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 **BOUSFIELDS INC.**
PLANNING | DESIGN | ENGAGEMENT

 **PLANNING
& URBAN
DESIGN
RATIONALE**

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CITY OF TORONTO

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[1.01]

INTRODUCTION

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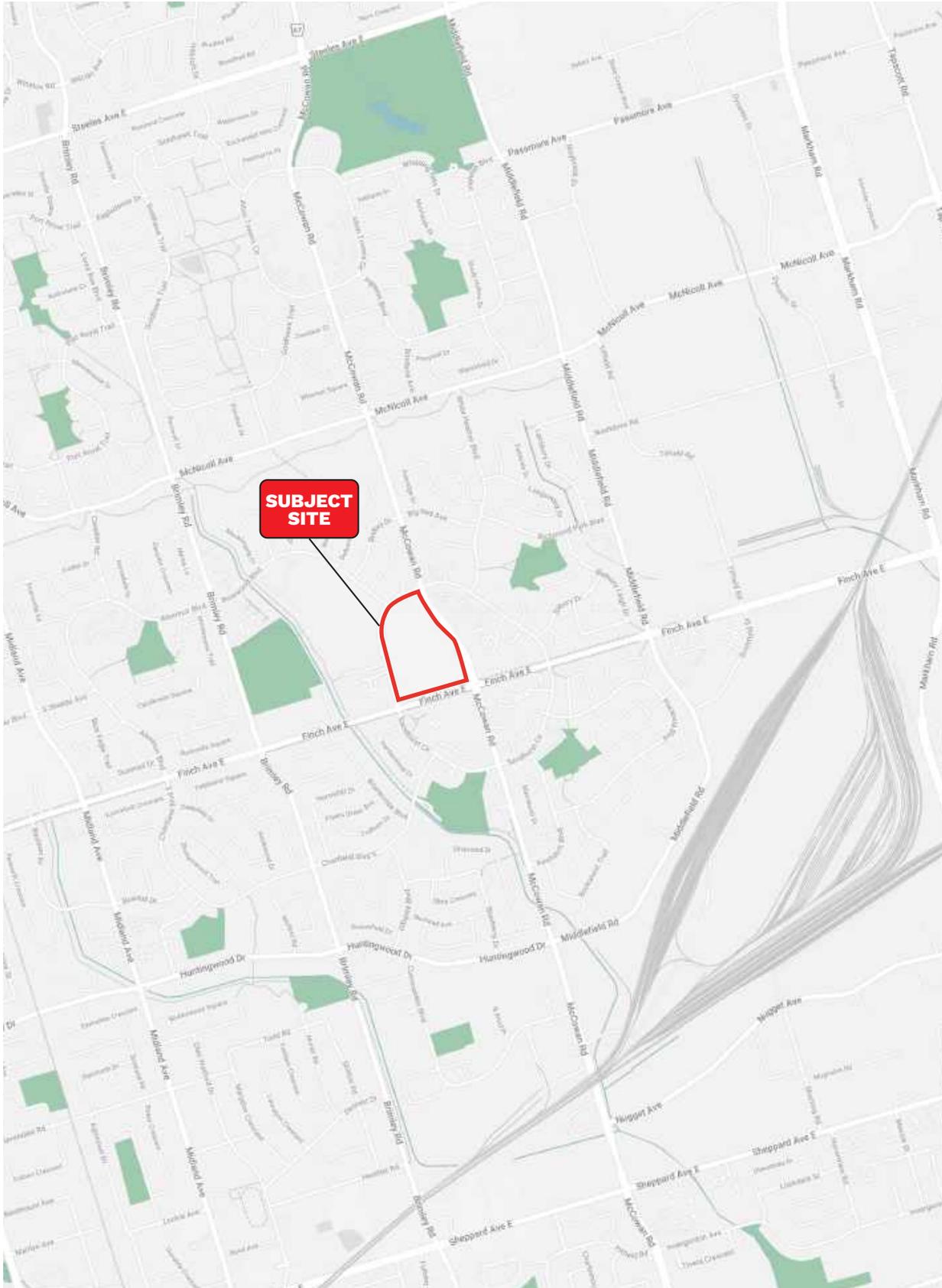


Figure 1 - Location Map

This Planning and Urban Design Rationale Report has been prepared in support of applications made by WSIM Group to amend the City of Scarborough Agincourt North Community By-law, as amended, and City-wide Zoning By-law 569-2013 in order to allow infill development to be built on underutilized portions of a 9.15 hectare (22.65 acre) property located at the northwest corner of Finch Avenue East and McCowan Road. See **Figure 1**, Location Map.

Since its opening more than 40 years ago, Woodside Square Mall ("the Mall") has become a popular and important amenity within the neighbourhood, serving the area's retail needs and providing a convenient location for community gathering and celebration. The Mall comprises approximately 42,989 square metres of gross floor area and contains a number of retail and commercial-service shops that serve the community, including a large-scale grocery store, large-scale drug store, restaurants, banks, a movie theatre, and an LCBO. A number of community facilities are also located within the Mall, including the Toronto Public Library's Woodside Square Branch. In addition to offering a large variety of services, the Mall also functions as an important community hub and gathering space for a number of festivals that occur throughout the year, including the annual Chinese New Year Marketplace and Festival and Dragon Boat Festival.

Unlike some community malls that have struggled with the rise of e-commerce, Woodside Square Mall continues to be a successful shopping centre that has grown and evolved. Since its opening in 1977, the Mall has undergone a number of improvements, which have included the expansion of the cinema, new restaurant and retail uses, and general upgrades to the Mall's interior.

Building upon the success of the Mall, the owner is looking to expand and optimize the underutilized portions of the subject site by introducing new commercial and residential uses around the perimeter of the Mall. Approximately 53% of the total site area is occupied by surface parking and the subject site is located at the intersection of two Major Streets. The amount of

surplus land around the Mall and its location at a major intersection offer a prime opportunity to optimize and improve the underutilized portions of the subject site and strengthen the subject site's importance as a commercial centre and community hub within Agincourt North.

The proposed Rezoning application seeks to intensify the underutilized portions of the subject site with residential and grade-related retail uses in a manner that integrates and preserves the function of the existing Mall, while achieving key planning and urban design objectives. The Proposal envisions a vibrant, mixed-use redevelopment that will introduce a fine grain network of streets and pedestrian connections, a range of residential units and typologies, a diverse mix of retail, as well as privately-owned, publicly-accessible open spaces (POPS) throughout, including a large 4,000 square metre Central POPS.

The proposal introduces new mixed use, high-rise development along Finch Avenue East and McCowan Road transitioning down to a mid-rise form towards the intersection of McCowan Road and Sandhurst Circle. The proposal takes advantage of the existing internal driveway for access and circulation and introduces new vehicular and pedestrian connections to improve connectivity through the subject site and to the broader community. New internal streets extend from the existing driveway that stem towards McCowan Road and Finch Avenue East that will draw cars, pedestrians and bikes into the subject site. The new road network also provides for efficient development blocks that will create an attractive and engaging public realm and support appropriate built form and building typologies that compliment the surrounding urban structure.

The Proposal includes four POPS areas throughout the subject site to provide comfortable, safe and functional pedestrian connections and public gatherings. One primary aspect of the Proposal is a large Central POPS that is intended to function as an urban square/plaza that will feature a large open green space, seating area and a flexible design that can accommodate a range of community events.

The Proposal features a mix of tall and mid-rise building typologies. The buildings have been arranged and designed to appropriately respond to the geometry of the proposed and existing street pattern, to activate the public realm and to provide a transition towards the lower-scale *Neighbourhood* to the north. The Proposal includes six residential towers with heights that range from 23 to 38 storeys, with taller buildings directed towards the Finch Avenue East and McCowan Road intersection. The proposed towers feature generous separation distances, 750 square metre floorplates, and are interspersed with POPS. Towards the *Neighbourhood* to the north, the Proposal includes three mid-rise buildings between 12 and 14 storeys in height.

The development includes a substantive residential component, including approximately 219,443 square metres of residential gross floor area (GFA), estimated at approximately 2,589 residential units. While detailed floor plans and unit design have not yet been completed, the Proposal targets a range of unit sizes and typologies in keeping with related parameters in the Toronto's Growing Up Guidelines.

The current municipal planning framework does not permit any other uses on the subject site except for Places of Worship and commercial uses. The Woodside Square Mall site is currently designated as a *Special Policy Area* on Map 19 of the City of Toronto Official Plan ("the Official Plan") and is subject to Site and Area Specific Policy 236 (SASP 236). Pursuant to SASP 236, "Only Places

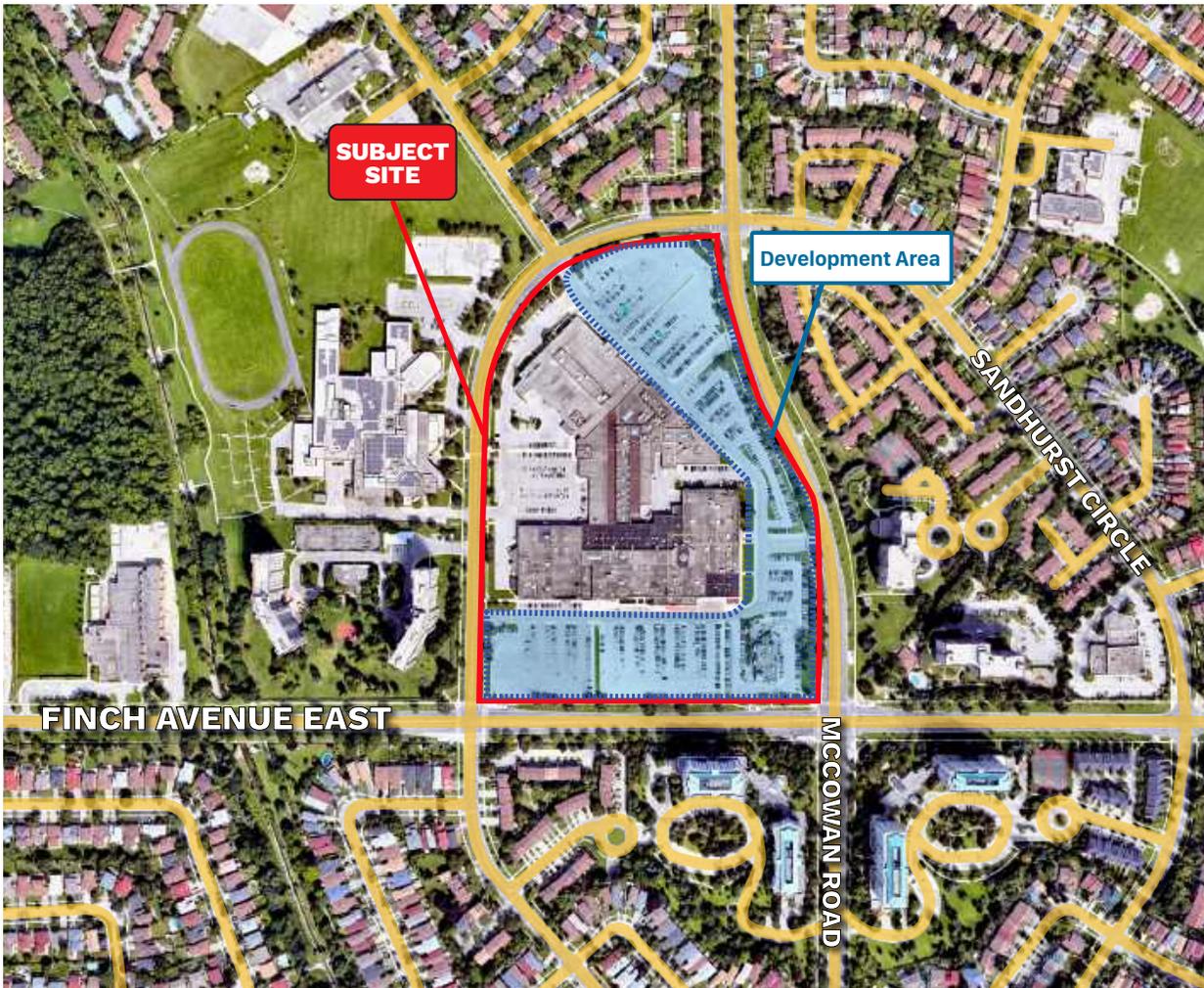


Figure 2 - Development area of the site

of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4 kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services(department store type merchandise).” SASP 236 goes on to state that “No other uses are permitted until a planning review of the area has been completed to Council’s satisfaction”.

