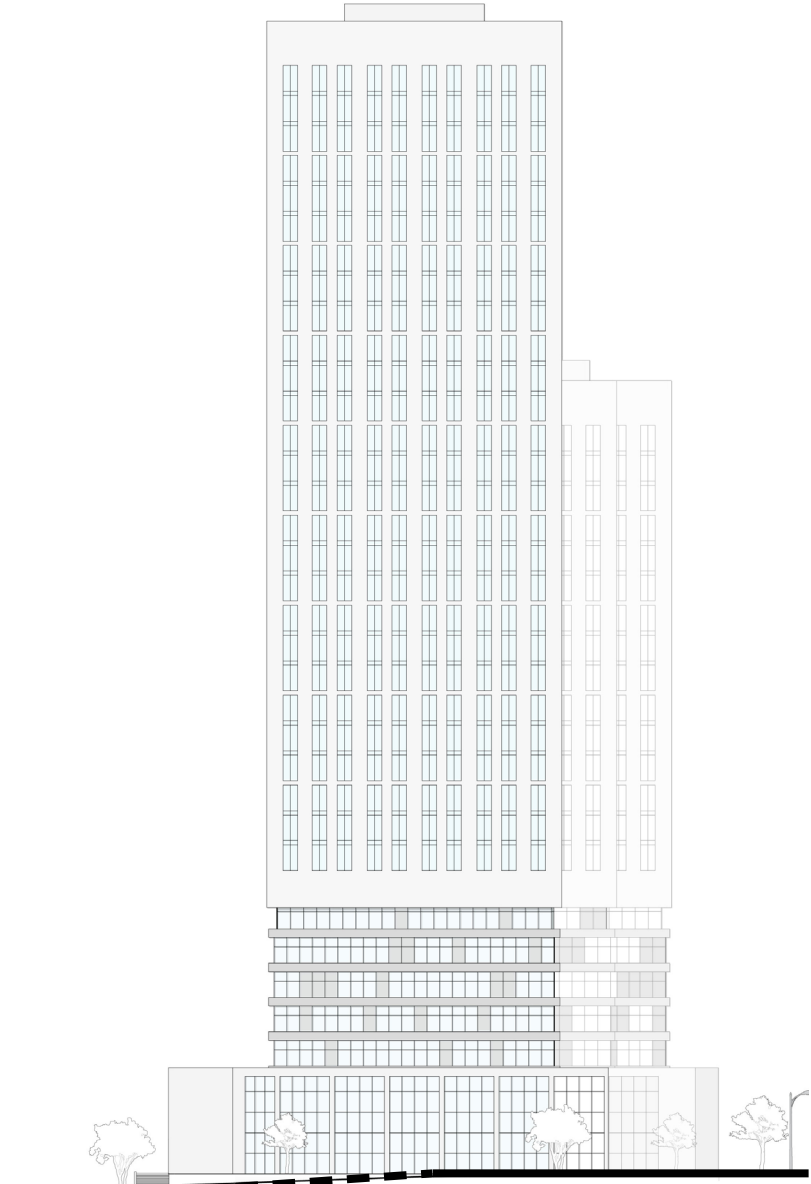


Figure 11: North Elevation

5.2.2 Façade Treatment

The provided façade treatment of the proposal is indicative, as it will be subject to change when progressed by developers. As such, this section highlights one potential solution for the façade design. As with the massing and height, the façade treatment has been designed with the principles of reducing the appearance of height and reducing the massing of the design.

The proposed façade design has been developed to break up the massing at each of the three segments: the base, the podium and the tower. It is also designed to provide a more intimate pedestrian scale at street level.

The base includes double-height columns to provide a proportional ground connection to other buildings in the surrounding area, but also creates a distinct and prominent identity for the future subway station entrance, retail, and lobbies.

The podium provides a consistent break between the tower and the base. The use of a different material at these levels further reduces the massing of the building and provides a sympathetic appearance to other similarly sized condominium buildings in the area. The podium is also stepped to create nooks and alcoves for a visually and spatially varied streetscape.

A horizontal banding approach has been utilized to reduce the façade massing by stepping the façade along the vertical plane.

Several techniques are used to humanize the scale of the towers. The use of triple-height window frames adds a subtle articulation to the facade, which reduces the perception of the tower's height and mass by creating visual interest.

The tower is gently stepped in profile to reduce the overall massing and make it appear more slender. The use of vertical elements such as flank walls further contribute to a sense of a slender tower profile.

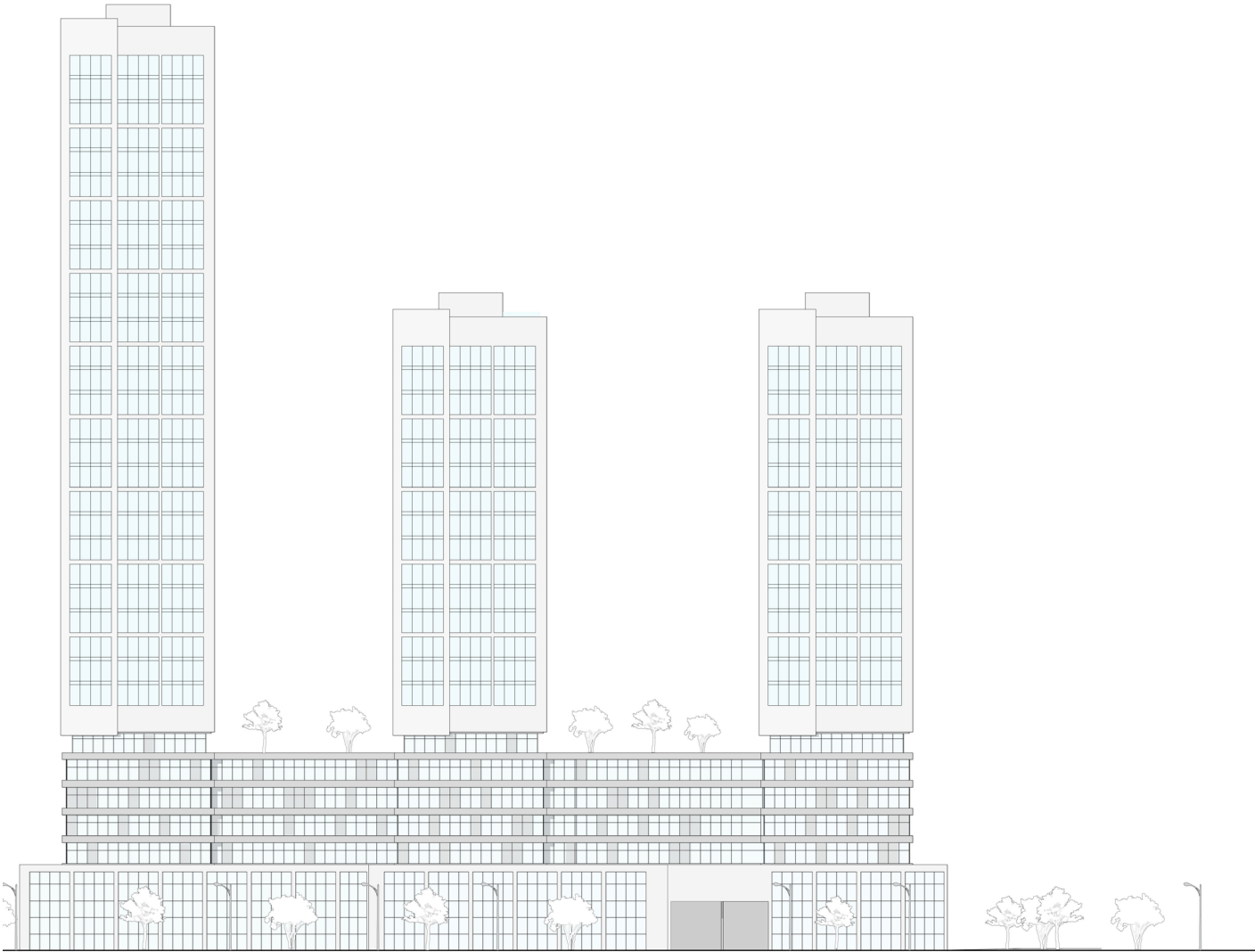


Figure 12: East Elevation

5.3 Angular Plane

Based on the City of Toronto’s Tall Buildings Guidelines, a 45-degree angular plane is required from the front property line of the nearest neighbourhood to the proposed TOC development.

Careful consideration was made regarding the angular plane and step back in respect of the surrounding contexts due to the nearby residential areas. In addition, the balance of scale and canopy for weather protection purposes was also taken into careful consideration.

As illustrated in Figure 13, the current proposal does successfully meet this requirement for the base building, which does not include the tower.

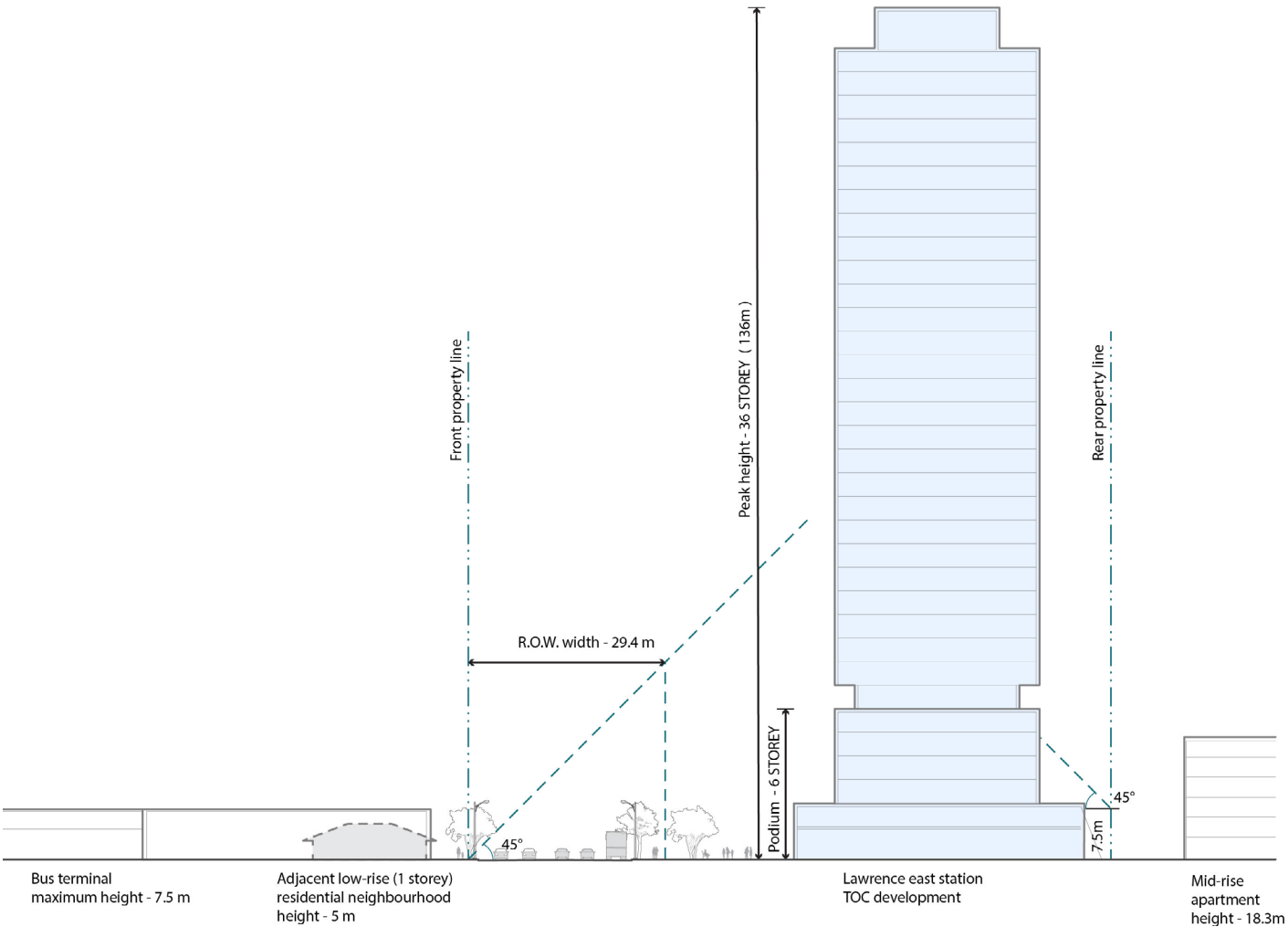


Figure 13: Angular Plane east-west section along Lawrence Avenue East showing streetscape

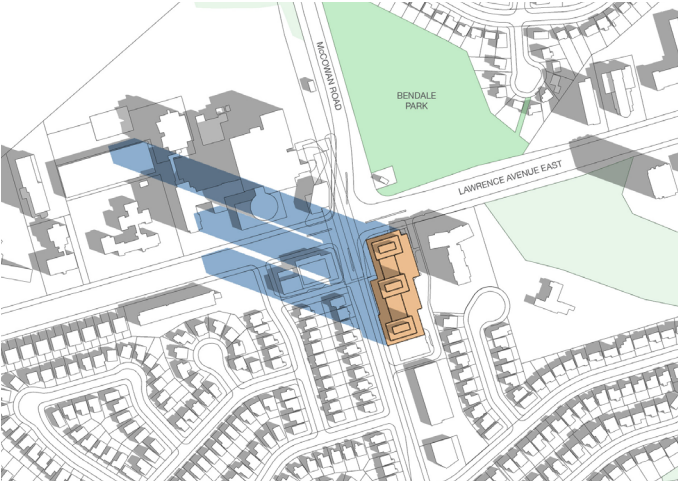
5.4 Shadow Study

The shadow study presented below demonstrates the impact of the proposed development. The time period presented is March 21st from 9:18am-6:18pm and September 21st from 9:18am-6:18pm.

It should be noted that the current design must not have a shadow for more than two hours a day past 9am on both the hospital, located on the northwest corner of the subject site, and the park located on the northeast corner across from the site.

In response to this, the proposed design does not provide more than two hours of shadow past 9am for the streetscape, Scarborough General Hospital, Bendale Park and the surrounding residential neighborhood.

Figure 14: Shadow Studies - March 21



March 21: 9:18 a.m.



March 21: 10:18 a.m.



March 21: 11:18 a.m.



March 21: 1:18 p.m.



March 21: 3:18 p.m.



March 21: 12:18 p.m.



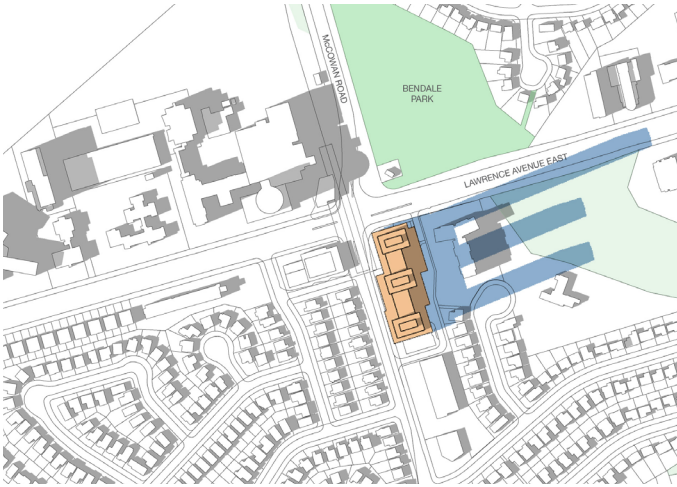
March 21: 2:18 p.m.



March 21: 4:18 p.m.

Urban Design

Figure 15: Shadow Studies - September 21



March 21: 5:18 p.m.



March 21: 6:18 p.m.



September 21: 1:18 p.m.



September 21: 2:18 p.m.