In accordance with SASP 236, the City is undertaking a planning study called the Woodside Square Planning Review to evaluate the appropriateness of permitting additional land uses on the subject site and develop an appropriate policy framework to provide for the future evolution of Woodside Square. The process was initiated in the Fall of 2019 and will culminate in an Official Plan Amendment for the subject site.

As discussed with City staff, this Zoning By-law Amendment application will be reviewed in parallel to the Woodside Square Planning review. The application introduces the vision for the subject site and is intended to inform the City’s Planning Review.



12.01

SITE & SURROUNDINGS

2.1 Woodside Square Mall

Woodside Square Mall ("the Mall") is an indoor community shopping centre located within the Agincourt North neighbourhood in the former City of Scarborough. Since its opening in 1977, the Mall has functioned as the neighbourhood's primary retail and community services hub for 42 years and includes a number of notable anchor tenants, including Food Basics (previously Zellers), Shoppers Drug Mart, LCBO, and TD Bank as well as a library and movie theatre. The Mall also functions as a space for informal and formal community gathering and is host to several annual events, such as the Dragon Boat Festival and Chinese New Year Marketplace and Festival. In this regard, the Mall plays an important cultural and community function and is an integral part of the Agincourt North neighbourhood.

The Mall occupies a parcel of land located at the northwest corner of Finch Avenue East and McCowan Road known municipally as 1571 Sandhurst Circle (the "subject site"). The subject site is irregular in shape and approximately 9.15 hectares (22.65 acres) in size. The subject site is bound by Finch Avenue East to the south (approximately 265 metres of frontage), McCowan Road to the east (approximately 418 metres of frontage) and Sandhurst Circle to the north and west (approximately 532 metres of frontage). In terms of topography, the subject site is generally flat.

The Mall is located generally at the centre of the subject site, with a stand-alone McDonald's drive-through restaurant located at the southeast corner of the property, at the intersection of McCowan Road and Finch Avenue East. The Mall is largely one-storey in height with a limited second story consisting primarily of office uses located at the south end of the building. The Mall currently contains 42,989 square metres of commercial space and provides a total of 1,650 parking spaces.

As is typical of shopping centres of this era, the area surrounding the Mall is predominantly used for surface parking. Approximately 4.88 hectares of the subject site is occupied by paved surface parking areas, which represents approximately 53% of the overall site area.

With respect to access and egress, two driveways are located on the east side of the subject site and along McCowan Road and three driveways are located along Sandhurst Circle on the west side of the subject site.

The Mall is currently subject to an active site plan application to add a movie theatre, retail uses and a one storey underground parking garage to the subject site. The proposed addition is generally located along the western edge of the existing Mall building and fronting Sandhurst Circle. The extension adds 11,242 square metres of GFA and 170 underground parking spaces.



Subject Site looking at the northwest corner of Finch Avenue East and McCowan Road



Subject Site looking northwest from Finch Avenue East



Subject Site looking northeast from Sandhurst Circle and Finch Avenue East

2.2 Neighbourhood Context

The Agincourt North neighbourhood is located approximately 4 kilometres north of Scarborough City Centre and is an example of an auto-centric suburb of the 1960's. The Agincourt North area echoes many of the design principles seen in the Don Mills neighbourhood, Canada's first planned suburb designed by Macklin Hancock. Similar to Don Mills, Agincourt North utilizes the design principles of neighbourhood units, a hierarchy of roads, and interspersed public parks, schools and connecting walkways.

The Agincourt North neighbourhood consists of four neighbourhood units; Brimley Forest, Richmond Park, Iroquois and Middlefield, all of which are connected by Sandhurst Circle, a central *Collector Road*. The neighbourhood is further divided into quarters from the bisecting *Major Arterial Roads*, McCowan Road and Finch Avenue East. Within each neighbourhood, local roads are designed to slow vehicular traffic through the use of winding roads, T-intersections, crescents and cul-de-sacs.



Subject Site looking southeast from Sandhurst Circle (Staging Area for Mall expansion)



Subject Site looking south from north extent of the subject site



Subject Site looking south on the eastern extent of the subject site



McCowan Road looking north on the eastern extent of the Subject Site



Southeast corner of Finch Avenue East and McCowan Road



Northeast corner of Finch Avenue East and McCowan Road



Southwest corner of Finch Avenue East and McCowan Road



Northwest corner of Finch Avenue East and McCowan Road

2.3 Immediate Surroundings

Sandhurst Circle is a ring road that encircles the Finch Avenue East and McCowan Road intersection creating four distinct quadrants. The subject site occupies the entirety of the northwest quadrant of the intersection. The northeast, southeast and southwest corners of the intersection of McCowan Road and Finch Avenue East, as well as lands to the west along Finch Avenue East, contain high-rise residential buildings, generally on large lots with extensive areas of landscaping. These lands are designated as *Apartment Neighbourhoods* on the Official Plan land use map.

Beyond the high-rise residential buildings within the *Apartment Neighbourhoods* are lower scale *Neighbourhoods* designated lands containing a mix of single-detached, semi-detached and townhouse dwellings. Throughout the *Neighbourhoods* are interspersed *Parks* and open spaces as well as multiple schools.

The subject site is distinguished, in terms of form and land use, from the patterns that exists on the other quadrants of the intersection and is uniquely designated as a *Special Policy Area* on Land Use Plan 19 of the Official Plan.

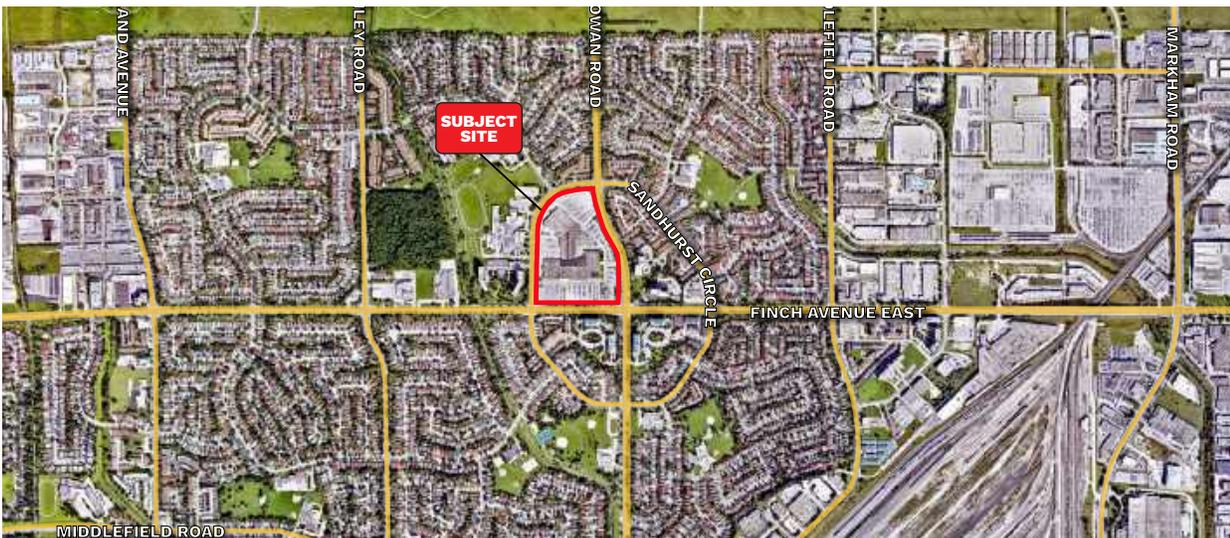


Figure 3 - Aerial Surrounding

NORTH

Lands to the north of the subject site are designated *Neighbourhoods* and consist of a range of low-rise residential and neighbourhood uses. To the immediate north of the subject site, on the north side of Sandhurst Circle and north of Brimwood Boulevard, is a townhouse complex consisting of 2-storey townhouse units (1500 Sandhurst Circle). West of 1500 Sandhurst Circle is a cluster of older style 2-storey row houses fronting onto Brimwood Boulevard (162-178 Brimwood Boulevard). North of the townhouses the residential fabric transitions to single-detached dwellings. Further north is the Finch Hydro Corridor and recreational trail, a 22.5-kilometre walking and bike path that runs from Norfinch Drive in the west to Middlefield Road in the east.

To the northeast, at the northeast corner of McCowan Road and Sandhurst Circle, is another complex of 2-storey townhouses (1180 Sandhurst Circle). North of the townhouses are single-detached dwellings.

To the northwest, on the south side of Brimwood Boulevard, are two public schools; Brimwood Boulevard Junior Public School (151 Brimwood Boulevard) and Our Lady of Grace Separate School (121 Brimwood Boulevard). Further to the northwest along Brimwood Boulevard is a 2-storey townhouse complex and single-detached dwellings beyond.



1500 Sandhurst Circle looking north



162-178 Brimwood Boulevard looking east



1180 Sandhurst Circle looking north

EAST

To the east of the subject site, comprising the northeast quadrant of Finch Avenue East and McCowan Road, lands are designated Apartment Neighbourhoods and *Neighbourhoods*. The northeast corner is occupied by two 18-storey slab-style apartment buildings municipally known as 25 and 30 Thunder Grove. The property at 25 Thunder Grove also contains a one-storey daycare directed towards the intersection of Finch Avenue East and McCowan Road. Notably, 25 Thunder Grove is subject to a recent approval for a 12-storey infill rental apartment building that is currently under construction on the eastern portion of the property.

The *Neighbourhoods* designated areas, beyond the apartment buildings to the northeast and east, consist of a series of townhouse blocks and a two-storey commercial plaza at the north-west corner of Sandhurst Circle and Finch Avenue East (1001 Finch Avenue East).



1131 Sandhurst Circle looking east from McCowan Road



1121 Sandhurst Circle looking west from Sandhurst Circle



25 & 30 Thunder Grove looking northeast from Finch Avenue East



2-10 Thunder Grove looking north



Thunder Grove infill Apartment Building looking west from Finch Avenue East



1001 Finch Avenue East looking north east

Beyond Sandhurst Circle, the *Neighbourhood* transitions in scale to single-detached dwellings, with some townhouse blocks further east towards Middlefield Road. East of Middlefield Road is the Marshalling Yard Employment District which includes a range of employment and commercial uses, such as the GTA Square Mall at the southeast corner of Finch Avenue East and Middlefield Road.



5215 Finch Avenue East looking south (GTA Square Mall)

SOUTH

Similar to the northeast quadrant described above, the southwest and southeast corners of the intersection contain high-rise residential uses designated as *Apartment Neighbourhoods* with low-rise residential building types located in the adjacent *Neighbourhoods* designation.

Directly south, at the southwest corner of McCowan Road and Finch Avenue East, are two apartment buildings known as the Chartwell Place condominiums (2628 McCowan Road and 5001 Finch Avenue East), which are 18-storeys and 10-storeys in height and connected by a single-storey podium. Adjacent to the Chartwell Place condominium to the west, where the *Neighbourhoods* designation begins, is a townhouse complex comprised of 2-storey townhouse units. South of the Chartwell Place condominiums and the townhouse units, within the same quadrant, are single-detached and semi-detached dwellings fronting Lunsfield Crescent.



5001 Finch Avenue East looking south



2628 McCowan Road looking west



Access to 2628 McCowan Road and 5001 Finch Avenue East via Buddlesworth Court



30 Buddlesworth Crescent looking south from Finch Avenue East

Further south, south of Sandhurst Circle on the east and west sides on McCowan Road, the *Neighbourhood* is largely characterised by single-detached dwellings and contains a number of parks and school facilities. South of Sandhurst Circle on the east side of McCowan Road is St Ignatius of Loyola Separate School (2350 McCowan Road) that connects to Iroquois Park. Iroquois Park is a 4-hectare park with three outdoor tennis courts and a clubhouse, two baseball diamonds and a children’s playground. At the south extent of the park is the East Highland Creek which connects into a multiuse pedestrian and cycling trail.



Southeast corner of Finch Avenue East and McCowan Road



Iroquois Park and East Highland Creek looking southeast from Chartland Boulevard South



5039 Finch Avenue East and 2627 McCowan Road looking west from Exchequer Place

To the southeast, at the southeast corner of Finch Avenue East and McCowan Road, are two 18-storey apartment buildings that frame the intersection (5039 Finch Avenue East and 2627 McCowan Road) and are connected by a 1-storey lobby. East of the apartments is a townhouse complex comprised of 2-storey brick townhouse blocks (16-26 Exchequer Place). To the south and southeast of the townhomes are low-rise residential areas consisting of 2-storey single detached dwellings, 2-storey rowhouses, and 2-storey semi-detached dwellings (214-226 Placentia Boulevard, 37-53 Tooklea Crescent, and 62 & 64 Tooklea Crescent). Further south is Saint-Jean-De-Lalande Catholic Elementary School, Anson S. Taylor Junior Public School and Chartwell Park.

WEST

To the west, at the northwest corner of Sandhurst Circle and Finch Avenue East and within the *Apartment Neighbourhoods* designation, are two 20-storey apartment buildings known as the Forest Manor rental apartments (1580 & 1600 Sandhurst Circle). The property also includes a one-storey day care and a stand-alone parking structure on the northern portion of the property. The buildings are set back and separated from Finch Avenue East by a tree lined landscaped area.



1580 Sandhurst Circle looking west



1600 Sandhurst Circle looking west



On-site daycare for 1580 & 1600 Sandhurst Circle

West of the apartment buildings is Brimley Woods Park, Highland Creek and a multi-purpose trail that generally runs north-south. Further west along Finch Avenue are low-rise developments containing institutional and office uses; Francis Lieberman Catholic High School, and Royal Crown Academic School (4620 Finch Avenue East) all with direct vehicular access from Finch Avenue. Further west is Toronto Police Service and Toronto Fire Station 242 (2733 Brimley Road) with vehicular access off of Brimley Road.



Multi-use trail looking south towards Forest Manor Apartments



Entrance to Brimley Woods looking west from Multi-use trail



4640 Finch Avenue East looking north (Francis Liebermann High School)

West of the Subject Site and north of Forest Manor apartments is a two-storey high school, Albert Campbell Collegiate Institute (1550 Sandhurst Circle). The school's facilities include 400 metre running track, a football and soccer field at the rear of the property and open play fields. The western edge of the school property abuts Highland Creek Trail and also connects into Brimley Woods Park via a pedestrian bridge.



1550 Sandhurst Circle looking west

2.4 Transportation Context

EXISTING STREET NETWORK

The subject site is located at the northwest corner of McCowan Road and Finch Avenue East, both identified on Map 3 of the Official Plan as Major Streets with 36-metre right of ways. Finch Avenue East and McCowan Road south of Finch are also identified as transit priority segments on Official Plan Map 5 - Surface Transit Priority Network. McCowan Road has been identified for bus or light rail rapid transit in the future, as outlined in Metrolinx's 2041 Regional Transportation Plan (2018).

Sandhurst Circle forms a ring road, looping through the Agincourt North area, divided by Finch Street East and McCowan Road into four neighbourhood units and connects the neighbourhoods of Brimley Forest, Richmond Park, Middlefield, and Iroquois).

McCowan Road is a four-lane north-south Regional road classified as Major Arterial with planned right-of-way width of 36 metres. Approximately 3 kilometres to the south of the

subject site, McCowan Road provides access to Highway 401. Between Finch Avenue east and McCowan Subway Station, McCowan Road is identified in the Official Plan as Transit Priority Segment.

Finch Avenue East is four-lane east-west Regional road classified as Major Arterial with a planned right-of-way width of 36 metres. Pedestrian sidewalks are provided on both sides of the street and transit stops are situated primarily at the corner of intersections. To the west, Finch Avenue provides access to Yonge Street, a major north-south arterial route with subway service (Finch Subway Station). Finch Avenue also provides access to Highway 404 approximately six kilometers west of the subject site. Between Highway 27 and Nielson Road, Finch Avenue is identified in the Official Plan as a Transit Priority Segment.

Highway 401 is an expressway travelling located approximately 3 kilometres south of the Mall site. The highway is a key route for regional transit and is the most important east-west direction traffic corridor in the City.

EXISTING TRANSIT NETWORK

The subject site has adequate access to transit as there are multiple bus stops which border the property. South of the subject site is McCowan Subway Station on Line 3 Scarborough which can be accessed by southbound bus routes on McCowan Road. The surrounding area around the subject site currently lacks cycling infrastructure along Finch Avenue East and McCowan Road, however, the East Highland Creek multi use trail provides cycling access towards the Brimley Forest neighbourhood to the north and the Iroquois neighbourhood area to the south. An inventory and description of transit routes are provided below.

939 Finch Express

The 939 Finch Express bus route operates generally in an east-west direction between Finch West Station and Finch Station on Line 1 Yonge-University, Scarborough Centre Station on Line 3 Scarborough, and the Morningside Heights

neighbourhood. Three services are operated along this route:

- The 939A operates from Scarborough Centre Station to Finch Station all day from Monday to Friday, and until approximately 10:00 p.m. on Saturdays, Sundays, and holidays.
- The 939B operates from Scarborough Centre Station to Finch West Station until approximately 10:00 p.m. from Monday to Friday.
- The 939C operates from Morningside Heights to Finch Station during the peak periods from Monday to Friday.

39 Finch

The 39 Finch East bus route operates generally in an east-west direction between Finch Station on Line 1 Yonge-University and the area of Finch Avenue East and Neilson Road and the area of Morningside Avenue and Old Finch Avenue, and the Gordon Baker Road employment centre. Service between Finch Station and Neilson Road is part of the 10 Minute Network and operates at a frequency of 10 minutes or faster, all day, every day. Three services are operated along this route:

- The 39A operates from Finch Station to the Neilson branch operates at all times of the week.
- The 39B operates between Finch Station and the Old Finch area every day to approximately 10:00 p.m.
- The 39C operates between Finch Station and Gordon Baker area during the peak periods from Monday to Friday only.

129 McCowan North

The 129 McCowan North bus route operates generally in a north-south direction between Scarborough Centre Station on Line 3 Scarborough, the area of McCowan Road and Steeles Avenue East, and the area of McCowan Road and Major Mackenzie Drive East in the City of Markham. Service between Scarborough Centre Station and Steeles Avenue is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day. Two service are operated along this route.

- The 129A operates between Scarborough Centre Station and Major Mackenzie until approximately 11:20 pm from Monday to Friday, and approximately 10:20 pm on Saturdays, Sundays and holidays.
- The 129B operates between Scarborough Centre Station and Steeles at all times, seven days a week.

EMERGING POLICY AND BROADER AREA TRANSIT INITIATIVES

CITY OF TORONTO – OFFICIAL PLAN AMENDMENT 456

On February 26, 2020, City Council adopted Official Plan Amendment 456 (OPA 456), which amended Official Plan policies transportation policies and mapping related to: transit; cycling; automated vehicles, shared mobility and other emerging mobility technologies. OPA 456 follows an initial set of transportation policy amendments, which were approved by the Minister of Municipal Affairs and Housing in December, 2014 (OPA No. 274) and related to: Integration of transportation with Land Use; "Complete Streets"; Active Transportation; Auto, Transportation Demand Management (TDM) and Parking; and, Goods Movement.

As it relates to the subject site, OPA 456 proposes changes to Map 4 – Higher Order Transit and Map 5 – Surface Transit Priority Network. Based on proposed Map 4, McCowan Road is proposed to be identified as a 'Higher Order Transit Corridor' from Steeles Avenue East to Eglinton Avenue East, which includes the segment of McCowan Road that fronts the subject site. The recommended changes to Map 5 include the northerly extension of the 'Surface Transit Priority Segment' classification that applies currently only applies to McCowan Road south of Finch Avenue East.

This emerging policy indicates the important transit function of both McCowan Road and Finch Avenue East and is a positive indicator that transit infrastructure in the vicinity of the subject site is likely to improve.

While OPA 456 has yet to be approved by the Ministry of Municipal Affairs and Housing and, in this regard, is not in full force and effect, the amendment represents emerging planning policy and is relevant to consider in the context of the future redevelopment of the subject site.