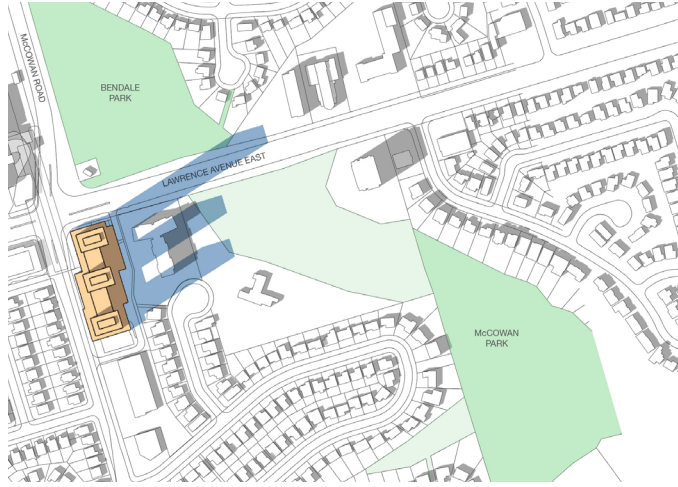
September 21: 9:18 a.m.



September 21: 10:18 a.m.



September 21: 3:18 p.m.



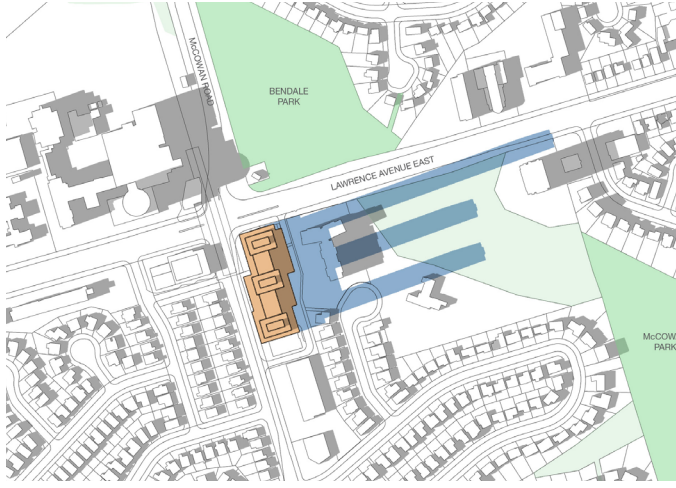
September 21: 4:18 p.m.



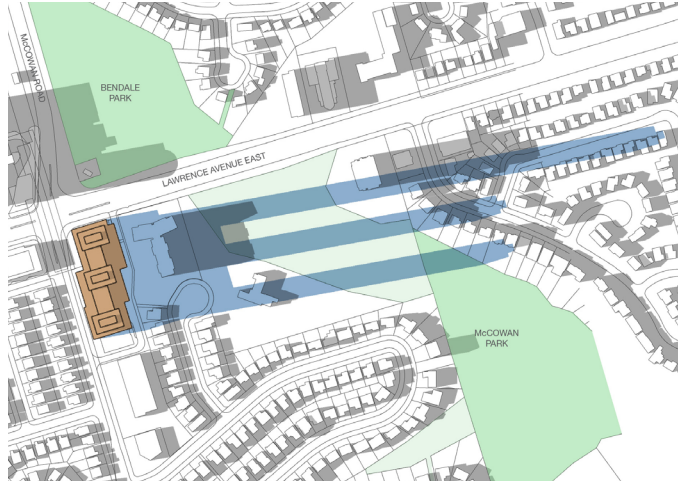
September 21: 11:18 a.m.



September 21: 12:18 p.m.



September 21: 5:18 p.m.



September 21: 6:18 p.m.

5.5 TOC Integration with Station Facilities

The TOC should interface logically and seamlessly with station facilities at Lawrence East Station. The main entrance and bus terminal for the station are located across McCowan Road from the TOC development.

A secondary entrance is also provided on the northwest corner, adjacent to Scarborough General Hospital.

Additionally, the station design has provision for a knockout panel on the west side of the station box, allowing the potential for developers to connect directly into Lawrence East Station, subject to developer interest.

To offer maximum flexibility, the TOC proposal has been space-proofed for a potential entrance at grade to connect directly from the street corner plaza into the station. The street corner plaza provides a robust urban realm, with enough area to allow for passenger flows coming through the station, should this entrance be introduced. The TOC proposal also has provision for a station connection at basement level.

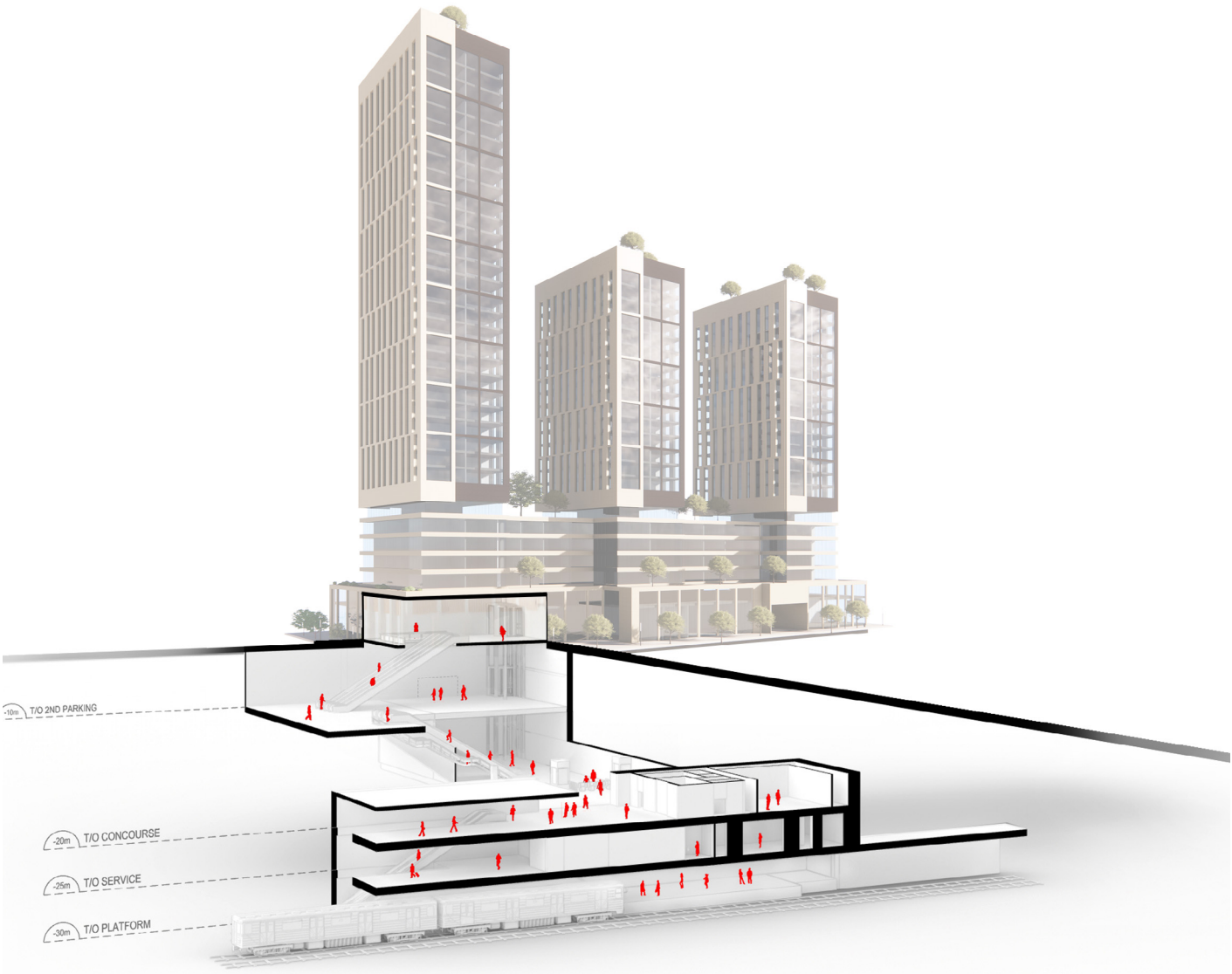


Figure 16: Station Integration Potential Transit Section

5.6 Public Realm

The proposed development will respond to the current and future public and private spaces surrounding the site, which includes the proposed Lawrence East Station (LES), Scarborough General Hospital, Bendale Park and the surrounding stable residential neighborhood.

To do this, the design will create an urban identity both within the TOC itself and in relation to the new transit infrastructure. This proposed development will create prominent focal points in the urban environment by providing:

Pedestrian circulation between the TOC and surrounding area as a priority - ensuring safe, vibrant and inviting public and private spaces.

The quality of the subject site's space will be achieved through a focus on innovative design by creating inviting, vibrant, and safe spaces. The current site development maximizes the flexible use of the street and plaza space, through both the public and private realms.

Pedestrian movements were carefully considered in order to create logical access points for residential, retail and office entrances as well as the future subway entrance. The final design of the subject

site will be developed working in collaboration with the City of Toronto, as the site is located at the intersection of two Emerging Main Street Types, according to the City of Toronto Streetscape Manual. This will require standard City of Toronto Street Furniture, as well as appropriate paving and lighting designated for Emerging Main Streets.

The overall design goal and vision is to create a seamless design that has high quality landscape architectural features, as well as urban design and built form.

This includes a 1,047m² City of Toronto parkland dedication on the south side, privately owned public spaces (POPS), podium setbacks with green roofs, TOC amenity spaces that could be used by the community, long term and short term bike parking, green spaces and streetscapes that support a future subway entrance.

In order to create a safe and inviting public realm, the driveway for vehicular circulation has been integrated directly into the TOC in order to open up the park spaces for pedestrian circulation.

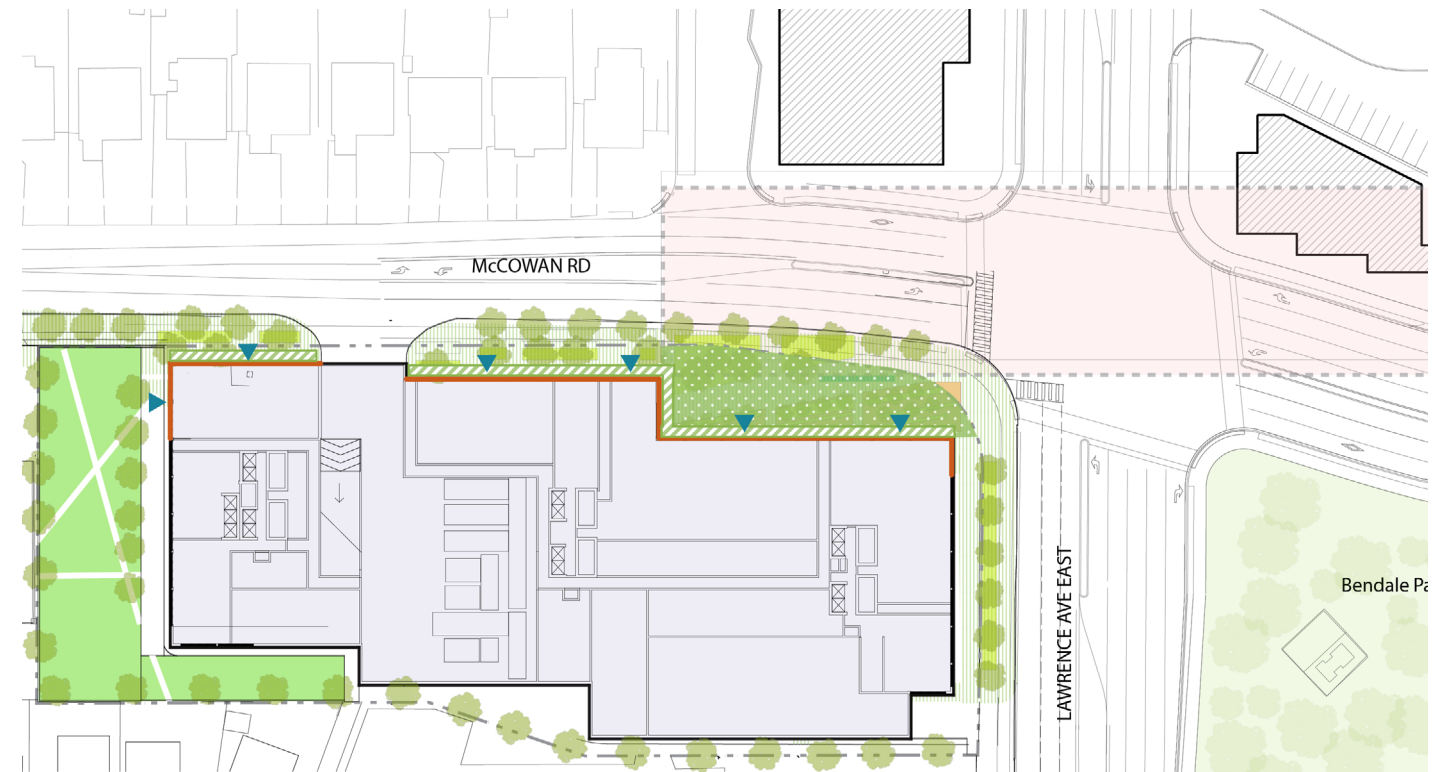


Figure 17: Public realm concept

- Street corner plaza
- Retail patio zone
- Pedestrian zone
- Subway Station Box
- Pedestrian entrances
- Active frontage

5.6.1 Streetscape

The goal for the proposed streetscape is to create a vibrant and active streetscape with a tree-lined boulevard which can accommodate many different uses and users. The design will conform to the City of Toronto's Complete Streets Guidelines, Streetscape Manual, as well as the Toronto Green Standard with the implementation of green infrastructure and low-impact development measures through the following:

- Provide minimum standard street buffer zone, furnishing and planting zone, and pedestrian clearway as required by the City of Toronto;
- Provide a continuous row of street trees, where space permits, to increase the urban tree canopy and provide adequate shade for pedestrians;
- Provide retail opportunities, seating, site programming, and public art; and
- Incorporate municipal signage and wayfinding.

In summary, the streetscape will be a place with a welcoming sense of arrival that improves both safety and accessibility for everyone, while providing street trees and plantings, landscape elements, improved wayfinding, street furniture, and opportunities for local public art and employment. Activating the site and providing sufficient programming will ensure a bustling and exciting space, filled with many

opportunities for users to enjoy, such as retail stores, coffee shops, restaurants and more. Several different design elements will be incorporated including attractive paving, furnishing which includes benches, bollards and waste receptacles, lighting, raised planters and trees in tree grates, as well as adequate and attractive signage.

The TOC plaza will be framed by a buffer zone, a furnishing and planting zone, followed by a pedestrian clearway, as required by the City of Toronto. The existing retaining wall along Lawrence Avenue will remain in place during the station construction. However, once the enabling works for the TOC are undertaken, it will be removed and rebuilt as part of the TOC landscaping.

Lastly, the streetscape environment will create a sense of place through these improvements, as well as ensuring the streetscapes to be safe and barrier free through wider sidewalks and adequate seating. By encouraging both passive and active activities, this creates opportunities for gathering, event programming, dining and shopping.

As illustrated in Figure 17, the proposed development will include an entrance plaza, walkways, street event spaces, buffer planting and roof amenities. In addition, the current proposed development focuses on implementing spaces for a range of activities, and social gatherings.



Main Street Concord Streetscape, redesigned by IBI Group, Concord, New Hampshire



King Street & City Centre District Streetscape, redesigned by IBI Group, Kitchener, Ontario



Cumberland Avenue Streetscape Improvements, by Vaughan & Melton Project Engineers and IBI Group, Knoxville, Tennessee

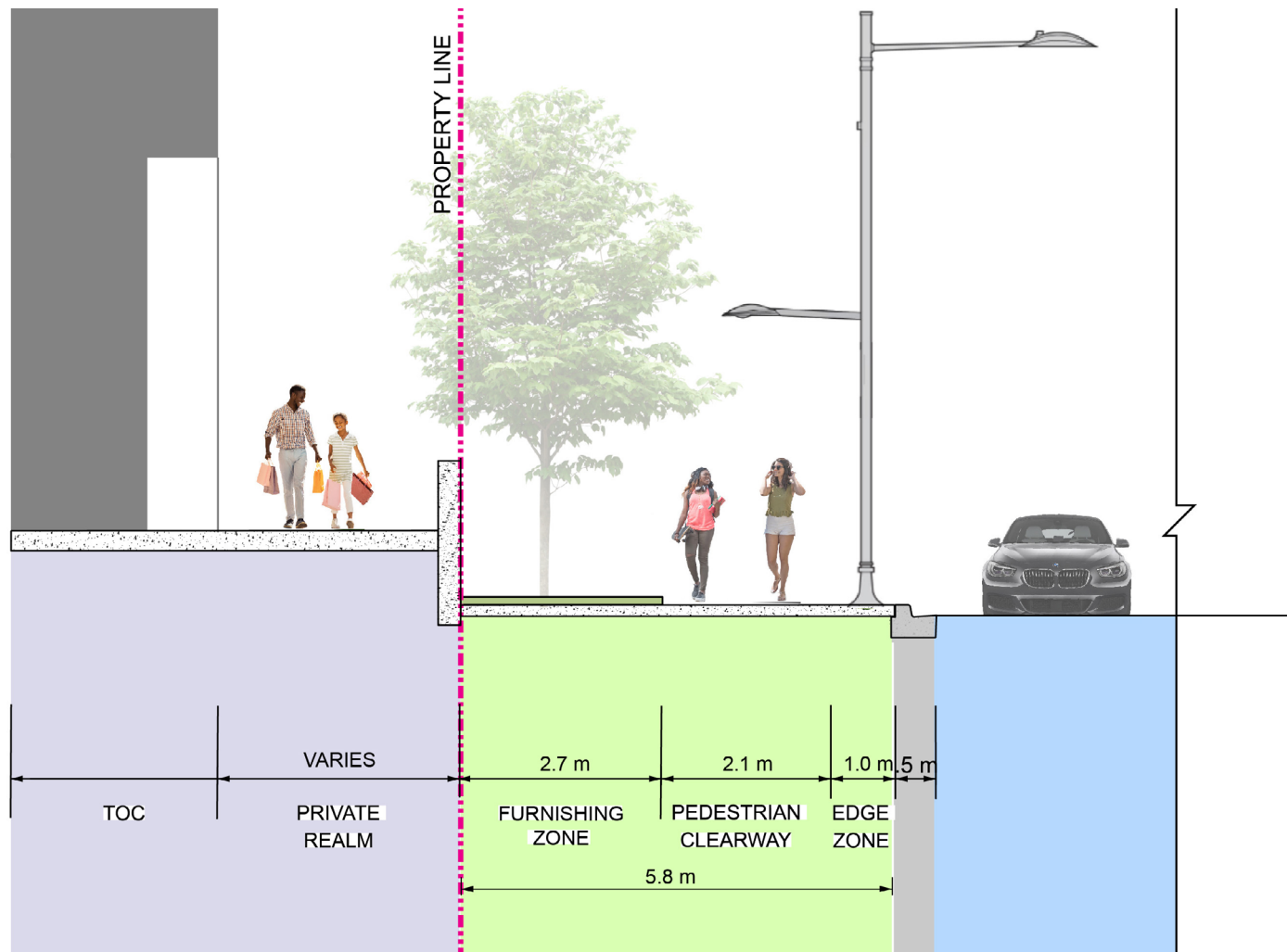


Figure 18: Lawrence Avenue East TOC Streetscape Section- Looking West

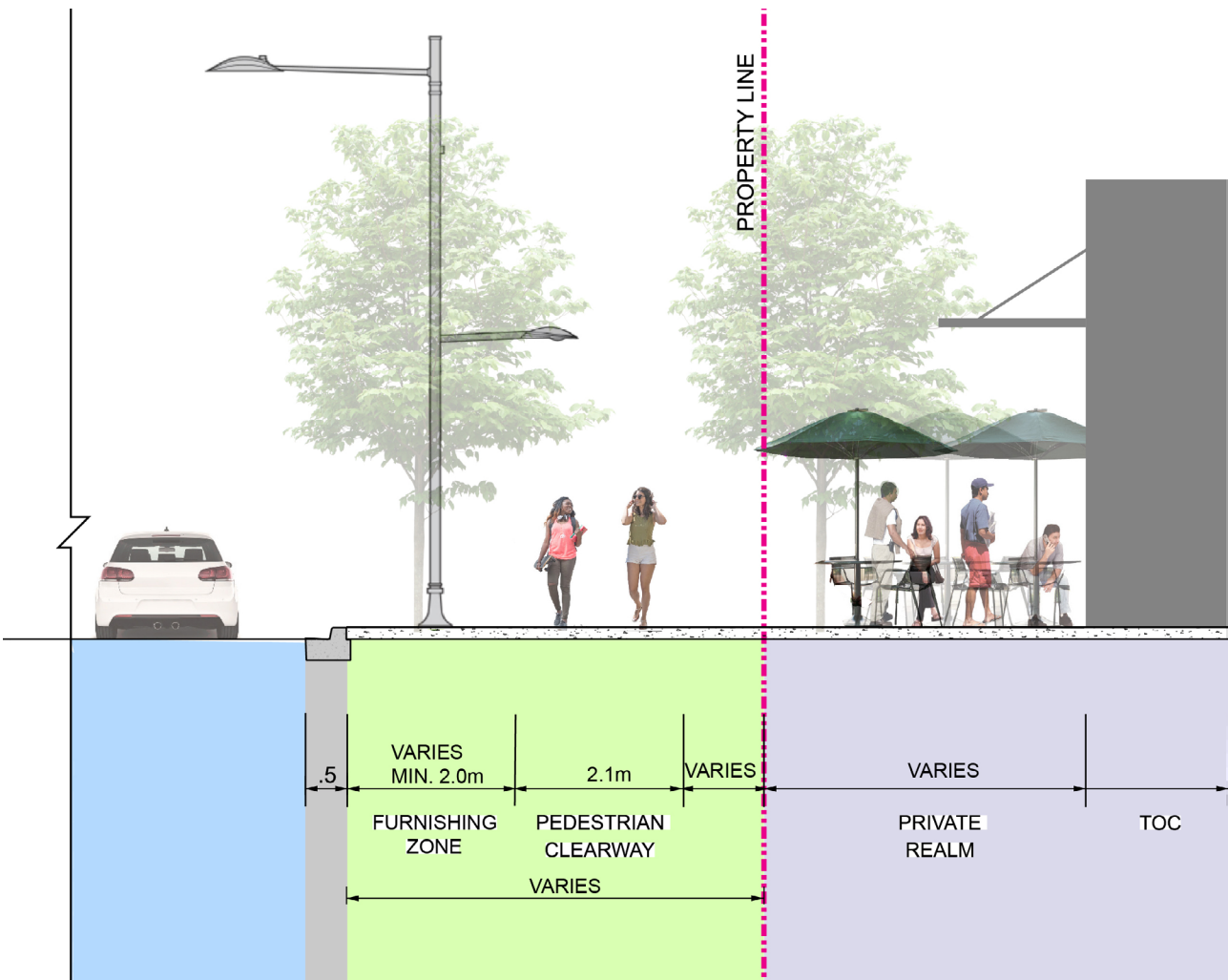


Figure 19: McCowan Road TOC Streetscape Section- Looking North

5.6.2 Green Roof and Outdoor Amenity Space

The LES TOC development's rooftop is programmed to provide a delicate balance of green roof and outdoor amenity area, to promote sustainable and healthy amenity spaces for the residents.

The outdoor amenity space of 2,166m² (2.8 m²/unit) is designed to accommodate the social and relaxation needs. With direct access from indoor amenity and common areas, the 2nd-floor and 6th-floor base building rooftops provide gardens and gathering areas to accommodate a variety of uses. According to the Toronto Green Standard (TGS), new residential development with a minimum gross floor area of 20,000m² require that a green roof provides coverage of 60% of available roof space.

With a total GFA of 58,481m², the LES TOC is designed to comply with this requirement. The details of green roof provision are provided in Table 1 and Figure 20.

| | |
|--|-------|
| Amenity Space Target (m ²) * | 3,136 |
| Indoor Amenity Provided (m ²) | 2,160 |
| Outdoor Amenity Target (m ²) | 1,343 |
| Outdoor Amenity Space Provided (m ²) | 2,166 |
| Roof Area (m ²) | 6,730 |
| Available Roof Space (m ²) * | 4,564 |
| TGS Requirement (m ²) * | 1,583 |
| Proposed Green Roof | |
| Towers (m ²) | 2,265 |
| Podium (m ²) | --- |
| Total Green Roof Provided (m ²) | 2,265 |
| * Total Amenity Space Target = 4m ² /unit | |
| * GFA = 20,000 m ² or greater: 60% coverage of Available Roof Space as Green Roof | |

Table 1: Green Roof and Outdoor Amenity Breakdown Table

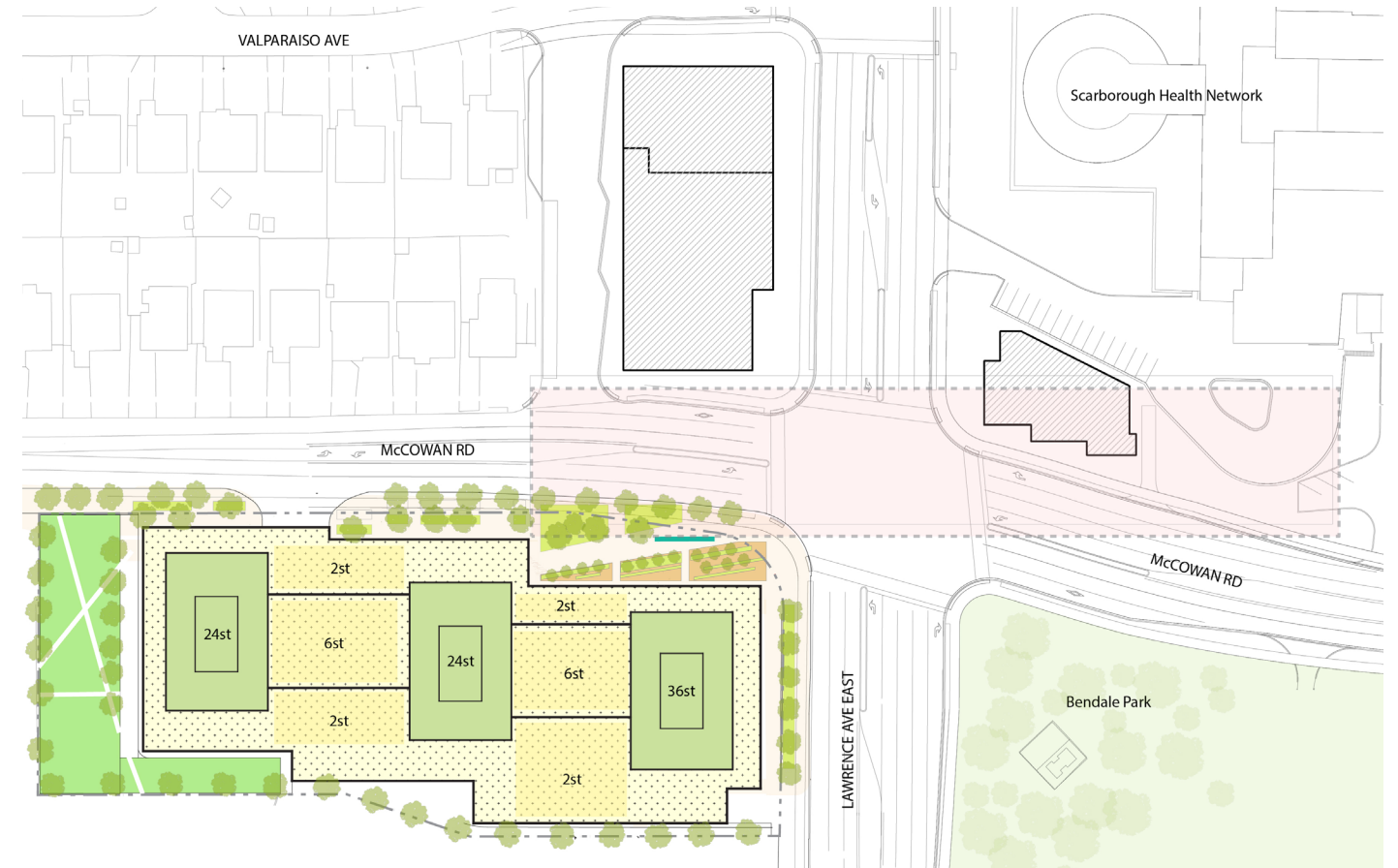


Figure 20: Green Roof and Outdoor Amenity

- Roof Amenity Space
- Green Roof

6 ■ Provincial Planning Policy & Regulatory Framework

6.1 Provincial Policy

6.1.1 The Planning Act

6.1.2 Building Transit Faster Act (Bill 171) & Transit-Oriented Communities Act (Bill 222)

6.1.3 The Provincial Policy Statement (2020)

6.2 Planning Analysis on Conformity to Provincial Policy

6.3 Metrolinx 2041 Regional Transportation Plan

6.4 Planning Analysis on Conformity to Provincial Policy

6.1 Provincial Policy

This section will outline the relevant Provincial policy and legislative framework, much of it recently updated, as it applies to the subject site and the development of TOCs. The following will be discussed:

- Planning Act
- Building Transit Faster Act
- Transit-Oriented Communities Act
- Provincial Policy Statement (2020)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020 Office consolidation)

6.1.1 The Planning Act

The Planning Act is the governing legislation for the Provincially led planning system in Ontario. Section 2 sets out matters of Provincial interest to which Councils shall have regard, including the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f); the orderly development of safe and healthy communities (h); the adequate provision of a full range of housing, including affordable housing (j); and the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q).

Section 3(1) gives the Minister of Municipal Affairs and Housing the authority to issue policy statements, and Section 3(5) requires that a decision of the council of a municipality or other planning authority shall conform with the policy statements and provincial plans that are in effect on that date.

Under the umbrella of its “More Homes, More Choice: Ontario’s Housing Supply Action Plan,” the Province has introduced significant updates to the planning policy regime, including the Planning Act, since 2018.

Bill 108 (the More Homes, More Choice Act) introduced substantial changes to how municipalities collect development charges and replaced the bonusing provisions of Section 37 of the Planning Act with a new Community Benefits Charge that is to be enacted via municipal by-laws.

Most relevantly, the Act limited the ability of municipalities to require the provision of affordable housing units through inclusionary zoning to areas in which either a development permit system or Major Transit Station Area is in place.

Several significant changes to the planning regime were introduced through the Provincial government’s Bill 109 (The More Homes for Everyone Act – April 2022) and Bill 23 (The More Homes Built Faster Act- November 2022). Some of the changes with bearing upon the proposed TOC include:

- The prior bonusing provisions of Section 37 of the Planning Act are replaced with provisions for a new Community Benefits Charge that applies to all developments;
- The Transit-Oriented Communities Act is amended to require municipalities to accept encumbered parklands (i.e. POPS) as parkland dedication. Further, a parkland dedication cap of 10% of the land or value of the land is established for sites 5 hectares or less, and a cap of 15% for sites greater than 5 hectares in area; These provisions, established via Bill 109 for TOCs, were expanded to all developments in Bill 23;
- Affordable housing units, attainable housing units and inclusionary zoning units are not subject to development charges and yield discounted Community Benefit Charge and parkland dedication rates; and
- Exterior building design criteria are exempt from Site Plan Control, excepting matters related to health, safety, accessibility and sustainable design.