Figure 4 - TTC Map - Future Segments

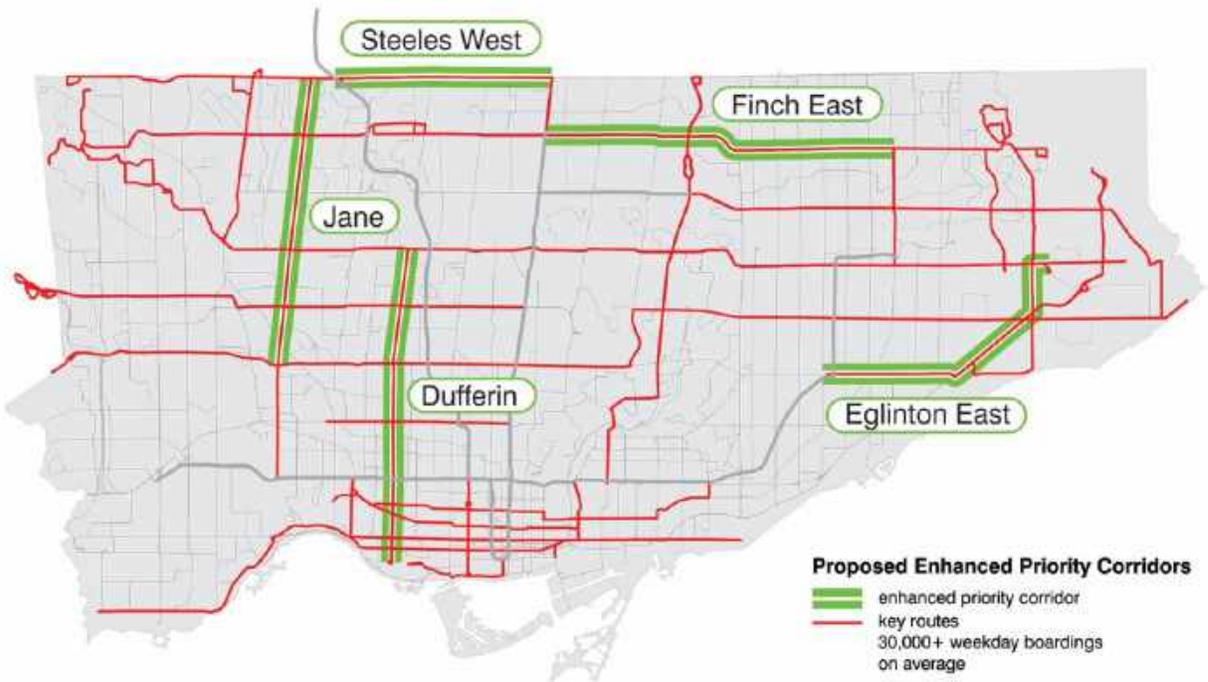


Figure 5 - TTC Map of Future Segments

FINCH EAST TRANSIT PRIORITY – DEDICATED BUS LANE (PROPOSED)

Given the success of the King Street Transit Priority Corridor, the TTC is exploring the potential implementation of exclusive bus lanes, stop consolidation, all-door boarding and other transit priority measures to speed up bus service on Toronto’s busiest bus corridors. Over the next five years, the TTC will investigate and pursue opportunities along Finch Avenue East, Eglinton Avenue East, Dufferin Street, Jane Street, and Steeles Avenue West. Combined, these routes transport approximately 250,000 customers per weekday.

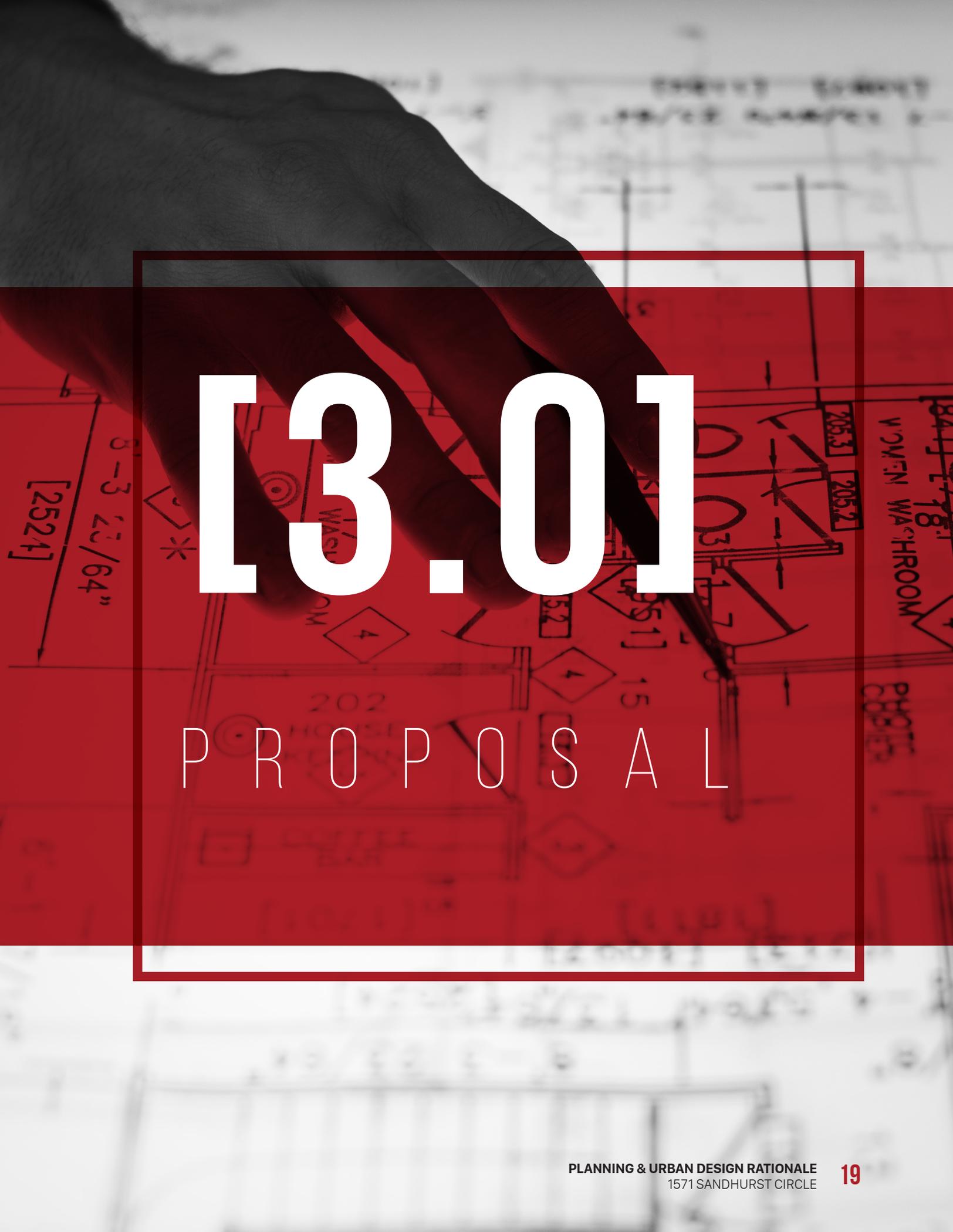
The subject site is situated at the east extent of the proposed Finch Avenue East priority segment. Although preliminary, this corridor has the potential to provide faster service to Finch Subway Station on Line 1 (Yonge-University).

SCARBOROUGH SUBWAY EXTENSION – 3 STOP TO McCOWAN/CONSILIUM PLACE

Metrolinx and Infrastructure Ontario are currently working to deliver the Scarborough Subway Extension, a 7.8-kilometre extension of Line 2 (Bloor-Danforth) from Kennedy Station to McCowan Road and Sheppard Avenue. The subject site is located approximately 3.9 kilometres from McCowan Station on Line 3 (Scarborough RT). McCowan Road was identified as a ‘Transit Priority Segment’, and upon completion of the Scarborough Subway Extension, this section of roadway will be critical to access the new infrastructure.

The Scarborough Subway Extension will reduce travel times and improve access to jobs, schools and other destinations. The Scarborough Subway Extension will replace the existing Line 3 infrastructure and will add three more stops onto Line 2. The new stations are proposed to be located at Lawrence Avenue and McCowan Road, Scarborough Centre, and McCowan Road and Sheppard Avenue, which will be the new terminus of the Bloor-Danforth subway line.

This extension will provide seamless travel for Scarborough residents heading into and out of the downtown core. It will also provide direct connections to other important transit infrastructure including, GO Transit, the Eglinton Crosstown LRT and the Durham Region Transit system. Two new transit hubs are planned at Kennedy Station and facility upgrades are planned at Scarborough Centre and at Sheppard Avenue and McCowan Road.

A hand is shown pointing to architectural blueprints. The blueprints are overlaid with a semi-transparent red rectangle. The text '13.01' is prominently displayed in white, bold, sans-serif font within this red area. Below it, the word 'PROPOSAL' is written in a smaller, white, spaced-out, sans-serif font. The background blueprints contain various technical drawings, including lines, circles, and text labels such as 'WASH ROOM', 'PHOTOS', and '202 HOUSE'.

13.01

PROPOSAL

3.1 Overview

The proposal provides for the development and transformation of the subject site into a complete, mixed-use neighbourhood by maintaining the important commercial and community function of the Woodside Square Mall and by introducing new community elements, including multi-generational housing, additional commercial uses, new publicly accessible open space and increased pedestrian connectivity within the subject site and to the broader community.

The proposal has been designed based on a master plan approach that integrates and preserves the function of the existing Mall without precluding comprehensive development to take place in the future, if the Mall was no longer present on the subject site. In this regard, a Conceptual Comprehensive Master Plan has been prepared by Bousfields Inc. to demonstrate how the Proposal would fit-in within the overall context of a potential future build-out of the entire subject site and to assist the City in developing a framework for the subject site as part of the ongoing Woodside Square Planning Review process. The Conceptual Comprehensive Master Plan does not represent what is proposed, rather, it is a supporting document intended to assist in the evaluation of the requested Zoning By-law Amendment and in the analysis of the proposal as it relates to the subject site's long-term potential.

The following provides an overview of the Proposal as reflected in the proposed Rezoning application followed by a description of the Conceptual Comprehensive Master Plan.

3.2 The Proposal

The proposal involves the comprehensive redevelopment of the surface parking areas around the perimeter of the Mall, along the south and east sides of the subject site. The surface parking area that is proposed to be redeveloped is approximately 39,631 square metres (3.96 hectares) in area and is currently underutilized. The proposed Zoning By-law Amendment seeks to permit infill, mixed-use development comprised of mid-rise and tall, residential buildings, new grade-related retail space, new publicly accessible open spaces, and new vehicular and pedestrian connections to and through the subject site.

The proposal includes the transformation of the surface parking areas into a new neighbourhood featuring a variety of housing choices with supporting retail and open space. The Proposal is comprised of approximately 229,916 square metres of GFA, resulting in an overall site density of approximately 2.97 FSI. The redevelopment plan includes x development blocks and consists of the following uses:

- 219,443 sq. m GFA of residential uses (2,589 units, of which 178 are retirement units);
- 10,473 sq. m GFA of commercial uses (ground floor retail, restaurant and office space); and
- 6,014 sq. m of POPS, including a large POPS (4,000 sq. m) along Finch Avenue East.



Figure 6 - Site Plan (Prepared by: Graziani & Corazza Architects Inc.)

STREET NETWORK

The Proposal introduces an internal street network across the subject site that is made up of publicly accessible private streets and pathways that will support the Proposal, the existing Mall and will better integrate the subject site with the surrounding community. The publicly-accessible private streets will be designed to visually read as “public streets” to encourage pedestrian and vehicular traffic into and through the Proposal. In this regard, the proposed new street network will integrate facilities supporting various modes of travel including pedestrian boulevards that link and connect to the surrounding neighbourhood fabric.

The road design incorporates strategic design and traffic calming measures (e.g. narrow lanes, trees / landscaping, and speed reduction measures) to minimize traffic volumes, and improve pedestrian and cyclist safety. Laybys are also incorporated into the roadway design to accommodate pick-up / drop-off needs associated with the adjacent development blocks.