Most recently, Bill 97, the Helping Homebuyers, Protecting Tenants Act, received Royal Assent on June 8, 2023. Of relevance to the proposed TOC development, a new subclause in Section 47 of the Planning Act clarifies that where a Minister’s Zoning

Order has been approved, and is not required to comply with the in-effect Official Plan or other policies, other agreements (e.g. a Draft Plan of Subdivision) are also exempted from the requirement to comply with these policies.

6.1.2 Building Transit Faster Act (Bill 171) & Transit-Oriented Communities Act (Bill 222)

In 2020, the Province passed two pieces of legislation with a direct bearing upon the SSE, the subject site and this TOC proposal.

Initially known as Bill 171, the Building Transit Faster Act is specifically intended to expedite the construction of four priority transit projects in the Greater Toronto Area which the Province has bundled together as a “New Transit Plan for the GTA:” the Eglinton Crosstown West Extension, Yonge North Subway Extension, Ontario Line and Scarborough Subway Extension. The Building Transit Faster Act streamlines the land use planning process by removing administrative barriers and processes that have been regarded as potentially delaying the timely completion of these projects. Some of the key provisions of this legislation include:

- Enabling relocation of utilities more efficiently;
- Enabling the assembly of land required to construct stations, conduct tunneling and prepare sites;
- Expediting access to municipal services and rights-of-way;
- Allowing for due diligence work and the removal of physical barriers with appropriate notification to property owners; and,

- Ensuring nearby developments or construction projects are coordinated so they do not cause delays.

Originally tabled as part of the omnibus Bill 222, the Transit-Oriented Communities Act enhanced the Building Transit Faster Act by expanding its application to other “priority transit projects,” as designated by the Province.

The legislation allows the Lt.-Gov in Council (i.e. cabinet) to designate land identified as required for a transit-oriented community and specifically defines a “Transit-oriented community project” as:

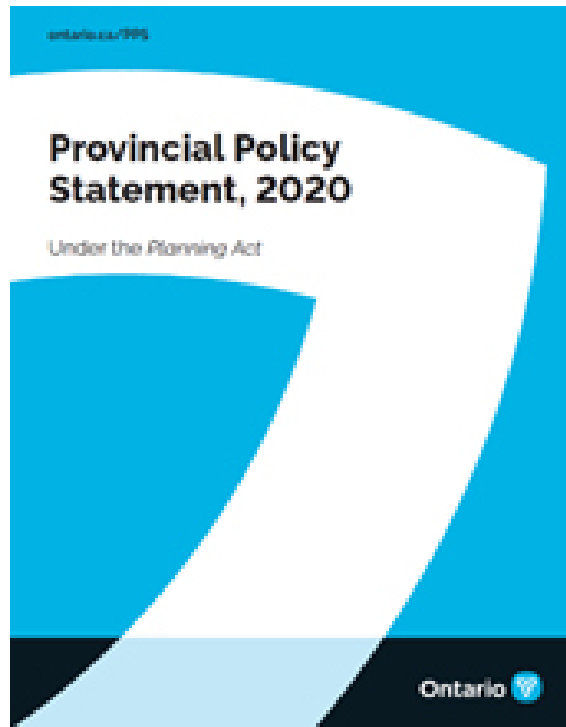
A development project of any nature or kind and for any usage in connection with the construction or operation of a station that is part of a priority transit project, and includes a development project located on transit corridor land within the meaning of [the Act]

The Act then allows for the expropriation of designated land and states that land is exempt from the typical Hearing of Necessity process, by which an expropriation may normally be appealed.

The Minister of Transportation is instead allowed to establish his/her own process through which property owners may comment on proposed expropriations.

In sum, these legislative changes allow both for the more-expedient construction of priority transit projects and for a new approach to increase the housing and jobs at and near station sites by facilitating seamless connections with adjacent development.

6.1.3 The Provincial Policy Statement (2020)



The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The current iteration of the PPS came into effect on May 1, 2020.

Section 3(5) of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

On April 6, 2023, the Province released a Draft Proposed Provincial Policy Statement which would substantially change the planning framework in Ontario. Among the most significant changes is the elimination of the Growth Plan for the Greater Golden Horseshoe, in its entirety, with some policies relocated to within the new PPS.

The Draft Proposed PPS was posted for comment on the Environmental Registry of Ontario until August 4, 2023. As of this time no revisions have been released and it is not in effect.

Section 1.0 of the PPS includes policy direction related to “Building Strong Healthy Communities” and is applicable to the development of the subject site. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of existing and planned infrastructure.

Section 1.1 of the PPS provides policy direction intended to manage and direct land use to achieve efficient and resilient development and land use patterns. Section 1.1.1 of the Provincial Policy Statement sets the general objectives for development and land use within the province in order to ensure healthy, liveable and safe communities are sustained.

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accomodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Analysis

It is our opinion that the proposed TOC and requested planning approvals are consistent with Section 1.1 of the PPS, in that it promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure in order to provide a compact and efficient use of land. It is a transit-supportive development that will help the City of Toronto achieve its intensification targets.

- f) promoting development and land use patterns that conserve biodiversity; and
- g) preparing for the regional and local impacts of a changing climate. Section 1.4 of the PPS provides the following relevant policies relating to housing:

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
 - b) permitting and facilitating:
3. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 4. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Analysis

It is our opinion that the proposed TOC and requested planning approvals are consistent with Section 1.4 of the PPS, in that it will provide new residential development that will include affordable units and contribute to diversification of the housing stock while making efficient use of existing and planned infrastructure and facilities.

Section 1.6 contains policies related to Infrastructure and Public Service Facilities including:

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Analysis

It is our opinion that the proposed TOC and requested planning approvals are consistent with Section 1.6 of the PPS, in that it will promote a density and mix of uses that will promote transit use over private vehicle use and encourage the long-term evolution of the corridor for active transportation and transit uses.

Section 1.7 of the PPS directs that long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public
- d) service facilities;
- e) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- f) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Analysis

It is our opinion that the proposed TOC and requested planning approvals are consistent with Section 1.7 of the PPS, in that it will provide a new range of housing in a location and manner that optimizes the use of land, resources, infrastructure and public facilities and encourages city-building in a corridor that has historically been auto-oriented and suburban in nature.

Section 1.8 contains policies related to Energy Conservation, Air Quality and Climate Change including:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which...:

e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses.

Analysis

It is our opinion that the proposed TOC and requested planning approvals are consistent with Section 1.8 of the PPS, by providing transit-oriented development that promotes intensification within the City of Toronto and improves the mix of employment and housing uses in the City, at a planned growth node.

Section 4 of the PPS contains policies related to implementation and interpretation. These include:

4.2 This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.

4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies.

To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement.

The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

4.7 In addition to land use approvals under the Planning Act, infrastructure may also require approval under other legislation and regulations.

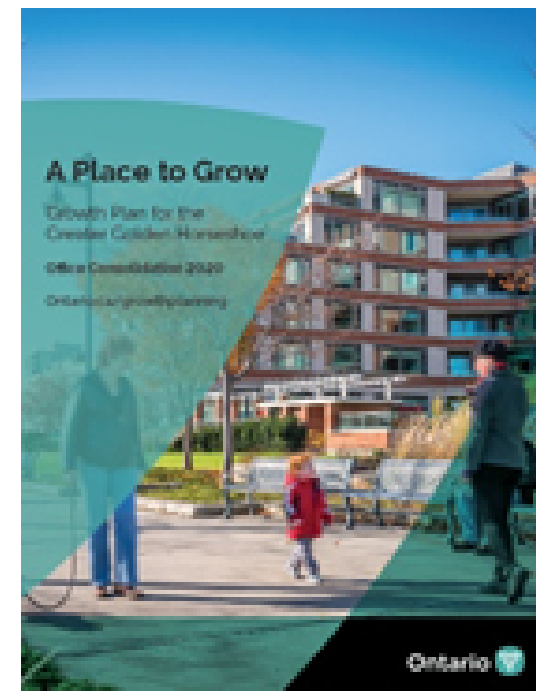
An environmental assessment process may be required for new infrastructure and modifications to existing infrastructure under applicable legislation.

Wherever possible and practical, approvals under the Planning Act and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.

Analysis

It is our opinion that the proposed TOC and requested planning approvals are consistent with Section 4 of the PPS, in that it provides an integrated land use planning approach and advances Provincial Policy goals, even where those goals may not yet be reflected in updated City of Toronto Official Plan.

6.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)



A Place to Grow – Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is intended to provide policy direction to support the development of strong, prosperous communities and direct future growth within the Greater Golden Horseshoe (GGH). The Growth Plan was prepared under the Places to Grow Act, 2005 and provides a framework for implementing the Provincial Government’s vision for building stronger and more prosperous communities by better managing growth in the GGH.

Section 3(5) of the Planning Act requires that all planning decisions within the designated Growth Plan Area “shall conform with” the Plan.

The current version of the Growth Plan came into effect in May 2019 and then was updated in August 2020 via Amendment 1. The 2020 Office Consolidation better aligns with the PPS 2020, contains new population projections to the 2051 planning horizon and contains updated policies for Major Transit Station Areas (MTSAs). As stated in the prior section, the proposed Draft Provincial Policy Statement would include the repeal of the Growth Plan, once it is finalized but it is not currently in effect.

As per the Growth Plan’s updated Schedule 3, The City of Toronto is projected to grow to 3,650,000 residents and 1,980,000 jobs by 2051.

The Growth Plan establishes minimum intensification and density targets and outlines policy to achieve complete and compact communities, and to direct where growth occurs. Section 2.2 provides policy directives regarding where and how to grow:

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- c) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- d) growth will be limited in settlement areas that:
 - i. are rural settlements;
 - ii. are not serviced by existing or planned municipal water and wastewater systems;
 - iii. are in the Greenbelt Area;

- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- e) development will be generally directed away from hazardous lands; and
- f) the establishment of new settlement areas is prohibited.

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;
 - b) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;
4. Applying the policies of this Plan will support the achievement of complete communities that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- iii. are in the Greenbelt Area;

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;
- ii. strategic growth areas;
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
- iv. areas with existing or planned public service facilities;
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- e) development will be generally directed away from hazardous lands; and
- f) the establishment of new settlement areas is prohibited.

| Distribution of Population and Employment for the Greater Golden Horseshoe to 2051 | | |
|--|------------|------------|
| | POPULATION | EMPLOYMENT |
| | 2051 | 2051 |
| Region of Durham | 1,300,000 | 460,000 |
| Region of York | 2,020,000 | 990,000 |
| City of Toronto | 3,650,000 | 1,980,000 |
| Region of Peel | 2,280,000 | 1,070,000 |
| Region of Halton | 1,100,000 | 500,000 |
| City of Hamilton | 820,000 | 360,000 |

Figure 21: A Place to Grow - Schedule 3

Analysis

It is our opinion that the proposed TOC and requested planning approvals conform with Section 2.2.2 of the Growth Plan in that they support the achievement of complete communities that feature a mix of land uses, provide convenient access to transportation options and public service facilities, and facilitate intensification within the City of Toronto's delineated built boundary.

Provincial Planning Policy & Regulatory Framework

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan,

Of particular note in relation to the subject site, are the policies related to Transit Corridors and Station Areas contained in Section 2.2.4 These policies establish density targets for rapid transit corridors and for stations along those corridors.

Schedule 5 of the Growth Plan identifies the SSE as a Priority Transit Corridor. In particular, as further outlined below, the City of Toronto is required, as part of its Municipal Comprehensive Review, to delineate areas within approximately 800 m of any station as Major Transit Station Areas, subject to density targets as described in the Growth Plan:

1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.

2. For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

a) 200 residents and jobs combined per hectare for those that are served by subways;

4. For a particular major transit station area, the Minister may approve a target that is lower than the applicable target established in policy 2.2.4.3, where it has been demonstrated that this target cannot be achieved because:

a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or

b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.

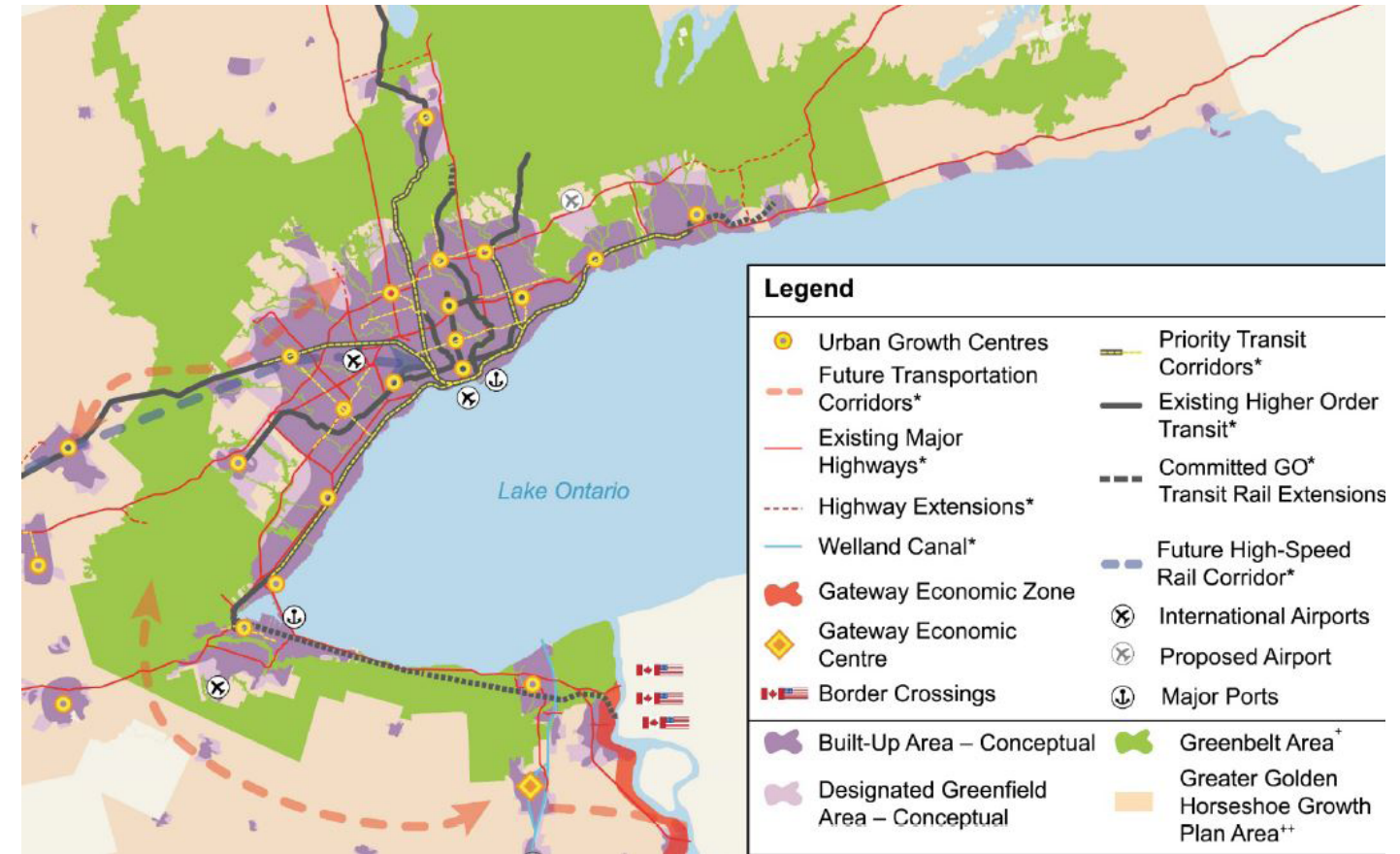


Figure 22: A Place to Grow Concept - Schedule 2

5. Notwithstanding policies 5.2.3.2 b) and 5.2.5.3
 - c) upper-and single-tier municipalities may delineate the boundaries of major transit station areas and identify minimum density targets for major transit station areas in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.
6. Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.
7. The Province may identify additional priority transit corridors and planning requirements for major transit station areas on priority transit corridors or subway lines, to support the optimization of transit investments across the GGH, which may specify:
 - a) the timeframes for implementation of the planning requirements;
 - b) the boundaries of the area that will be subject to the planning requirements; and any additional requirements that may apply in relation to these areas.
8. All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:
 - a) connections to local and regional transit services to support transit service integration;
 - b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and commuter pick-up/drop-off areas.
9. Within all major transit station areas, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as joint development projects;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.
10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
11. In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate. of the Growth Plan including:
 - a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as joint development projects;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Analysis

It is our opinion that the proposed TOC and requested planning approvals conform with Section 2.2.4 of the Growth Plan by prioritizing transit-supportive intensification within a future Major Transit Station Area (MTSA) along a Priority Rapid Transit Corridor and assisting in achieving the MTSA's intensification targets. These Provincial Policy goals are being reflected even where they have not been reflected in updates to the City's Official Plan (i.e., the identification of the transit corridor and delineation of the MTSA).