The segment of Road A that runs east-west between the central POPS and the Mall is proposed to be designed as a woonerf-style street that would integrate pedestrian and vehicular traffic on the same pavement surface by separating these uses with bollards and varying paving materials. The intent of incorporating this street design into the development is to enhance traffic calming; animate the public realm; allow for street closures for community events; and provide safe pedestrian circulation between the POPS and the Mall.

PUBLICLY ACCESSIBLE OPEN SPACES

A key guiding objective of the Proposal is the delivery of a public realm and open space strategy to provide high-quality public amenity and pedestrian connections.

Four Privately-owned, Publicly-accessible Open Spaces (“POPS”) are included as part of the proposed redevelopment and are strategically placed at various locations to enhance the public realm and facilitate pedestrian connections to and from the subject site. A description of each of the proposed POPS is provided below:

THE CENTRAL POPS

The Central POPS is 4,000 square metres (0.4 hectares / 0.98 acres) in size and located east of Building A and B, bordered to the south by Finch Avenue East and to the north by Road A and bound to the east by Road B. The Central POPS is intended to provide a central focus for the subject site, providing a flexible event space for active outdoor programming, as well as passive recreational use for future residents and Mall users. In this regard, the Central POPS is

intended to function as an urban square / public plaza, and accordingly, incorporates flexible design measures to achieve multiple objectives. The Central POPS is anchored by a Centre Green surrounded by landscaping, new tree plantings and high-quality landscape features. The Central POPS also includes a playground area and a covered structure/pavilion for lectures, events, exhibitions, and other potential events.



Figure 7 - Rendering looking north at Central POPS (Prepared by: Graziani & Corazza Architects Inc.)

SOUTHERN GATEWAY POPS

The Southern Gateway POPS is 544 square metres and is located at the southeast corner of the subject site between Building D and E. This POPS is an essential access point to the existing Mall at the interior of the subject site and fronts directly onto the intersection of Finch Avenue East and McCowan Road. The POPS will distinguish itself from the public sidewalks using feature paving stones, water jet features and entrance

signage for retail on site. Two patio spaces will front onto the POPS from retail uses that will be established in the 2-storey podiums of buildings D and E. As the POPS extends northwest into the interior of the subject site, the space will narrow into a human scale central walkway between the 2-storey podiums framed by trees at the entrance. The walkway will support benches, seat walls and planting features.



Figure 8 - Rendering looking northwest at Southern Gateway POPS (Prepared by: Graziani & Corazza Architects Inc.)

MID-BLOCK GATEWAY POPS

The Mid-Block Gateway POPS is 450 square metres and is located north of Building F framing the entrance way of Road C and McCowan Road. The POPS will establish multiple trees along the south side of Road C establishing a future tree canopy. The POPS will also provide bench seating that surrounds large planting beds which support additional trees and shrubbery. Garbage and recycling receptacles are anticipated in this POPS.

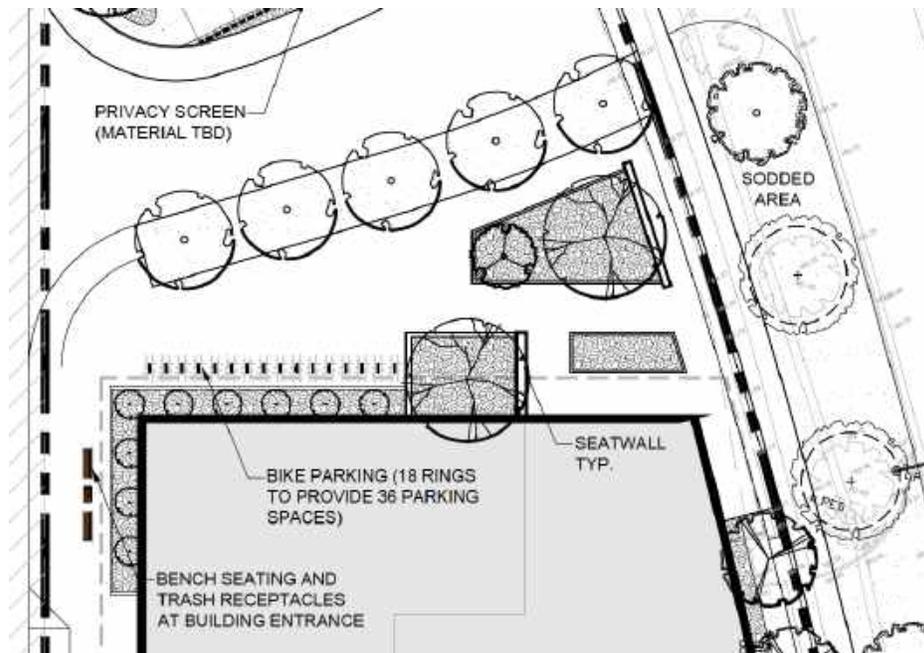


Figure 9 - Mid-Block Gateway POPS Landscape Plan

NORTHERN GATEWAY POPS

The Northern Gateway POPS is 1020 square metres and located between Building H and I on the northwest corner of the subject site fronting onto McCowan Road and Sandhurst Circle. The POPS is a focal point of the northern portion of the subject site and is the main pedestrian connection to the interior of the subject site for Building H and I. The POPS will establish a 2.1 metre diagonal walkway through the area from the existing sidewalk on Sandhurst Circle, connecting to the sidewalk on McCowan Road. An

enclaved seating area will be established within a semi-circle of trees and shrubs providing an audio – visual barrier from the intersection to the northeast. Additional raised planters will border the podiums of Building H and I that support trees and bench seating. A fountain / water feature will also be provided at the southwest extent of the POPS representing the transition to private amenity space located at the interior of the buildings.



Figure 10 - Rendering of Northern Gateway POPS (Prepared by: Graziani & Corazza Architects Inc.)

DEVELOPMENT PHASES/ BLOCKS

The Proposal is comprised of five distinct development phases/blocks. The built form and design for each of the development blocks respond to the built form and urban design policies contained within the Official Plan and has been informed by the City's Tall Building Guidelines and Mid-Rise Building Guidelines.

A summary of the development anticipated for each phase is outlined below.

PHASE 1

Phase 1 is located at the southwest corner of the subject site, on the northeast corner of Finch Avenue East and Sandhurst Circle, and includes the central POPS. Phase 1 has frontage along Finch Avenue East, Sandhurst Circle, and along Public Road A and B. In addition to the Central POPS, this Block will contain two high-rise, mixed use buildings (Building A and B) which are comprised of two 23-storey (78.8 metres¹) towers connected by a 6-storey (25.5 metre) podium base that steps down to 2 storeys. The two towers have a minimum tower separation distance of approximately 31.2 metres and the floor plate areas for each tower is 750 square metres.

At grade, the podium is setback a minimum of 3.0 metres from the Central POPS, 3.0 metres from the west and south property lines and 3.0 metres from Public Street A. The ground floor of the podium is comprised of the main residential entrances and lobby areas accessed from Finch Avenue East, residential units in the form of 2-storey townhouse units, and parking spaces, including 55 parking spaces to service the LCBO and the Shoppers Drug Mart stores within the Mall. The balance of the ground floor is comprised of garbage rooms, an internalized loading area, and the ramp to the underground parking garage. The second floor of the podium is comprised of 2,000 square metres of office space and residential uses. The balance of the base building is comprised of residential units and indoor and outdoor amenity space.

¹ All described metric heights in this section are exclusive of mechanical penthouse units

Phase 1 will provide 43,603 square metres of gross floor area and a total unit count of 479, including:

- 285 1-Bedroom + Den units
- 160 2-Bedroom units
- 34 3-Bedroom units

PHASE 2 AND PHASE 3

Phase 2 and 3 comprise a development block that is L-shaped, located east of the Central POPS, that will frame the southeast portion of the subject site fronting onto the northwest corner of the Finch Avenue East and McCowan Road intersection. This portion of the subject site is currently occupied by the stand-alone McDonalds, which would be demolished to facilitate the Proposal. Phase 2 and 3 will have frontage on Finch Avenue East, McCowan Road, Road B and along Road C. Phases 2 and 3 are each proposed to be redeveloped with two high-rise, mixed use buildings (Buildings C, D, E and F), as well as two POPS spaces; the Southern Gateway POPS at the corner of Finch Avenue East and McCowan Road (544 square metres) and the Midblock Gateway POPS (450 square metres) south of Road C.

Building C, east of the new north-south Public Road B and located on the west side of the Phase 2 development block, has a proposed height of 30 storeys (100 metres). Building D, located east of Building C and oriented towards the intersection of Finch Avenue East and McCowan Road, is proposed to be 36 storeys (118 metres). The tower of Building C is rectangular in shape and oriented towards the Mall in a north-south direction. The tower of Building D is square in shape and situated towards the south end of the block. Both towers have a floorplate of 750 square metres and have a separation distance of approximately 26.3 metres. The towers of Building C and D are connected by a 6-storey podium that steps down to 2-storeys providing a larger setback towards the proposed Southern Gateway POPS which connects to the Finch Avenue East and McCowan Road intersection.

The base of Buildings C and D are setback 3.0 metres from Finch Avenue East, in alignment with the podium base of Buildings A and B to the west,

and setback 24.0 metres from McCowan Avenue to accommodate the Southern Gateway POPS. At the ground level the base building is proposed to contain a mix of residential, commercial, parking and service uses as well as the buildings' residential lobby areas. The main residential lobby area for Building C is located at the northwest corner of the podium and will have direct access from Road B while the principal entry for Building D is accessed directly from Finch Avenue East.

Residential uses at the ground level are proposed in the form of 2-storey podium townhouses fronting onto Finch Avenue East and the new north-south Road B. The eastern portion of the grade level is proposed to contain a 464 square metre drive-through restaurant. The drive-through is proposed to be accessed from a driveway internalized to the podium and out of view from the public realm.

The second floor of the podium is comprised of 2,945 square metres of office space and residential uses. The balance of the base building is comprised of residential units and indoor and outdoor amenity space.

Buildings E and F are located north of the Southern Gateway POPS and are oriented towards McCowan Road. Building E, is proposed to be 38-storeys (124.4 metres) and is the tallest of the six proposed towers. Building F is proposed north of Building E and is proposed to be 26 storeys (87.8 metres) in height. Building E and F are connected by a 6-storey (25.5 metre) podium along McCowan Road that steps down to 2-storeys (11 metres) towards the Mall, the Southern Gateway POPS and the Midblock Gateway POPS at the north end of the development block. The tower elements of both buildings are square in shape, have a tower floorplate of 750 square meters and achieve a separation distance of 32 metres.

The building base is setback 4.0 metres from the lot line adjacent to McCowan Road and is proposed to contain a mix of residential and commercial uses along with parking, service uses, loading and staging areas, as well as the ramp to the underground parking garage. The various uses within the base have been strategically placed to animate the pedestrian realm and to activate the northern edge of the proposed Southern Gateway POPS at the southeast corner of the

subject site. In this regard, the ground level of the base building is proposed to contain 10,635 square metres of retail flanking the Southern Gateway POPS and the diagonal mid-block pedestrian connection from Finch Avenue East and McCowan Road. An additional 358 square metres of retail space is also proposed at the north end of the base building and flanking the Midblock Gateway POPS.

The main pedestrian entrances to the lobbies of Buildings E and F are proposed to be through lobby areas with direct access from both the McCowan Avenue sidewalk and the private ring-road. In this regard, residents could enter and exit from the east and west sides of the block offering convenient access to both the Mall and the street.

Overall, Phase 2 and 3 will provide 121,549 square metres of gross floor area and a total unit count of 1,356, including:

- 821 1-Bedroom + den units
- 429 2-Bedroom units
- 106 3-Bedroom units

PHASE 4

Phase 4 is located along McCowan Road, generally mid-block between Finch Avenue East and Sandhurst Circle. This development Block has frontage along McCowan Road, Public Road A and along Public Road D. Phase 4 is the smallest of the development blocks and is irregular in shape due to the geometry of the private ring road which pinches the southern end of the block. This phase is proposed to contain a 14-storey (50.5 metre) seniors residence building located along McCowan Road and parallel to Woodside Square Mall's north wing. The Building (Building G) is generally L-shaped with retail uses proposed at grade and facing the existing Mall. A surface parking lot comprised of 38 parking spaces is proposed to the south of the building, where the available land area is limited.

Building G contains 15,956 square metres of gross floor area and 178 senior dwelling units including:

- 103 1-Bedroom + den units
- 73 2-Bedroom units
- 2 3-Bedroom units

PHASE 5

Buildings H and I will frame the proposed Northern Gateway POPS at the intersection of McCowan Road and Sandhurst Circle. Proposed at 14 storeys (50.5 metres), Building H steps down to 12 storeys along McCowan Road and to 8 storeys facing the existing Mall. Building 'I' is proposed at 12 storeys (43.5 metres), stepping down to 10 storeys along Sandhurst Circle and to 8 storeys facing the existing Mall. Indoor and outdoor amenity area is provided at grade. Together, Buildings H and I contain retail uses at grade facing the Mall, and residential uses totaling 48,808 square metres of gross floor area and 576 residential units including:

- 400 1-Bedroom + den units
- 172 2-Bedroom units
- 4 3-Bedroom units

HOUSING AND AMENITY SPACE

From a housing perspective, the Proposal will provide for a substantive amount of new housing including those for seniors. The new community will provide for approximately 2,589 new residential units on the subject site. The following mix of one-bedroom, two-bedroom and three-bedroom apartment units and podium townhouses is proposed:

- 806 one-bedroom units;
- 803 one-bedroom plus den units;
- 418 two-bedroom units, including 62 podium townhouse units;
- 416 two-bedroom plus den units; and
- 146 three-bedroom units

Based on the foregoing, 32% of the units will have two-bedrooms and 5.6% (including the townhouses) will have three-bedrooms, which meets the minimum standards for two-bedroom units contained within the City's draft Growing Up Guidelines (discussed further in Section 4.7).

Each of the nine proposed buildings incorporates common indoor amenity space and adjoining outdoor amenity spaces. Overall, amenity space is provided for the Proposal at a rate of 2.02 square metres of indoor amenity space per dwelling unit and 1.74 square metres of outdoor amenity space per dwelling unit. With the addition of the various POPS spaces, the amenity space provision equates to 4.06 square metres of outdoor amenity space per unit. These spaces have been designed to accommodate a broad range of indoor and outdoor recreational uses, including passive and active activities for residents of all ages.

Table 1 - Amenity Space

Building	Indoor	Outdoor
A & B	3 rd Floor	3 rd Floor
C & D	3 rd Floor	3 rd Floor
E & F	3 rd Floor	3 rd Floor
G	9 th Floor	9 th Floor
H	Ground Floor	Ground Floor
I	Ground Floor	Ground Floor

PARKING, BICYCLE PARKING AND LOADING

Parking, bicycle parking and loading spaces have been reviewed in the Urban Transportation Considerations Report prepared by LEA Consulting Ltd. ("LEA") included in this analysis.

The Proposal takes a comprehensive approach to planning by integrating a below-grade interconnected servicing system to provide access across multiple blocks and buildings. A centralized below-grade servicing network is being pursued for the development to consolidate access at a series of key driveway / ramps to avoid the proliferation of ramps, typical in conventional developments where each development block is considered individually. This helps to minimize the intrusion of servicing and loading vehicles within the subject site and is central to creating an excellent at-grade public realm.

The proposed parking supply on the subject site will exceed Policy Area 4 standards from the new City of Toronto Zoning By-law No. 569-2013. The proposed number of parking spaces across the entire Site will be 3,834 parking spaces, including 2,948 resident spaces and 886 non-residential and visitor parking spaces. The majority of the required parking will be located below grade, however in the early phases of development the existing surface parking will be retained or relocated as required to ensure that it meets the needs of the continuing retail operations and the efficient allocation of residential spaces.

Based on the By-law requirements, the subject site is required to provide 2,036 bicycle spaces, consisting of 318 short-term and 1,718 long-term spaces. The proposed supply will satisfy the recommended bicycle parking requirement.

The proposed number of loading spaces will be generally provided in accordance with the General Loading Space Requirements in Zoning By-law 569-2013. For the full build-out of the subject site, the Proposal includes six (6) Type 'G' and three (3) Type 'C' loading spaces to serve the proposed new buildings and one (1) Type 'A', three (3) Type 'B' and one (1) Type 'C' loading spaces to serve the Woodside Square Mall. Access to

the loading space will be from the same road as the vehicular access, noted above. Prior to full build out loading spaces may be shared between development blocks. The specific requirements will be determined at the time of site plan approval.

CONCEPTUAL COMPREHENSIVE MASTER PLAN

As requested by City Planning Staff, a Conceptual Comprehensive Master Plan for the entirety of the Site has been prepared by Bousfields Inc., to envision the potential future of the subject site as a whole.

The Conceptual Comprehensive Master Plan demonstrates the future development potential of the subject site as a whole on the assumption of the existing mall being demolished at a later date. The conceptual Comprehensive Master Plan envisions a new street pattern to improve connectivity and create smaller development blocks including:

- a new north-south street connecting Finch Avenue East to Brimwood Boulevard;
- a new east west street that aligns with Albert Campbell Collegiate institute's driveway to the west and connects Sandhurst Circle to McCowan Road; and
- a network of internal roads to create additional pedestrian, cycling and vehicular connections

The Conceptual Comprehensive Master Plan will introduce a variety of integrated uses (retail, residential, and retirement housing) in the form of tall buildings along Finch Avenue East and McCowan Road with the taller elements organized around the Finch Avenue East and McCowan Road intersection.

In addition to the new built form elements and uses that are proposed as part of the current rezoning application, the Conceptual Comprehensive Master Plan envisions four residential mid-rise blocks internal to the subject site and significant public realm elements, including a future park at the north-west portion of the site.



- Roads
- Potential Connection / Lane
- Albert Campbell Collegiate Institute Driveway

Figure 11 - Conceptual Master Plan

3.3 Key Statistics

Site Area	99,020 sq.m
Net Site Area (minus area of Public Road A)	84,389 sq.m
Total GFA Residential Commercial Retail	229,916 sq.m 219,443 sq.m 6,378 sq.m 4,095 sq.m
Net Density	
Total Residential Units 1 Bedroom + Den 2 Bedroom 3 Bedroom	2,589 units 1609 units (62.1%) 834 units (32.0%) 146 units (5.6%)
Tower and Building Heights Tower A Tower B Tower C Tower D Tower E Tower F Building G Building H Building I	23 storeys (78.8 m) 23 storeys (78.8 m) 30 storeys (100.1 m) 36 storeys (118.1 m) 38 storeys (124.4 m) 26 storeys (87.8 m) 14 storeys (50.5 m) 14 storeys (50.5 m) 12 storeys (43.5 m)
Total Amenity Space Indoor Amenity Outdoor Amenity	9,617 sq.m 5,105 sq.m 4,512 sq.m
Vehicular Parking Spaces	3,834 spaces Resident – 2,948 Visitor & Commercial – 886
Bicycle Parking Spaces	2,036 spaces Long-term – 1,718 Short-term – 318
Loading Spaces	Type A – 1 Type B – 3 Type C – 4 Type G – 6

3.4 Required Approvals

From an Official Plan perspective, the subject site is designated *Special Policy Area* and is subject to Site and Area Specific Policy No. 236 (SASP 236). Pursuant to SASP 236, "Only Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4 kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise)." SASP 236 goes on to state that "No other uses are permitted until a planning review of the area has been completed to Council's satisfaction."

The City of Toronto is currently undertaking the planning review as required by SASP 236. The planning review, known as the Woodside Square Planning review, will conclude with a site-specific Official Plan Amendment for the subject site. The required rezoning application will be reviewed in parallel to this process to assist in the City's planning review.

From a zoning perspective, the subject site is zoned Community Commercial Zone (CC) and Place(s) of Worship (PW) under the Agincourt North Community Zoning By-law, which permits places of worship and a wide range of commercial service and retail uses. No residential uses are currently permitted within these zones. An amendment to the Agincourt North Community Zoning By-law is required to permit the proposed uses, increase the permitted height and density, and to revise other development regulations as necessary to accommodate the Proposal.

As it relates to the City's new harmonized Zoning By-law 569-2013, the subject site is reflected as a 'hole'. An amendment to Zoning By-law 569-2013 is required in order to bring the subject site into the City's new Zoning By-law and to recognize the Proposal standards.

Site plan approval will also be required. Applications for site plan approval will be submitted at a later date.



[4.01

POLICY &
REGULATORY
CONTEXT



4.1 Overview

As set out below, the Proposal is supportive of the policy directions in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote and encourage mixed use intensification within built-up urban areas, particularly in areas that are well served by municipal infrastructure, including high frequency transit.

4.2 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long

term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs, 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.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made 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 by, among other matters, facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

With respect to parks and open space, Policy 1.5.1 provides that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity. In particular, 1.5.1 b indicates that these spaces should contribute to a variety and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, trails and linkages.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to 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: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 4.0 of the PPS provides guidance on its implementation and interpretation. Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", however, it goes on to state that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development, specifically the Zoning By-law Amendment, are consistent with the PPS, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

On May 2, 2019, the government released "More Homes, More Choice: Ontario's Housing Supply Action Plan". The Action Plan includes a series of distinct but coordinated initiatives to address housing supply that are outlined in the new 2020 PPS. The proposed changes are intended to help increase the supply of housing, support jobs and reduce barriers and costs in the land use planning system. Among other matters, the government is proposing policy changes to encourage the development of an increased mix and supply of housing. In turn, the government is proposing to increase municipal land supply requirements, which include an increase the planning horizon from 20 to 25 years and an increase to housing land supply from 10 to 12 years.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and major transit station areas.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development in proximity to higher-order transit. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made

carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

In our opinion, the subject site is considered a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. The Growth Plan states that, "Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth areas". The Growth Plan defines "frequent transit" as "a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week". In this respect, the subject site provides a significant infill opportunity, is located on two major arterial roads and has access to existing frequent transit service i.e. the 129 McCowan Road and 39 Finch Route.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, 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.