1. Economic development and competitiveness in the GGH will be promoted by:
 - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities; and
 - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;

- c) planning to better connect areas with high employment densities to transit; and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.
- 2. Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.
- 3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.
- 4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.
- 5. Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.¹⁵ The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

Analysis

It is our opinion that the proposed TOC and requested planning approvals conform with Section 2.2.5 of the Growth Plan by providing a compact, transit-supportive built form that will support new office and retail uses in the area and provide connections to major employment centres (including Scarborough Centre and Downtown Toronto) on the new subway line.

Policies related to Housing are contained within Section 2.2.6 of the Growth Plan, including that:

1. Upper-and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
 - a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
 - ii. establishing targets for affordable ownership housing and rental housing;
 - b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

- c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;
 - d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
 - e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.
2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
 - a) planning to accommodate forecasted growth to the horizon of this Plan;
 - b) planning to achieve the minimum intensification and density targets in this Plan;
 - c) considering the range and mix of housing options and densities of the existing housing stock; and
 - d) planning to diversify their overall housing stock across the municipality.
 1. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 3 of the Growth Plan contains policies related to Infrastructure and, in particular, how it should be integrated with land use planning in order to ensure it is co-ordinated and efficiently used. Section 3.2.1 contains policies related to Integrated Planning:

1. Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.
2. Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:
 - a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
 - b) providing sufficient infrastructure capacity in strategic growth areas;
 - c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and
 - d) considering the impacts of a changing climate.

3. Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.
4. Municipalities will assess infrastructure risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.
5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this Plan through multi-year infrastructure planning for the transportation system and public service facilities.

Analysis

It is our opinion that the proposed TOC and requested planning approvals conform with Section 3.2.1 of the Growth Plan by demonstrating a co-ordination of infrastructure investment and planning and land use planning, leveraging the investment of the subway and facilitating intensification and high-density, mixed-use development.

Section 3.2.2 of the Growth Plan contains policies related to Transportation Planning, including:

1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.
2. The transportation system within the GGH will be planned and managed to:
 - a) provide connectivity among transportation modes for moving people and for moving goods;
 - b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;
 - c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero-and low-emission vehicles;
 - d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;
 - e) accommodate agricultural vehicles and equipment, as appropriate; and
 - f) provide for the safety of system users.

3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.
4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:
 - a) reduce trip distance and time;
 - b) increase the modal share of alternatives to the automobile, which may include setting modal share targets;
 - c) prioritize active transportation, transit, and goods movement over single-occupant automobiles;
 - d) expand infrastructure to support active transportation; and

Analysis

It is our opinion that the proposed TOC and requested planning approvals conform with Section 3.2.3 of the Growth Plan by providing a compact, transit-supportive built form that will support the expansion of rapid transit in Scarborough, promote an increasing transit modal share, facilitate connections between Scarborough Centre and other centres throughout the City and Region, and by contributing to the reduction of greenhouse gasses.

- e) consider the needs of major trip generators.
- f) The policies of Section 3.2.3 speak specifically to greenhouse gas emissions reduction targets.
3. Municipalities will work with transit operators, the Province, Metrolinx where applicable, and each other to support transit service integration within and across municipal boundaries.
4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:
 - a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and
 - b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

6.3 Metrolinx 2041 Regional Transportation Plan

The Metrolinx Board of Directors adopted the 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area in March 2018.

This constituted an update of the agency's first RTP, The Big Move, which was approved in 2008 and which Metrolinx was obligated to undertake as part of its enabling legislation, the Metrolinx Act (formerly known as the Greater Toronto Transportation Authority Act). As per the Executive Summary, the RTP:

is a blueprint for creating an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports [the Growth Plan], which sets out a broad vision for where and how the region will grow, and identifies policies on transportation planning in the GTHA.

The RTP's parameters are established within 5 key strategies:

- Complete Delivery of Current Projects;
- Connect the Region;
- Optimize the System;
- Integrate Transportation and Land Use; and,
- Prepare for an Uncertain Future.

The SSE is identified in the RTP's Map 3 as a project in delivery by Metrolinx, falling under the auspices of Strategy 1. The current 3-stop iteration of the subway is the result of several proposals for replacing the aging TTC Line 3 in recent years. The RTP is therefore reflective of a prior version of the SSE that would have linked Kennedy Station to Scarborough Centre without continuing further north to its current planned terminus, at Sheppard Avenue East.

Strategy 2 envisions the development of a complete Frequent Rapid Transit Network across the region consisting of "regionally significant, high-demand transit corridors that connect Urban Growth Centres, key Mobility Hubs and areas of high population or employment density."

Strategy 4 elaborates upon the goal of maximizing the investment being undertaken in the rapid transit network by integrating land use planning, including through intensifying and integrating development at Major Transit Station Areas. As shown on Map 3, Scarborough Centre is identified as one of the Mobility Hubs, which are defined as:

Major Transit Station Areas at key intersection points on the Frequent Rapid Transit Network. Mobility Hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

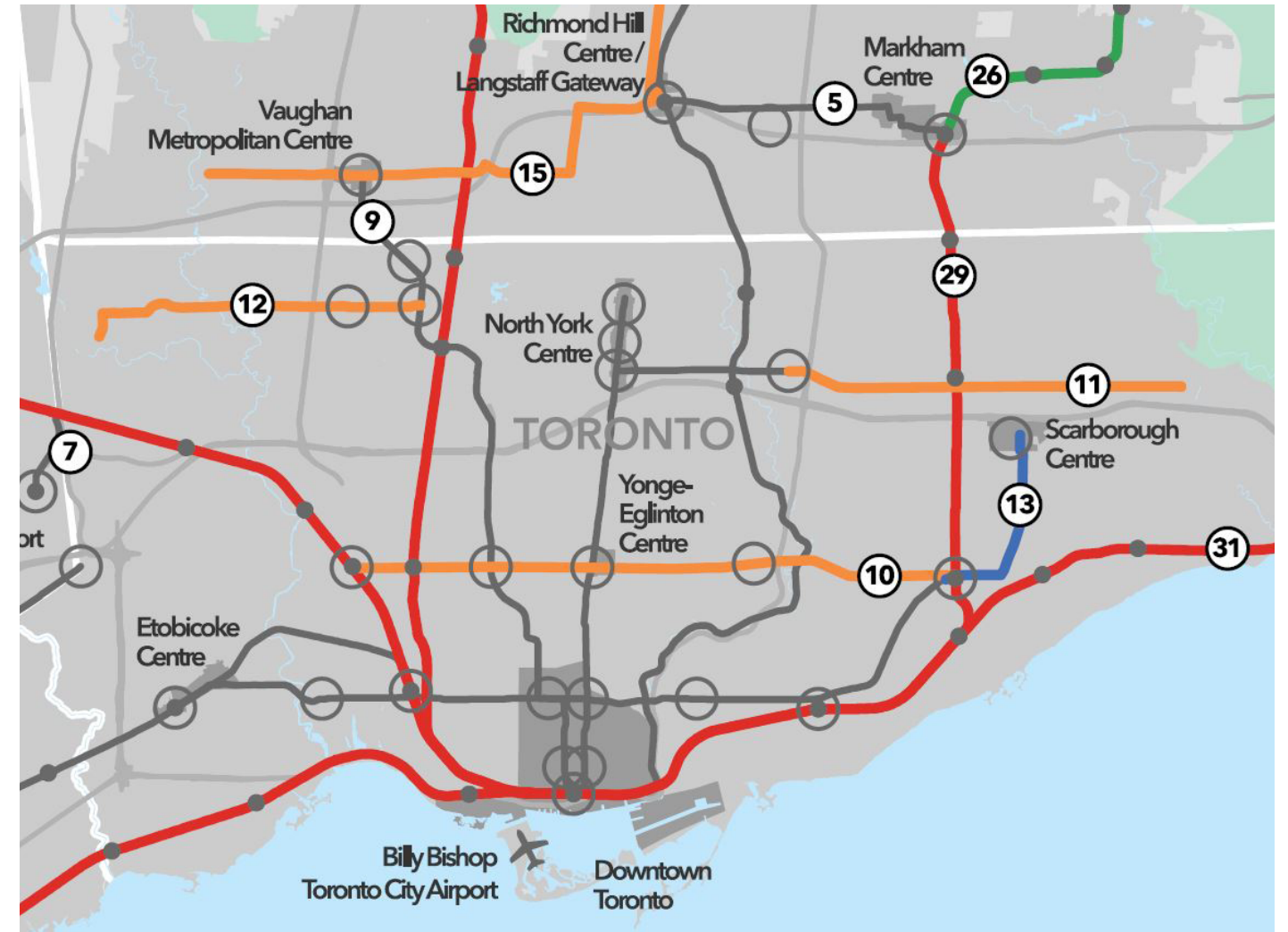


Figure 23: 2041 Regional Transportation Plan - Map 3 (Source: Metrolinx)

6.4 Planning Analysis on Conformity to Provincial Policy

It is our opinion that the proposed TOC and requested planning approvals are consistent with the PPS and conform with the Growth Plan in the following respects:

- It will provide new residential development in a settlement area that will include affordable units, in accordance with all applicable City policies. It will diversify the housing stock while making efficient use of existing and planned infrastructure and facilities;
- It will promote a density and mix of uses that will promote transit use over private vehicle use and encourage the long-term evolution of the corridor for active transportation and transit uses;
- It will provide a new range of housing in a location and manner that optimizes the use of land, resources, infrastructure and public facilities and encourages city-building in an auto-oriented, suburban neighbourhood;
- It will provide transit-oriented development that promotes intensification within the City of Toronto and improves the mix of employment and housing uses in the City;
- It will provide an integrated land use planning approach and advances Provincial Policy goals, even where those goals may not yet be reflected in updated City of Toronto Official Plan;
- It will support the achievement of complete communities that feature a mix of land uses, provide convenient access to transportation options and public service facilities, and facilitate intensification within the City of Toronto's delineated built boundary;
- It will prioritize transit-supportive intensification within a future Major Transit Station Area along a Priority Rapid Transit Corridor and assisting in achieving the MTSA's intensification targets. These Provincial Policy goals are being reflected even where they have not been reflected in updates to the City's Official Plan (i.e., the identification of the transit corridor and delineation of the MTSA);
- It will provide a compact, transit-supportive built form that will support new office and retail uses and provide connections to major employment centres on the new subway line, including the adjacent Scarborough General Hospital and Scarborough Centre;
- It will support the achievement of complete communities, assisting the City in the achievement of its intensification targets and providing a range and mix of housing options in an area currently dominated by single-family homes;
- It will demonstrate a co-ordination of infrastructure investment and planning and land use planning, leveraging the investment of the subway and facilitating intensification and high-density development;
- It will provide a coordinated approach to land use planning and transit investment that will reduce car dependency in favour of promoting transit, offering multi-modal access to other destinations and considering the need of major trip generators; and
- It will provide a compact, transit-supportive built form that will support the expansion of rapid transit in Scarborough, promote an increasing transit modal share, facilitate connections between this area, Scarborough Centre and other centres throughout the City and contributing to the reduction of greenhouse gasses.

7

■ Municipal Planning Policy & Regulatory Framework

7.1 Toronto Official Plan (2019)

7.1.1 Community Benefit Charges

7.1.2 Inclusionary Zoning Policy

7.2 Planning Analysis on Conformity to Municipal Policy

7.2.1 Comprehensive By-law 569-2013

7.2.2 Proposed Zoning Certainty

7.3 Urban Design Guidelines

7.3.1 Tall Building Design Guidelines

7.3.2 Toronto Green Standard

7.3.3 Growing Up Guidelines

7.3.4 Green Roof By-law

7.1 Toronto Official Plan (2019)

The City of Toronto Official Plan was adopted by City Council in November 2002, approved by the Ontario Municipal Board on July 6, 2006, and currently Chapters 1 to 5 and Schedules 1 to 4 are consolidated to March 2022 while Chapters 6 and 7 are in-effect as of June 2015.

The Official Plan is the City's guiding policy document for realizing the policies of the PPS and Growth Plan and establishing a vision for the City's growth. As per Section 1.5, its policies are not to be read in isolation but rather, "a comprehensive and cohesive whole."

The City of Toronto initiated its Official Plan Review called "Our Plan Toronto" in 2021. City Council has concluded the Municipal Comprehensive Review (MCR) with the exception of eight remaining conversion requests and one remaining property for the Chapter 7 Site and Area Policy Review.

Major Transit Station Areas (MTSAs) are defined in the Growth Plan as areas within approximately 500-800m radius of a transit station and representing a 10-minute walk. Through Our Plan Toronto, the City is required to individually delineate the boundaries for the 140+ MTSAs within the City and to demonstrate that each MTSA is planned for the established minimum target for residents and jobs.

Protected Major Transit Station Areas (PMTSAs) will become a subset of the 140+ MTSAs. As of the time of this submission, the City-approved Major Transit Station Areas delineations are awaiting Ministerial approval.

Policy 2.1.1 states:

1. Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA which:
 - a) focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by a regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares;
 - b) makes better use of existing urban infrastructure and services;
 - c) reduces auto dependency and improves air quality;
 - d) encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities; and
 - e) increases the supply of housing in mixed use environments to create greater opportunities for people to live and work locally.

Section 2.2 speaks specifically to the need for growth to take place in coordination with the development of transit and the transportation network. In particular, it outlines the need for transportation infrastructure improvements and the importance of increasing accessibility through mutually supportive transportation and land use policies.

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- a) reduces auto dependency and improves air quality;
- b) encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities; and
- c) increases the supply of housing in mixed use environments to create greater opportunities for people to live and work locally.

Section 2.2 speaks specifically to the need for growth to take place in coordination with the development of transit and the transportation network. In particular, it outlines the need for transportation infrastructure improvements and the importance of increasing accessibility through mutually supportive transportation and land use policies.

Analysis

It is our opinion that the proposed TOC conforms with these Section 2 Official Plan Policies in that it demonstrates the Province, the City and Metrolinx cooperating to facilitate the development of a compact, mixed-use centre that reduces auto-dependency and increases the supply of housing in a mixed-use environment. It provides an opportunity to reurbanize and regenerate within the existing urban structure to create a neighbourhood where people can live, work and play.

Map 2 (Urban Structure) does not identify the subject site as within an Avenue, though other sections of Lawrence Avenue are subject to this designation, which encourages mid-rise development.

The Official Plan Map 4 (Higher Order Transit Corridors) as of March 2022, reflect the current transit-planning regime which outlines the existing and planned TTC subway and LRT lines, station and transit corridors

Analysis

The current SSE alignment is identified in the City's Official Plan, though this can be expected to be updated (along with delineation of new Major Transit Station Areas) through the Municipal Comprehensive Review of the Official Plan. It is our opinion that while promoting transit-oriented development density at this location is not reflective of the current Official Plan policies, it implements Provincial policy goals for supporting transit and intensification that will be reflected when the City updates the Official Plan to recognize the transit corridor and new stations along the SSE.

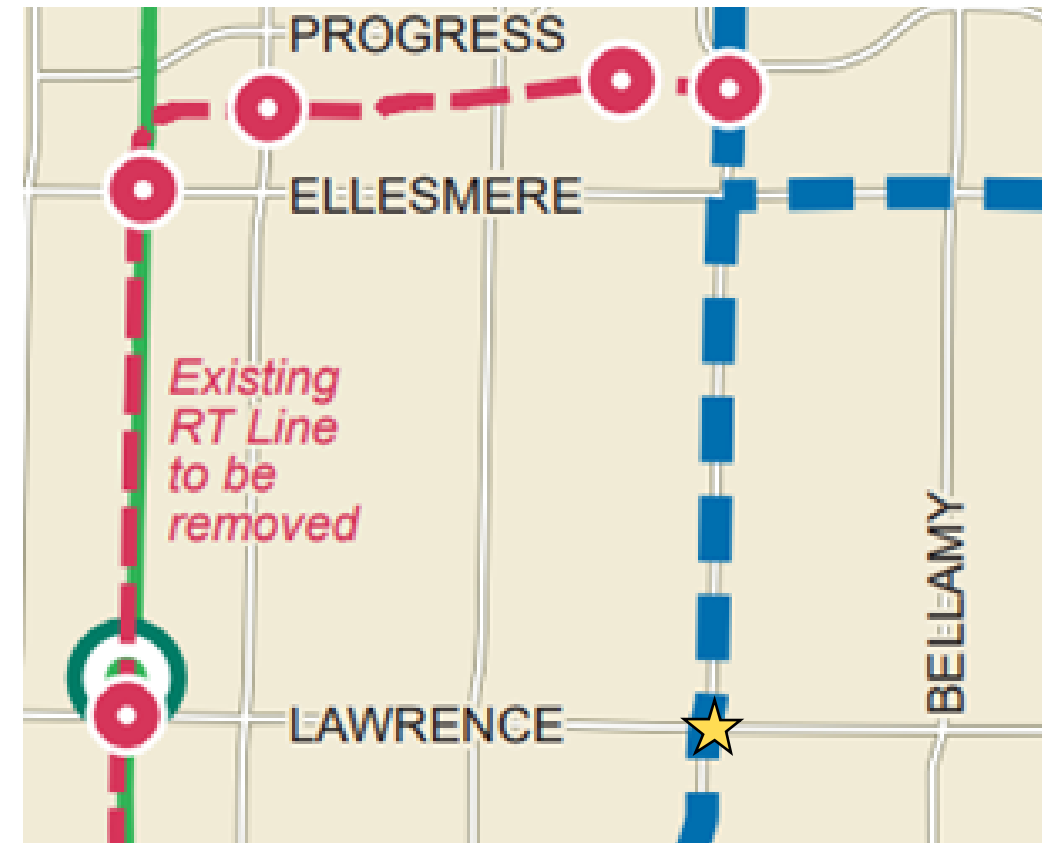


Figure 25: City of Toronto Official Plan - Map 4, Transit

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Official Plan Map 20 (Land Use Plan) designates the subject site as within a Mixed Use Area. Section 4.5 provides the policy framework for Mixed Use Areas which are to:

[combine] a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night

Policy 4.5.1 establishes that:

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Development criteria in Mixed Use Areas are contained in Policy 4.5.2:

In Mixed Use Areas development will:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) provide for new jobs and homes for Toronto's growing population on underutilized lands

in the Downtown and Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;

- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries and childcare;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;



Figure 26: City of Toronto Official Plan - Map 20, Land Use

- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- l) provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- m) provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

Analysis

It is our opinion that the proposed TOC conforms with these Section 4.5 Official Plan Policies in that it provides a mix of uses and new jobs in an attractive development that will reduce auto-dependency and take advantage of the substantial improvements to public transit service. The design will also transition to the adjacent neighbourhoods, and improve the pedestrian environment in this evolving area.

Section 2.4 of the Official Plan provides policies related to making “more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City.” Relevant policies include:

2.4.2 New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City’s TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:

- a) weigh traffic needs against the broader objectives of this Plan;
- b) make provision for future transportation improvements identified in this Plan; and
- c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.

2.4.4 In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan’s reurbanization strategy.

2.4.5 The City will work with its partners to ensure that underground higher-order transit stations are integrated into multi-storey developments wherever it is feasible, ensuring that all points of entry:

- a. are clearly marked, visible and accessible from the street; and
- b. maintain hours of use to match transit operations.

2.4.7 An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.

2.4.8 For sites in areas well serviced by transit, such as locations around rapid transit stations and along major transit routes, consideration will be given to the establishment of:

- a) minimum density requirements as well as maximum density limits;
- b) minimum and maximum parking requirements; and
- c) redevelopment of surface commuter parking lots on City owned land;
- d) limiting surface parking as a non-ancillary use; and
- e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at rapid transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users

Analysis

It is our opinion that the proposed TOC conforms with these Section 2.4 Official Plan Policies in that it will reduce auto-dependency, promote active transportation uses and integrate a rapid transit station into significant multi-storey, mixed-use development. It respects appropriate density requirements and limits and parking requirements given its location directly adjacent to a subway station and at the centre of a future Major Transit Station Area.

Chapter 3 of the Official Plan contains policies related to built form, including the larger built environment, the public realm and tall buildings in order to guide growth by:

Integrating social, economic and environmental perspectives in our decision making to create an attractive Toronto with a strong economy and complete communities. The policies will help bring to life our vision of a successful city by focusing on the built environment, the human environment, the natural environment, economic health and new neighbourhoods.

Section 3.1.1 contains policies that speak to the public realm, while section 3.1.2 contains policies that speak specifically to the public realm as it relates to higher-order transit. Policy 3.1.1.2 states the public realm will:

- a) provide the organizing framework and setting for development;

- b) foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- c) support active transportation and public transit use;
- d) provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- e) contribute to the identity and physical character of the City and its neighbourhoods; and
- g) be functional and fit within a larger network.

Policy 3.1.2.2 states transit station sites, facilities and related infrastructure will be located, designed and constructed to integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities by:

- a) locating in visible and accessible locations that seamlessly connect to public streets;
- b) balancing the movement efficiency of pedestrians, cyclists and transit users in a manner appropriate to the context;
- c) providing safe, attractive and accessible routes and places of public entry, travel and use through the use of design elements;
- e) maximizing glazing on street, park and open space facing facades for accessibility, orientation and safety; and

- f) providing new or upgraded streets and safe pedestrian and cycling connections to promote access to the stations, where appropriate and feasible.

Section 3.1.3 contains built form policies, recognizing that most development in the City will be redevelopment and intensification that needs to “fit in, respecting and improving the character of the surrounding area.” Policy 3.1.3.1 states:

New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

- a. generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks.
- c. locating main entrances on the prominent building facades so that they front onto a public street, park or open spaces, are clearly visible and directly accessible from a public street;
- d. providing ground floor uses, clear windows and entrances that allow views from and, where possible, access to, adjacent streets, parks and open spaces;
- e. preserving existing mature trees wherever possible and incorporating them into landscaping designs; and
- f. providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Massing, form and the provision of amenity space are further elaborated in the following sections:

3.1.3.5 Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

- a) providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and
- b) stepping back building mass and reducing building footprints above the streetwall height.

3.1.3.6 Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

3.1.3.7 Transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s).

3.1.3.8 . Where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

3.1.3.9 The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:

- a) ensure fit with adjacent building facades;

- b) contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- c) break up long facades in a manner that respects and reinforces the existing and planned context; and
- d) ensure grade relationships that provide direct access and views into and from the public realm.

3.1.3.10 Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- a) improvements to adjacent boulevards and sidewalks including sustainable design elements, which prioritize street trees and may include one or more of the following: shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
- b) co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- c) weather protection such as canopies and awnings;
- d) landscaped open space within the development site;

- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the edge and visually screen the parking lots from the public realm;
- f) safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and
- g) public art, where the developer agrees to provide this.

The policies of Section 3.1.4 address tall buildings specifically, recognizing that they “come with larger civic responsibilities and obligations than other buildings”:

3.1.3.8 Tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole.

3.1.3.9 The base portion of tall buildings should:

- a) respect and reinforce good street proportion and pedestrian scale; and
- b) be lined with active, grade-related uses.

3.1.3.10 The tower portion of a tall building should be designed to:

- a) reduce the physical and visual impacts of the tower onto the public realm;
- b) limit shadow impacts on the public realm and surrounding properties;
- c) maximize access to sunlight and open views of the sky from the public realm;

- d) limit and mitigate pedestrian level wind impacts; and
- e) provide access to daylight and protect privacy in interior spaces within the tower.

3.1.3.11 Policies 3.1.4.10 a) through 3.1.4.10 e) should be achieved by:

- a) stepping back the tower from the base building;
- b) generally aligning the tower with, and parallel to, the street;
- c) limiting and shaping the size of tower floor plates above base buildings;
- d) providing appropriate separation distances from side and rearlot lines as well as other towers; and
- e) locating and shaping balconies to limit shadow impacts.

3.1.4.12 The top portion of a tall building should be designed to:

- a) integrate roof top mechanical systems into the building design;
- b) contribute to the surrounding skyline identity and character; and
- c) avoid up-lighting and excessive lighting.

Analysis

It is our opinion that the proposed TOC conforms with these Section 3 Official Plan Policies in that it achieves a built form that creates a new framing along McCowan Avenue and the corner of Lawrence Avenue East, with ground floor uses that will activate the street. The height and massing of the TOC will fit harmoniously into the existing context while setting a standard for future development in the area. It will provide adequate new amenity space for residents and the three towers will include properly defined base buildings, shafts and tops that establish a new skyline that establishes this area as a new transit-oriented node in Scarborough.

Analysis

It is our opinion that the proposed TOC conforms with the Official Plan in that:

- It demonstrates cooperation between the Province, the City and Metrolinx to implement a program that will facilitate the development of compact centres that reduce auto-dependency and increase the supply of housing in mixed use environments;
- It provides an opportunity to reurbanize and regenerate within the existing urban structure;

- As previously mentioned, the updated OP recognizes this area is a Higher Order Transit Corridor on Map 4, a designation that is certain to be reflected in the updated Official Plan. Accordingly, while transit-oriented density at this location is not reflective of the current Official Plan, it is advancing Provincial Policy goals the municipal implementation of which is ongoing;
- It provides a mix of uses and new jobs in an attractive development that will reduce auto dependency and take advantage of public transit service, transition to the adjacent neighbourhood, and improve the pedestrian environment in the area;
- It will reduce auto-dependency and integrate a rapid transit station into multi-storey development; and
- It will respect all urban design requirements through a design that respects proper massing and height requirements, providing new amenity space for residents and facilitating a new skyline that will establish this area as a new, transit-oriented hub in Scarborough.

7.1.1 Community Benefit Charges

The Official Plan currently contains policies related to providing extra height and density through development agreements permitted by Section 37 of the Planning Act. However, as mentioned in Section 5.1.1, the Province has recently amended the Planning Act to eliminate the use of these agreements. Municipalities are now required to approve a new Community Benefits Charge (CBC) By-law that will allow municipalities to recover costs in relation to “capital costs of facilities, services and matters” incurred from development and population growth, up to a maximum of 4% of the land value.

On August 15, 2022, Toronto City Council enacted By-law 1139-2022 to adopt its Community Benefits Charge By-law. The TOC program intends to respect the CBC requirement for 4% of the land value.

Municipal Planning Policy & Regulatory Framework

7.1.2 Inclusionary Zoning Policy

On November 9, 2021, the City of Toronto adopted Inclusionary Zoning (IZ), a regulatory tool that will require the provision of affordable housing units in nearly all new developments located near transit stations.

In November of 2022, the Province introduced Bill 23, which is part of Ontario's Housing Supply Action Plan. It established new limits on and regulation applicable to Inclusionary Zoning requirements at 5% of a development for a maximum of 25 years.

The Council-approved Official Plan Amendment (section 5.1.8), Zoning By-law Amendment and draft Implementation Guidelines require that the IZ requirements will not be applied until the later of September 18, 2022 or the approval of a Protected Major Transit Station Area by the Minister.

Among the Planning Act changes introduced through Bill 108 (see Section 6.1.1) and detailed in O. Reg 232/18, the use of inclusionary zoning is to be limited to Protected Major Transit Station Areas (PMTSAs).

Once in place, a percentage of units will be required to be set aside for affordable housing, based on whether the subject site is within one of 3 Market Areas. The subject site is within Market Area 3 (Figure 27). Condominium developments located in Market Area 3 are required to provide a minimum of 7% of the total new residential gross floor area for affordable ownership housing, or 5% as affordable rental housing. There is no minimum requirement for purpose-built rental housing. These units are to be set aside as affordable housing for 99 years.

The Official Plan Amendment includes new definitions for affordable housing as follows:

Affordable rental housing and affordable rents means housing where the total monthly shelter cost (gross monthly rent inclusive of utilities for heat, hydro and water) is the lesser of one times the average City of Toronto rent, by dwelling unit type, as reported annually by the Canada Mortgage and Housing Corporation, and housing that is affordable, based on paying no more than 30% of before-tax monthly income, to renter households in the City of Toronto as follows:

- a) studio units: one-person households at or below the 50th percentile income;
- b) one-bedroom units: one-person households at or below the 60th percentile income;
- c) two-bedroom units: two-person households at or below the 60th percentile income; and
- d) three-bedroom units: three-person households at or below the 60th percentile income.