In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041. The 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001-2031 forecast period, the 2016 population of 2,822,902 (adjusted for net Census under coverage) is only 38.8% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

Section 2.2.4 of the Growth Plan provides policies related to transit corridors and station areas. Policy 2.2.4(10) directs that 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.

Section 2.2.5 of the Growth Plan promotes economic development and competitiveness in the GGH. The Growth Plan indicates that retail and office uses should be located to support active transportation and existing and planned transit (Section 2.2.5.3). In addition, the Growth Plan states that: *"In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated"* (Section 2.2.5.4). Section 2.2.5.7 discusses how employment areas should prohibit residential uses that are not ancillary to the primary employment use as provide an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.

Section 2.2.6 of the Growth Plan includes policies with respect to housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality. Furthermore, municipalities will maintain where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units (Section 2.2.6.4).

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

The timely implementation of the 2019 Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Section 5.1 provides that:

"The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise)... Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation."

For the reasons set out in Section 5.1 of this report, it is our opinion that the Proposal conforms with the Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in "strategic growth areas".

4.4 Metrolinx Regional Transportation Plan

The Greater Toronto and Hamilton Area (GTHA) is one of the fastest growing regions in North America. Its dynamic economy and diverse population attract about 110,000 new residents every year, and will reach a total population of more than 10 million people by 2041.

The 2041 Regional Transportation Plan (RTP) for the GTHA is a blueprint for creating an integrated, multimodal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, 2017. The Goals of the 2041 RTP are to achieve strong connections, complete travel experiences, and sustainable and healthy communities.

The 2041 RTP was developed by Metrolinx and builds on the success of The Big Move, the first RTP for the GTHA that was released in 2008. The Big Move was the springboard for a historic \$30 billion investment in rapid transit that has led to the completion of major transit projects such

as; UP Express, Highway 7 Bus Rapid Transit, the Mississauga Transitway and four GO Transit extensions (Kitchener, Barrie, Richmond Hill and Lakeshore West Line).

The 2041 RTP builds on The Big Move by putting traveller needs at the core of planning and operations. The 2041 RTP will aim to achieve the following;

- Provide more people with fast, frequent and reliable transit;
- integrate fares and services to allow seamless movement across the region;
- design communities, transit stations and Mobility Hubs to support transit use and active transportation;
- anticipate and prepare for integrated mobility systems that use emerging transportation technologies and business models;
- use parking demand strategies to encourage carsharing and other modes besides the car;
- address the beginning and end of a traveller's journey—the first- and last-mile;
- optimize the use of roads and highways to support transit and goods movement; and
- promote design excellence, sustainability and universal access in transit planning.

FUTURE LIGHT RAIL AND BUS RAPID TRANSIT

A key point in Strategy 2 of the RTP is to “connect more of the region with frequent rapid transit” and to emphasize priority bus corridors. These corridors can have many benefits, as they allow buses to run quickly and reliably by providing protection from mixed traffic (e.g., HOV lanes on arterial roads, turn prohibitions or other traffic restrictions) and using other transit priority measures such as queue jump lanes and signal priority at intersections. Priority Bus routes running in Priority Bus corridors will have wider spacing between stops (e.g., every 300 to 800 metres) to improve travel times over longer distances. Features such as all-door boarding and safe, comfortable stations can further improve service and enhance the customer experience.

Map 5 of the RTP (2041 Frequent Rapid Transit Network) identifies McCowan Road as a strategic location to provide Light Rail Transit (LRT) or Bus Rapid Transit (BRT). The potential LRT route would run from the intersection of McCowan Road and Steeles, southbound to Scarborough Centre and connect with the proposed Scarborough Subway Extension. In addition, Map 5 proposes that Finch Avenue East can support a priority Bus or Streetcar route extending westbound to connect into Yonge University Line 1 on the TTC.

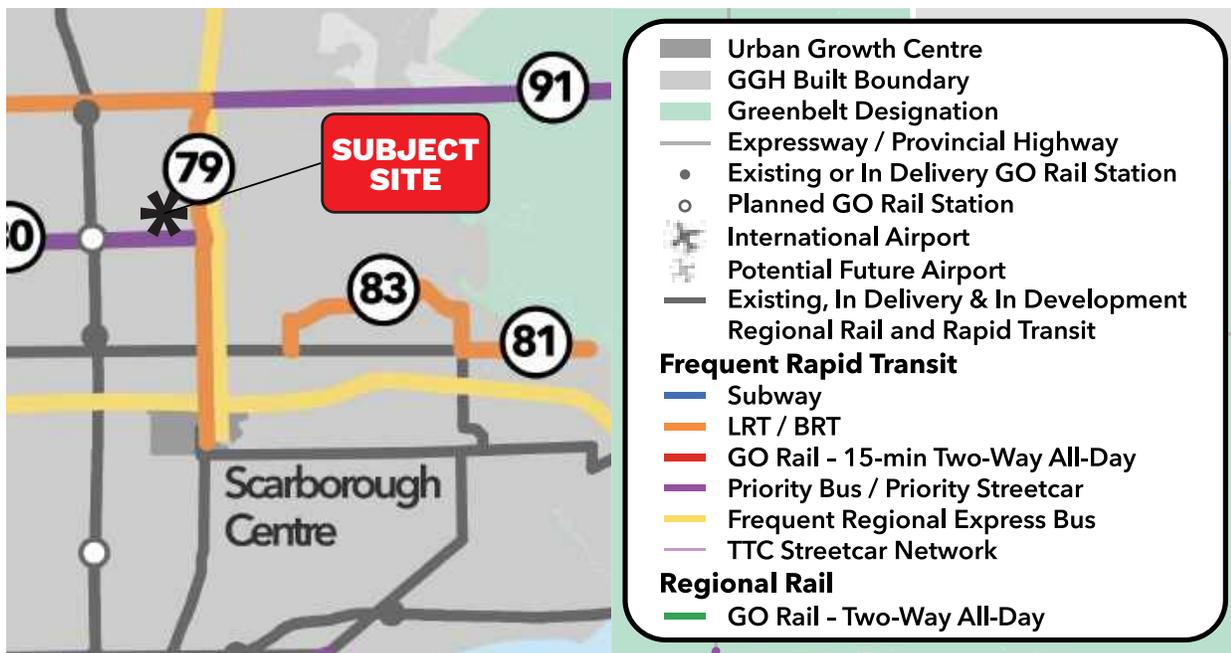


Figure 12 - Map 5 from Metrolinx RTP

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Policy 5.6(1) provides that the Plan should be read as a whole “to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making”. Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that “all appropriate policies are to be considered in each situation”, the goal being to “appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City”.

GROWTH MANAGEMENT POLICIES

Chapter 2 (Shaping the City) outlines the City’s growth management strategy. It recognizes that:

“Toronto’s future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City.”

Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto’s growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums

“The Greater Toronto Area [...] is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) [...] This Plan takes

the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.” (Our emphasis.)

One of the key policy directions in Chapter 2 is Integrating Land Use and Transportation (Section 2.2). The Plan states that future growth will be steered to areas in Toronto which are well served by transit, the existing road network and which have a number of properties with redevelopment potential.

Policy 2.2(2) provides that growth will be directed to the *Centres, Avenues, Employment Districts* and the *Downtown* as shown on Map 2. Although subject site does not fall into one of these categories, the subject site is located at the intersection of two Major Streets, has access to frequent transit and is anticipated to benefit from future transit infrastructure projects. Policy 2.2(2) sets out a number of objectives that can be met by this strategy, including:

- use municipal land, infrastructure and services efficiently;
- concentrate jobs and people in areas well served by surface transit and rapid transit stations;
- create assessment growth and contribute to the City’s fiscal health;
- promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offer opportunities for people of all means to be affordably housed;
- facilitate social interaction, public safety and cultural and economic activity;
- improve air quality, energy efficiency and reduce greenhouse gas emissions;
- improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands.

Another policy, 2.2(3)(h), focuses on the viability and longevity of transportation networks. The Plan states that transportation networks will be maintained through the creation of new streets ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly travel routes for all transportation modes and users

throughout the City and acts as a fundamental organizing element of the City's physical structure.

As amended by OPA 320, Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods.

Policy 2.3.1(3) requires that developments in *Mixed Use Areas* adjacent or close to *Neighbourhoods* be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, maintain adequate light and privacy for residents in *Neighbourhoods*, orient and screen lighting and amenity areas and access to underground and structured parking to minimum impacts on adjacent land in *Neighbourhoods* and enclose service and access areas where distance and screening do not sufficiently mitigate visual, noise and odour impacts, and decrease resulting traffic and parking impacts on adjacent residential streets.

Finally, Section 2.4 ("Bringing the City Together: A Progressive Agenda of Transportation Change") notes that:

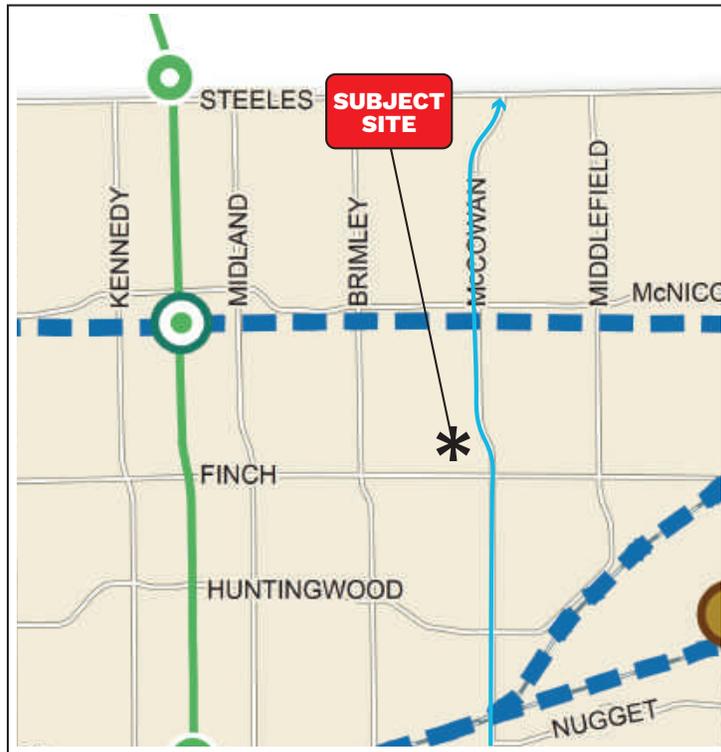
"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and interregional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in 'next generation' terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system."

Following therefrom, Policy 2.4(4) states that:

"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."

Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements. Furthermore, Policy 2.4(8)(a) provides that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics."

Map 5 (Surface Transit Priority Network) identifies Finch Avenue East and McCowan Road south of Finch Avenue as a *Transit Priority Segments* (see **Figure 14**). Policy 2.2(3)(l) provides that the City's transportation network will be maintained and developed to support the growth management objectives of this Plan by, among other things, increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersections and by introducing other priority measures on selected bus and streetcar routes, including those identified on Map 5, such as reserved or dedicated lanes for buses and streetcars and limiting or removing on-street parking during part or all of the day.