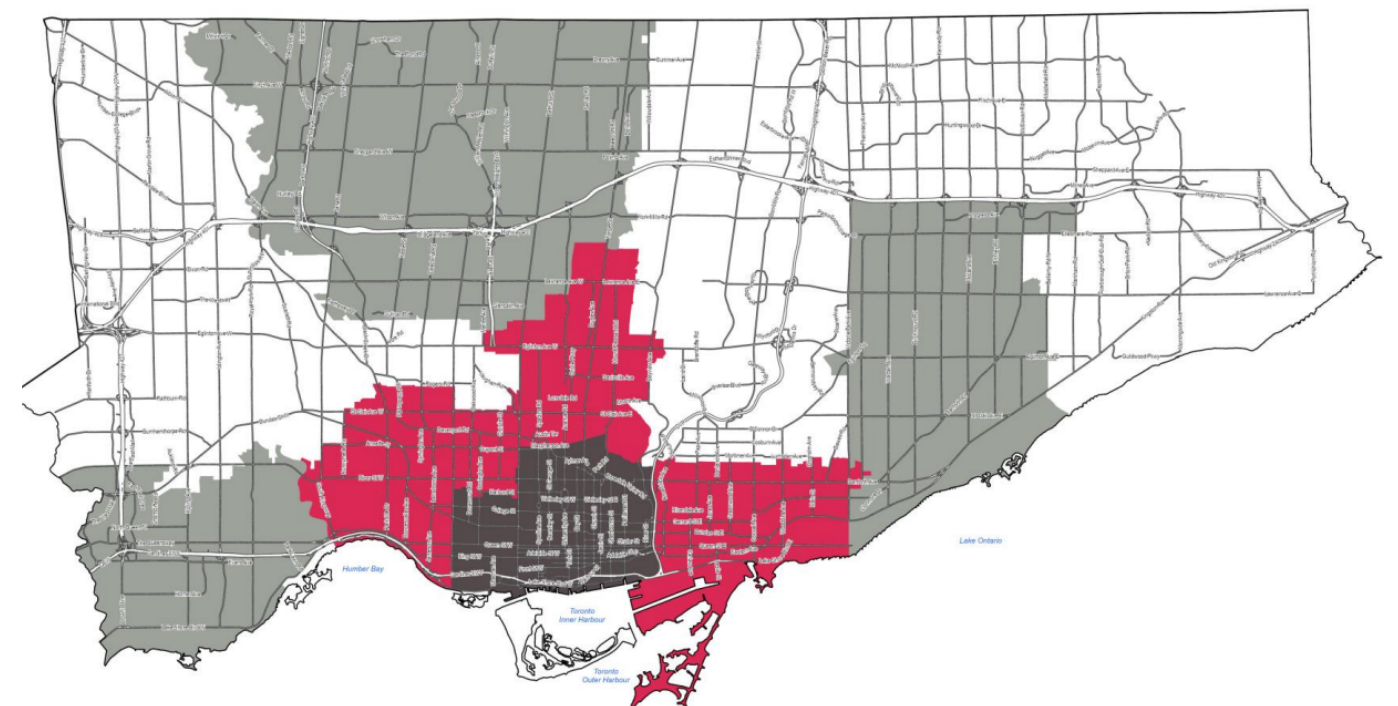
Affordable ownership housing and affordable ownership prices means housing which is priced at or below an amount where the total monthly shelter cost (mortgage principal and interest – based on a 25-year amortization, 10 per cent down payment and the mortgage rate for a conventional 5-year mortgage as

reported by the Bank of Canada in January of the applicable year, and a mortgage insurance premium – plus property taxes calculated on a monthly basis based on the purchase price, and standard condominium fees) is affordable, based on paying no more than 30% of before-tax monthly income, to all households in the City of Toronto as follows:

- a) studio units: households at or below the 30th percentile income;
- b) one-bedroom units: households at or below the 40th percentile income;

- c) two-bedroom units: households at or below the 50th percentile income; and
- d) three-bedroom units: households at or below the 60th percentile income.

Further discussion will take place with the City of Toronto in order to identify the appropriate provision of affordable housing for the TOC as the design advances.



- Inclusionary Zoning Market Area 1
- Inclusionary Zoning Market Area 2
- Inclusionary Zoning Market Area 3

Toronto Official Plan
Map 37
Inclusionary Zoning Market Areas
October 2021

Figure 27: Inclusionary Zoning Map (Source: Toronto City Planning)

7.2 Planning Analysis on Conformity to Municipal Policy

7.2.1 Comprehensive By-law 569-2013

In May 2013, City Council approved a new City-wide zoning by-law. The subject site is zoned Commercial Residential and is subject to Exception 447.

A wide range of commercial and institutional uses are permitted in the CR zone and are listed in Section 40.10.20.10 (1)(A) of the Zoning By-law. A wider range of commercial and residential uses are permitted, subject to specified conditions, in Section 40.10.20.20. A narrow range of residential uses are permitted under Section 40.10.20.10(1)(B).

As elaborated in Section 40.10.20.40, residential units may be permitted in apartment buildings, mixed use buildings or townhouses.

The general lot provisions for the CR zone are summarized in Table 3.

Additionally, the site-specific provisions of Exception CR-447 are as follows:

- a) The maximum gross floor area of all buildings, excluding any basements is 0.33 times the area of the lot;
- b) The minimum building setback from a lot line that abuts a street is:
 - (i) the greater of 21.0 metres from the original centre line of Lawrence Ave East or 3.0 metres from a lot line abutting Lawrence Ave East;
 - (ii) the greater of 16.5 metres from the original centre line of McCowan Rd. or 3.0 metres from a lot line abutting McCowan Rd.; and
 - (iii) 3.0 metres from the lot line abutting any other street; and
- c) The minimum building setback from a rear lot line is 7.5 metres.

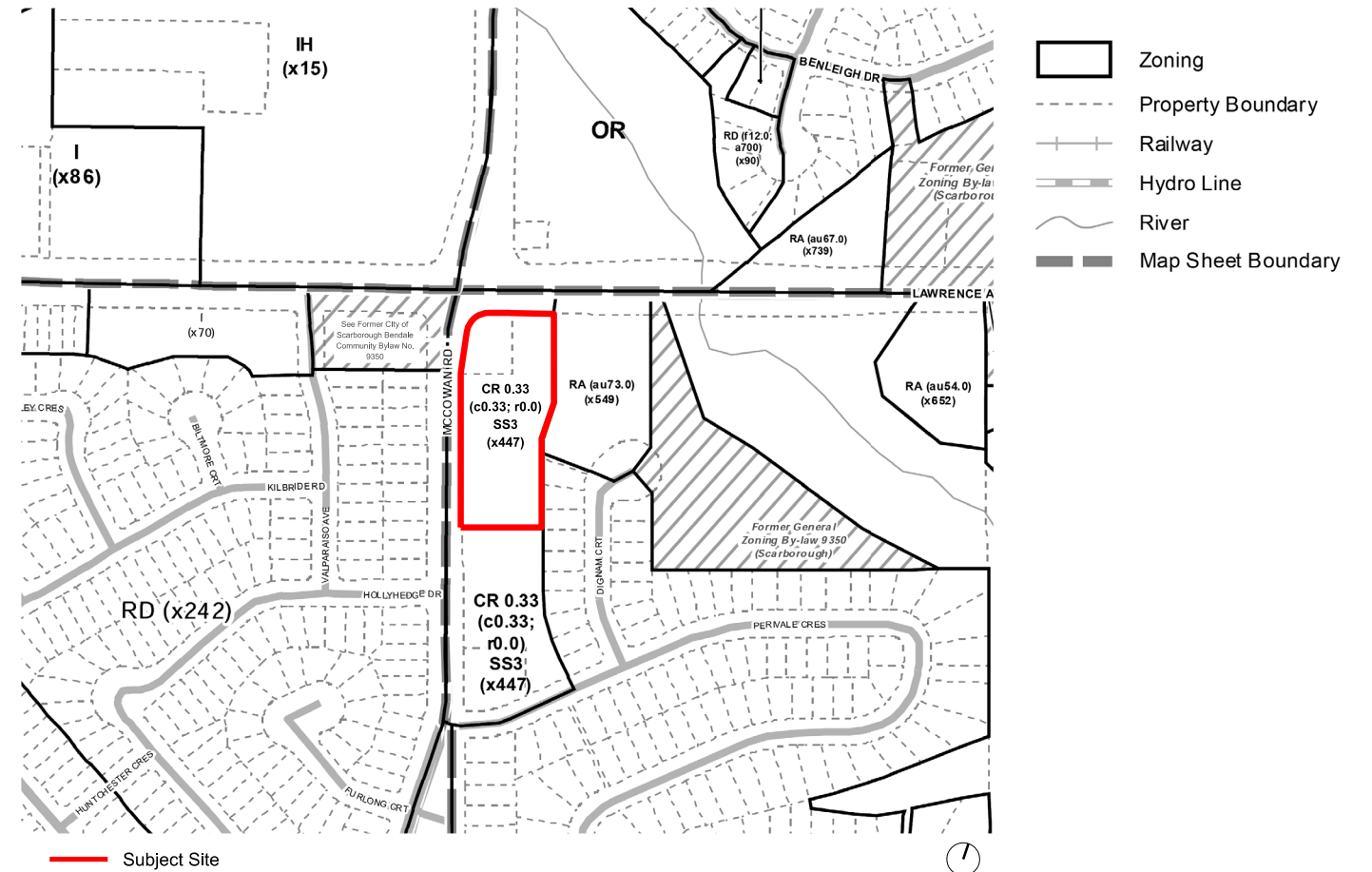


Figure 28: City of Toronto Current Zoning

Parking rates are provided in Table 200.5.10.1, a selection of which is summarized here, in Table 2.

Table 2: Parking Rates Chart

| USE | MINIMUM RATE |
|--|---|
| Dwelling unit in a Multiple Dwelling Unit Buildings – Resident Parking Space | 1 space / unit |
| Dwelling unit in a Multiple Dwelling Unit Buildings – Visitor Parking Space | 0.2 spaces / unit |
| Dwelling unit in an Apartment or Mixed-Use Building (Resident requirement) | (a) 0.8 for each bachelor dwelling unit up to 45 m ² and 1.0 for each bachelor dwelling unit greater than 45 sq. m.; (b) 0.9 for each one bedroom dwelling unit; (c) 1.0 for each two bedroom dwelling unit; and (d) 1.2 for each three or more bedroom dwelling unit. |
| Dwelling unit in an Apartment or Mixed-Use Building – (Visitor requirement) | (i) where the gross floor area used for eating establishments in a building is less than 200 m ² no parking space is required; (ii) where the gross floor area used for eating establishments in a building is 200 sq. m. or more but less than 500 sq. m., parking spaces must be provided at a minimum rate of 3.0 for each 100 sq. m. of gross floor area; and (iii) where the gross floor area used for eating establishments in a building is 500 sq. m. or more, parking spaces must be provided at a minimum rate of 5.0 for each 100 sq. m. of gross floor area. |
| Eating Establishment | 3.0 spaces / 100 sq. m. of GFA |
| Office | 1.5 for each 100 sq. m. of gross floor area. |
| Personal Service Shop (with GFA <200m ²) | 1.5 for each 100 sq. m. of gross floor area |
| Retail Store (with GFA <200m ²) | (i) if the gross floor area is more than 200 m ² and less than 10,000 sq. m., at a minimum rate of 1.5 for each 100 sq. m. of gross floor area; and (ii) if the gross floor area is 10,000 m ² or more but less than 20,000 sq. m., at a minimum rate of 3.0 for each 100 sq. m. of gross floor area; and (iii) if the gross floor area is 20 sq. m. or more, at a minimum rate of 6.0 for each 100 sq. m. of gross floor area; and |

7.2.2 Proposed Zoning Certainty

In order to facilitate the eventual redevelopment of the site through the TOC program, we propose rezoning to a site-specific zone category that would allow for both commercial and residential uses.

Table 3: CR Zone General Lot Provisions

| By-law Section | Regulation | CR Zone Requirement | Proposed |
|----------------|--|--|---|
| 40.10.30.20 | Minimum Lot Frontage | 9.0 m | McCowan: 162 m |
| 40.10.40.10(3) | Maximum Height | 11.0m (SS3) | 136 m |
| 40.10.40.10(5) | Min. First Storey Height | 4.5 m | 5.5 m |
| 40.10.40.40 | Max Floor Space Index | 0.33 for non-residential uses 0 for residential uses | 5.6 |
| 40.10.40.50(1) | Amenity Space for Buildings with 20 or more dwelling units | a minimum rate of 4.0 square metres for each dwelling unit, of which: (A) at least 2.0 square metres for each dwelling unit is indoor amenity space; [By-law: 1353-2015] (B) at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space; and (C) no more than 25% of the outdoor component may be a green roof. | Outdoor amenity provided (at roof): 2,166 m ² Outdoor amenity provided (at grade): TBD Indoor amenity provided: 2,160 m ² Total amenity provided: 4,326 m ² |
| 40.10.40.70(1) | Setbacks | (A) the building must be set back: (i) at least 7.5 metres from the rear lot line; or (ii) where the rear lot line abuts a lane, at least 7.5 metres from the lot line of the lot abutting the lane on the opposite side of the lane; and (iii) at least 3.0 metres from a side lot line if the side lot line abuts a street that is not a major street on the Policy Areas Overlay Map; and (B) where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane, otherwise no building setback is required; | Front lot line: 3.0 m Rear lot line: 5.0 m |

Municipal Planning Policy & Regulatory Framework

| By-law Section | Regulation | CR Zone Requirement | Proposed | | | | | | |
|---|----------------------|---|---|----------------------|-----------|-------------|-----------|-------------|--|
| | Setbacks | <p>(C) where the main wall of a building does not have windows or openings, the main wall must be set back at least 3.0 metres from a side lot line that abuts a lot in the Residential Zone category or Residential Apartment Zone category, otherwise no building setback is required;</p> <p>(D) if a lot abuts a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category, or if a lot is separated from a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category by a lane, no building or structure on the lot in the CR zone may penetrate a 45 degree angular plane projected:</p> <p>(i) over a shallow lot, along the entire required rear yard setback, starting at a height of 10.5 metres above the average elevation of the ground along the rear lot line; and</p> <p>(ii) over a deep lot, along the entire required rear yard setback, starting at a height of 7.5 metres above the average elevation of the ground along the rear lot line; and [By-law: 607-2015]</p> <p>(E) for the purpose of Regulation 40.10.40.70(3)(D):</p> <p>(i) a shallow lot is a lot with a lot depth less than or equal to that which is prescribed in column B corresponding to the width of the street right-of-way on which the lot fronts in column A;</p> <p>(ii) a deep lot is a lot with a lot depth greater than that which is prescribed in column B corresponding to the width of the street right-of-way on which the lot fronts in column A:</p> <table border="1"> <thead> <tr> <th>Width of street right-of-way (column A)</th> <th>Lot depth (column B)</th> </tr> </thead> <tbody> <tr> <td>20 metres</td> <td>32.6 metres</td> </tr> <tr> <td>23 metres</td> <td>36.2 metres</td> </tr> </tbody> </table> | Width of street right-of-way (column A) | Lot depth (column B) | 20 metres | 32.6 metres | 23 metres | 36.2 metres | |
| Width of street right-of-way (column A) | Lot depth (column B) | | | | | | | | |
| 20 metres | 32.6 metres | | | | | | | | |
| 23 metres | 36.2 metres | | | | | | | | |

| By-law Section | Regulation | CR Zone Requirement | Proposed | | | | | | | | |
|----------------|-------------|---|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|--|
| | | <table border="1"> <tbody> <tr> <td>27 metres</td> <td>41.0 metres</td> </tr> <tr> <td>30 metres</td> <td>44.6 metres</td> </tr> <tr> <td>33 metres</td> <td>48.2 metres</td> </tr> <tr> <td>36 metres</td> <td>51.8 metres</td> </tr> </tbody> </table> <p>(iii) the specified height above the required minimum rear yard building setback at which the angular plane is to be measured, must be taken from the average elevation of the ground along the rear lot line; and</p> <p>(iv) where a lot fronts on a street right-of-way that is not listed in column A, the next lowest width of street right-of-way in column A applies.</p> | 27 metres | 41.0 metres | 30 metres | 44.6 metres | 33 metres | 48.2 metres | 36 metres | 51.8 metres | |
| 27 metres | 41.0 metres | | | | | | | | | | |
| 30 metres | 44.6 metres | | | | | | | | | | |
| 33 metres | 48.2 metres | | | | | | | | | | |
| 36 metres | 51.8 metres | | | | | | | | | | |
| 40.10.40.80(2) | Separation | <p>Separation of Building Walls - Development Standard Set 2 and Development Standard Set 3</p> <p>For a lot in the CR zone, subject to Development Standard Set 2 (SS2) or Development Standard Set 3 (SS3), the portion of a building which has a height equal to or less than the width of the right-of-way of the street it abuts must comply with the following:</p> <p>(A) where a main wall of the building has windows and a line projected at a right angle from that main wall intercepts another main wall with windows on the same lot, the required minimum above-ground distance between the main walls is 11.0 metres; and</p> <p>(B) where a main wall of the building has windows facing another main wall on the same lot which does not have windows and a line projected at a right angle from one of these main walls intercepts the other main wall, the required minimum above-ground distance between the main walls is 5.5 metres.</p> | 25m | | | | | | | | |

Municipal Planning Policy & Regulatory Framework

| By-law Section | Regulation | CR Zone Requirement | Proposed |
|--------------------------------------|--|---|----------------------|
| Table 200.5.10.1 | Parking Provisions – Resident Requirement for a Dwelling Unit in an Apartment Building, Assisted Housing or a Mixed Use Building | (C) at a maximum rate of: (i) 0.8 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres; and (ii) 0.9 for each one bedroom dwelling unit; and (iii) 1.0 for each two bedroom dwelling unit; and (iv) 1.2 for each three or more bedroom dwelling unit. | Total: 228 |
| Table 200.5.10.1 | Parking Provisions – Visitor Requirement for a Dwelling Unit in an Apartment Building, Assisted Housing or a Mixed Use Building | (C) at a maximum rate of 1.0 per dwelling unit for the first five (5) dwelling units; and (D) at a maximum rate of 0.1 per dwelling unit for the sixth and subsequent dwelling units | |
| Table 200.5.10.1 | Parking Provisions – Office (excluding Medical Office) | (C) at a maximum rate of 3.5 for each 100 square metres of gross floor area; | |
| Table 200.5.10.1 | Parking Provisions – Retail or Medical Office | (C) at a maximum rate of 6.0 for each 100 square metres of gross floor area. | |
| Table 230.5.10.1(1) (Bicycle Zone 2) | Bicycle Parking Minimum Provisions – Office | Short Term: 3 plus 0.15 bicycle parking spaces for each 100 square metres of interior floor area used for an office, other than a medical office. Long Term: 0.13 for each 100 square metres of interior floor area used for an office, other than a medical office. | Short: 20 Long: 9 |
| Table 230.5.10.1(1) (Bicycle Zone 2) | Bicycle Parking Minimum Provisions – Medical Office | Short Term: 3 plus 0.1 bicycle parking spaces for each 100 square metres of interior floor area used for a medical office. Long Term: 0.1 for each 100 square metres of interior floor area used for a medical office. | |

| By-law Section | Regulation | CR Zone Requirement | Proposed |
|--------------------------------------|---|---|------------------------------|
| Table 230.5.10.1(1) (Bicycle Zone 2) | Bicycle Parking Minimum Provisions – Retail Store | Short Term: 3 plus 0.25 bicycle parking spaces for each 100 square metres of interior floor area used for a retail store. Long Term: 0.13 for each 100 square metres of interior floor area used for a retail store. | Short: 6 Long: 2 |
| 230.5.10.1(5) (Bicycle Zone 2) | Bicycle Parking Minimum Provisions – Dwelling Units in an Apartment or Mixed Use Building | 0.75 bicycle parking spaces for each dwelling unit, allocated as 0.68 "long-term" bicycle parking space per dwelling unit and 0.07 "short-term" bicycle parking space per dwelling unit | Short: 55 Long: 527 |
| 220.5.10.1(2) | Loading Space Minimum Provisions – Building with Dwelling Units | 1 Type "G" and 1 Type "C" (for 400+ dwelling units) | Provided: 1 type G; 1 type C |
| 220.5.10.1(3) | Loading Space Minimum Provisions – Office | 2 Type "B" and 2 Type "C" (4,000 to 27,999 sq. m. GFA) | |
| 220.5.10.1(5) | Loading Space Minimum Provisions – Retail | 1 Type "B" (500 to 1,999 sq. m. GFA) | Provided: 3 type B; 2 type C |

7.3 Urban Design Guidelines

7.3.1 Tall Building Design Guidelines

The City of Toronto Tall Building Design Guidelines were adopted by Council on May 8, 2013 and establish a set of City-wide performance measures for evaluating tall building development applications. The guidelines apply to tall buildings, which are generally defined as those with a height greater than the width of the adjacent street right-of-way, or the wider of two streets, if located at an intersection. The goal of the guidelines is to provide specific and measurable criteria that dovetail with the Official Plan, Secondary Plans, Zoning By-laws and other applicable policies, standards and requirements.

Though there is meant to be flexibility in implementing the guidelines for individual developments, they speak to a wide range of issues, related to site organization, private and publicly accessible open space, active transportation connections, how the building addresses the street and tower placement and separation, among others.

As the guidelines engage with the more detailed aspects of the design, they will be discussed as relevant in the analysis section of this report.

7.3.2 Toronto Green Standard

All development applications in the City of Toronto are required to meet the Toronto Green Standard Version 4, which came into effect in 2022 and which addresses City environmental goals to:

- Improve air quality and reduce the urban heat island effect;
- Reduce energy use and greenhouse gas emissions from new buildings while making buildings more resilient to power disruptions, and encourage the use of renewable and district energy;
- Reduce storm water runoff and potable water consumption while improving the quality of storm water draining to Lake Ontario;
- Protect and enhance ecological functions, integrate landscapes and habitats and decrease building-related bird collisions and mortalities; and,
- Divert household and construction waste from going to landfill sites.

All new buildings are required to meet the Tier 1 standard through the planning approvals process, and exceeding that to meet Tiers 2 through 4 are voluntary and rewarded through financial incentives, such as development charge refunds. There are standards both for low-rise development and for Mid to High-Rise Residential, and Non-Residential, the latter of which are applicable to the subject site. These standards apply to all residential apartment buildings 4 storeys or taller, as well as all industrial, commercial and institutional developments.

Meeting the Standard requires completing a checklist for a series of measures related to:

- Air quality;
- Water balance, quality and efficiency;
- Solid waste;
- Energy efficiency, GHG and resilience; and,
- Ecology.

7.3.3 Growing Up Guidelines

Final urban design guidelines for children in vertical communities was adopted in 2020. The guidelines are comprehensive and include recommendations on building design, unit design and amenity design. For the purposes of evaluating development feasibility, key considerations include:

- Should provide min. 25% of larger units including:
 - 15% should be 2-bedroom units
 - 10% should be 3-bedroom units
- Recommended unit sizes
 - 2-bedroom units (85-90 square metres)
 - 3-bedroom units (100-113 square metres)
- Provide an active street life with a mix of community services and in-grained retail spaces
- Provide a critical mass of large units primarily located in lower portions of the building

Appropriate unit mixes and sizes can be established in the zoning by-law. Other considerations such as child friendly amenities and storage solutions will not be addressed at this state but in partnership with the developer.

7.3.4 Green Roof By-law

In 2009, Toronto was the first city in North America to adopt a bylaw to require and govern the construction of green roofs.

The Green Roof Bylaw sets out a graduated green roof requirement for new development or additions that are greater than 2,000 m² in gross floor area. The requirement ranges from 20-60% of the Available Roof Space of a building.

Green Roofs are required on:

- New commercial, institutional and residential development with a minimum gross floor area of 2,000 m²;
- New additions to commercial, institutional and residential development where the new gross floor area added is greater than 2,000 m²;
- Industrial buildings greater than 2,000 m² gross floor area.

According to Article II – 492-2 of the by law, every building or addition constructed after January 30, 2010, with a gross floor area of 2,000 m² or greater shall include a green roof in accordance with the following chart:

| Gross Floor Area (Size of Building) | Coverage of Available Roof Space (Size of Green Roof) |
|-------------------------------------|---|
| 2,000 - 4,999 square metres | 20 percent |
| 5,000 - 9,999 square metres | 30 percent |
| 10,000 - 14,999 square metres | 40 percent |
| 15,000 - 19,999 square metres | 50 percent |
| 20,000 square metres or greater | 60 percent |

492-2 B states that every building or building addition consisting of a tower above a podium, where no storey in the tower above the podium level has a floor with a floor plate area exceeding 750 m², shall be permitted to provide the required green roof area on available roof space at the podium roof level or levels and the roof area of the tower shall not be considered as part of the available roof space for a green roof.

492-9 speaks to Toronto Green Roof Construction Standards: mandatory provisions with the following standards to be met in the design and construction of a green roof:

- | | |
|--|----------------------------|
| a) Green roof assembly; | h) Waterproofing; |
| b) Gravity loads; | i) Drainage; |
| c) Slope stability; | j) Water retention; |
| d) Parapet height and/or overflow scupper locations; | k) Vegetation performance; |
| e) Wind uplift; | l) Plant selection; |
| f) Fire safety; | m) Irrigation; and |
| g) Occupancy and safety; | n) Maintenance plan |

8

■ Planning Analysis & Rationale

8.1 Consistent with the Planning Policy and Regulatory Framework

8.2 Appropriate Mix of Land Use

8.3 Appropriate Height & Density

8.4 Consistent with the Planning Policy and Regulatory Framework

8.5 Meets Transit-Oriented Community Objectives

8.1 Consistent with the Planning Policy and Regulatory Framework

The proposed TOC is appropriate development in the context of the forthcoming construction of the SSE and the Provincial policy governing the subject site. It generally conforms to the City of Toronto Official Plan but, as explained in this report, where it diverges, it is generally where the municipal planning regime has not yet been updated to reflect Provincial policy. Similarly, the existing zoning is not reflective of the subject site's location along a planned rapid transit line and directly adjacent to a subway station. Accordingly, providing Zoning Certainty for the TOC at this stage will take advantage of the unique opportunities afforded by the subject site's adjacency to the new subway line and station. The following sub-sections provide the rationale for the proposed development based on the current policy regime and other planning considerations.

The proposed TOC is consistent with the policies of the Provincial Policy Statement (2020), and conforms to the policies of the Growth Plan for the Greater Golden Horseshoe (2020) and City of Toronto Official Plan (2006), except where the latter plan is subject to a Municipal Comprehensive Review that will bring it into conformity with the over-arching Provincial policy.

The PPS provides direction related to intensification, efficient use of land, the development of complete communities and their relationship to existing and planned infrastructure. The proposed TOC will maximize the use of a site directly adjacent to a major planned Provincial investment in rapid transit infrastructure, promoting intensification within an

urban settlement area as well as the use of land, resources and infrastructure.

The Growth Plan establishes the requirement for municipalities to delineate MTSAs and to achieve density targets within them, and while the City of Toronto is currently in relatively early stages of this process, the proposed TOC will contribute to the achievement of these targets within the to-be-delineated MTSA, as well as within the City's larger built boundary. The proposal will foster the creation of a complete community in a suburban context, reduce auto-dependency and promote transit ridership on the future SSE, and accommodate a mix of uses in the area while also expanding the diversifying housing stock in Scarborough.

The proposed development generally conforms to the City of Toronto Official Plan, providing highrise mixed-use development in a designated Mixed Use Area and professional medical uses to support the adjacent Scarborough General Hospital site. The Official Plan does not yet recognize the future Lawrence East subway station, nor delineate the MTSA within the subject site will be located, but these areas in which the proposal does not conform are likely to be resolved with the completion of the City's MCR and through this Zoning Certainty process. Overall, the TOC is introducing transit-supportive development of an appropriate scale and transition from the existing state of the corridor to its future evolution, with the arrival of the SSE.

8.2 Appropriate Mix of Land Use

The proposed residential towers with non-residential uses at grade are permitted uses under the Official Plan Mixed Used designation. In accordance with the broader Official Policies, the location will provide a broad range of uses that will allow more than 978 people to live, work and play in the area.

It will also contribute to the City achieving its Growth Plan targets, both broadly and within the MTSA that will be delineated around the future Lawrence East subway station. The site's corner location allows for highrise development without adversely affecting nearby low-rise residential areas.

Though some jobs will be lost with the removal of the existing commercial buildings on the subject site, the TOC will more than replace them, providing 357 jobs.

The Scarborough General Hospital site, directly across from the subway station and TOC, is the most significant employment centre in the immediate area and the state-of-the-art office space in the TOC will provide an ideal place for professional medical uses that will complement the hospital and foster growth of a larger node.

8.3 Appropriate Height & Density

The proposed TOC does not conform with the height restrictions currently permitted in the City Zoning By-law 569-2013. However, the 24- and 36-storey towers are appropriate given that the existing zoning is not reflective of the site's location within a future MTSA and directly adjacent to a future subway station.

The layered policy context governing the subject mandates high density development and intensification in order to support the public transit investment and reinforce the City's evolving urban structure.

The design of the TOC includes a podium and setbacks that will appropriately frame the streetwall along McCowan Road as well as the corner at Lawrence Avenue.

Careful consideration was made regarding the angular plane and step back with the surrounding contexts due to the surrounding residential areas. In addition, the balance of scale and canopy for weather protection purposes was also taken into careful consideration.

8.4 Consistent with the Planning Policy and Regulatory Framework

The current iteration of the SSE is relatively new and is not yet reflected in the City's policies or zoning. Once it is, they will certainly take into account the SSE and the new subway station, which relocates the major rapid transit hub in the area from its current location 2 km to the west, along the Line 3/SRT corridor.

As one example, we anticipate that the Avenues designation, which already exists along much of Lawrence Avenue, could be extended through this area in recognition of the need to shape the growth and evolution of the corridor.

The City's midrise guidelines and the policies of Section 2.2.3 of the Official Plan recognize the unique characteristics of the City's arterial corridors and require an Avenue Study before area-specific policies and guidelines are put in place and such a study would be a logical step to take in recognition of how the corridor is likely to evolve.

The adjacent Scarborough General Hospital site already provides a key destination and employment centre and the existing open space areas provide for better transitions between the proposed development and stable residential neighbourhoods that will be insulated from major change.

However, the McCowan Road and Lawrence Avenue corridors will see intensification and change that will have to respect, and transition to these existing uses. The introduction of the subway will be a major change for Scarborough and the proposed TOC is respectful of the current conditions while also recognizing it will be one of the first major developments that will be characteristic of the broader area's long-term evolution.

8.5 Meets Transit-Oriented Community Objectives

The Lawrence Avenue East corridor is already served by bus routes that connect to the nearby Line 3 station, which will cease operation prior to the completion of the SSE.

In accordance with the Provincial and City planning policies, the subject site will become an ideal location for maximizing transit-supportive development that reduces automobile dependency.

The introduction of the SSE will promote other transit-oriented developments over the long term and transform travel and development patterns in this area.

With its direct adjacency and access to the subway station, the subject site provides an opportunity to maximize the benefits offered by the investment in this new infrastructure and contribute to the vitality of this evolving neighbourhood, including increasing transit ridership, improving customer experience and the creation of complete communities.

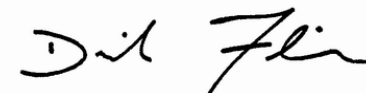
9 ■ Conclusion

The subject site, directly adjacent to the planned Lawrence East Station on the Scarborough Subway Extension, provides a unique opportunity for maximizing transit-oriented intensification in the City of Toronto. The introduction of high-rise residential development, accompanied by a mix of non-residential uses, responds to the existing Provincial policy framework as well as much of what the City has already designated for the area.

Where the proposal differs from or exceeds what is currently permitted, it must be acknowledged that while its Municipal Comprehensive Review is underway, the City has yet to delineate density-friendly Major Transit Station Areas around the planned SSE stations or to undertake an update of its policies to reflect recent changes to the PPS and the Growth Plan, as well as the most up-to-date route for the SSE.

Though the final design and development of the TOC will be undertaken by a party that is yet to be determined, it is our opinion that the proposed Zoning Certainty constitutes good planning, is justified and appropriate for the subject site, as per the analysis in this report and supporting technical studies, and it will establish appropriate parameters for the future development of the site. It is our recommendation that the City approve the proposed Zoning Certainty, to provide a degree of certainty regarding the site's future development.

Respectfully submitted this October 16, 2023



David Fleischer MCIP RPP

I hereby certify that this Planning and Urban Design Rationale Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994, and is for this property only.