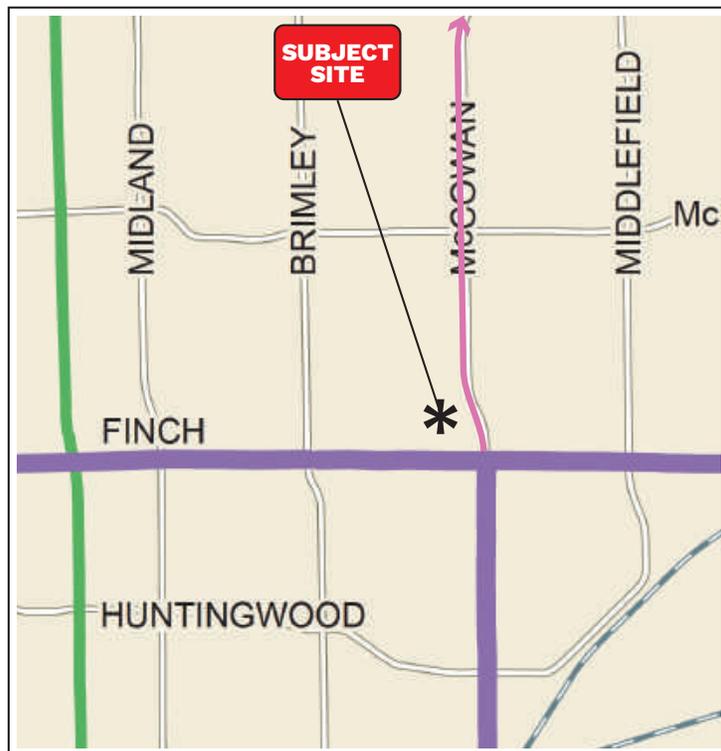


**HIGHER ORDER
TRANSIT CORRIDORS
Legend**

- Existing**
- TTC Subway and LRT Lines
 - GO Rail Lines
- Expansion Elements**
- Transit Corridors
 - GO/TTC Interchange GO
 - Rail Station
 - Proposed Transit Corridor (Official Plan Amendment 456)



Figure 13 - Official Plan Map 5 - Surface Transit Priority Network



**SURFACE TRANSIT
PRIORITY NETWORK
Legend**

- Existing**
- TTC Subway and LRT Lines
 - GO Rail Lines
- Expansion Elements**
- Transit Priority Segments
 - Proposed Transit Priority Segment (Official Plan Amendment 456)



Figure 14 - Official Plan Map 5 - Surface Transit Priority Network

LAND USE DESIGNATIONS AND APPLICABLE POLICIES

The subject site is currently designated on Official Plan Map 19 as a *Special Policy Area* and subject to Site and Area Specific Policy 236. Pursuant to SASP 236, the only permitted uses are "Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4 kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise)." SASP 236 goes on to state that "No other uses are permitted until a planning review of the area has been completed to Council's satisfaction." It is anticipated that the subject site will be redesignated to other lands use designations including *Mixed Use Areas* upon completion of the Woodside Planning Review.

In accordance with the SASP 236, City Planning is undertaking a planning study known as the Woodside Planning Review. The intent of the study is to evaluate the appropriateness of permitting additional land uses on the subject site and develop an appropriate policy framework to provide for the future evolution of the subject site. The process was initiated in the Fall of 2019 and will culminate in an Official Plan Amendment for the subject site. The proposed Zoning By-law Amendment application is running parallel to the Woodside Square Planning review.

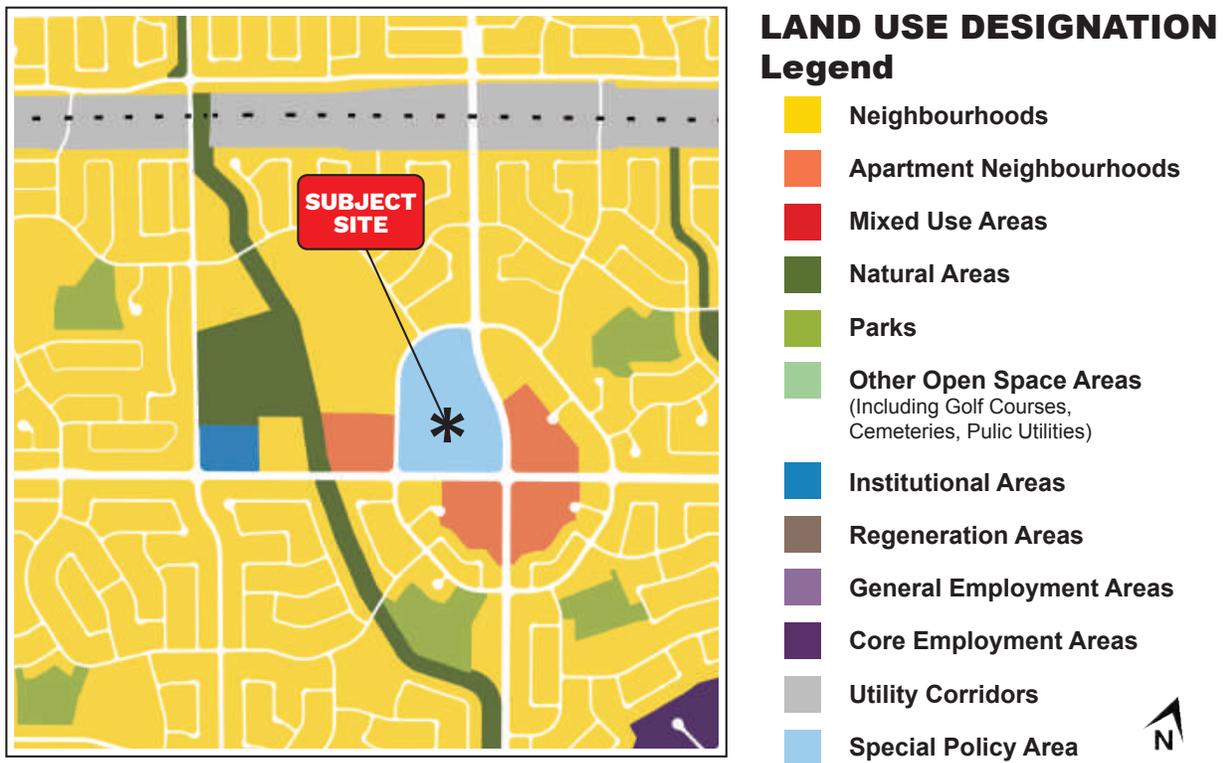


Figure 15 - Official Plan Map 19 - Land Use

HEALTHY NEIGHBOURHOODS POLICIES

Due to proximity to existing neighbourhood land uses, policy 2.3.3 will be an important consideration for the redevelopment of the subject site. Development that occurs adjacent to *Neighbourhoods* will be guided by the following;

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impacts. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a *Secondary Plan*, area specific zoning by-law or area specific policy will be created in consultation with the local community following an *Avenue Study*, or area based study, as outlined in policy 2.3.1(4).

As set out in Policy 4.5(1) of the Plan, the *Mixed Use Areas* designation permits a wide range of residential, commercial and institutional uses in single-use or mixed-use buildings. Based on the nature of the Proposal, the site's position at the intersection of two major streets, and its location in proximity to 'frequent transit', it is recommended that the subject site, or a portion of the subject site, be redesignated from *Special Policy Area* to *Mixed Use Areas*. The introductory text in Section 4.5 states that the intent of the designation is to achieve a multitude of

planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreational, and cultural activities, and parks and open spaces. In particular, the intent is that:

"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(2) sets out a number of criteria for development within *Mixed Use Areas*, including:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands on the *Avenues*, creating and sustaining employment opportunities for all Torontonians;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents.

PUBLIC REALM AND BUILT FORM POLICIES

The Plan's Public Realm policies are intended to create spaces that can be used by residents, visitors, and the broader community. Due to the large scale of Woodside Square, creating a public realm that represents the interest of existing tenants, their cultures and values will be vital to the success of the subject site.

In order to remain economically competitive in today's global economy, cities must be more than functional. The Plan demands that both the public and private sectors commit to high quality architecture, landscape architecture and urban design, environmentally sustainable design, consistent with energy efficiency standards.

Section 3.1.1 of the Official Plan contains Public Realm policy which recognizes the importance of good design in creating a great city. Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them. In particular, policy 3.1.1.1(d) aims to ensure new development enhances the quality of the public realm. Moreover, policy 3.1.1.16 strives to improve the design of new streets by implementing the following;

- New streets will be designed to:
- provide connections with adjacent neighbourhoods;
- promote a connected grid of streets that offers safe and convenient travel options;
- extend sight lines and view corridors;
- divide larger sites into smaller development blocks;
- provide access and addresses for new development;
- allow the public to freely enter without obstruction;
- implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
- improve the visibility, access and prominence of unique natural and human-made features; and
- provide access for emergency vehicles.

In addition, policy 3.1.1.17 emphasizes the importance of new streets being public. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets

Due to the size of the subject site and future development potential, policy 3.1.1.18 is relevant for designing new city blocks and development lots. Based on this policy, the new blocks should be designed in accordance with the following;

- have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- promote street-oriented development with buildings fronting onto street and park edges;
- provide adequate room within the block for parking and servicing needs; and
- allow for incremental, phased development.

Policy 3.1.1.19 provides direction on the location and design of new parks and open spaces. Providing these amenities is critical for a site of this scale and should be designed with the following principles in mind:

- connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;
- provide a comfortable setting for community events as well as individual use;
- provide appropriate space and layout for recreational needs, including forms of productive recreation such as community gardening; and
- emphasize and improve unique aspects of the community's natural and human-made heritage.

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. In putting forward policies to guide built form, the Official Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how the building and site fit within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context, and to frame and support adjacent streets, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setback;
- on a corner site, locating development along both adjacent street frontages and giving prominence to the corner;
- locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;

- providing ground floor uses that have views into and, where possible, access to adjacent streets, parks and open spaces; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing, among other things:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) requires that every significant new multi-residential development provide indoor and outdoor amenity space for residents, giving each resident access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

TALL BUILDING POLICIES

Section 3.1.3 of the Plan recognizes that tall buildings, when properly located and designed, can draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance.

Among other matters, Policy 3.1.3(1) specifies that the design of tall buildings should consist of a base to define and support the street edge at an appropriate scale, a shaft that is appropriately sized and oriented in relation to the base building and adjacent buildings, and a top that contributes to the character of the skyline and integrates rooftop mechanical systems.

Policy 3.1.3(2) requires that tall building proposals address key urban design considerations, including: meeting the built form principles of the Plan; demonstrating how the proposed building and site design will contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; and taking into account the relationship of the subject site to topography and other tall buildings.

HOUSING POLICIES

The Official Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). The policy notes that a full range of housing includes ownership and rental housing, affordable and mid-range rental and ownership housing, and social housing. Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Policy 3.2.1(9) pertains to “large sites”, generally greater than 5 hectares in size, such as the subject site. For such sites, it requires that a minimum of 30 per cent of the new housing units will be in forms other than single detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings. It also directs that the “first priority” Section 37 community benefit will be the provision of 20 per cent of the additional residential units as affordable housing.

At the discretion of the City, it may also include affordable housing units constructed near the development site or elsewhere in the City, the conveyance of land to the City for the purpose of affordable housing near the Proposal site, or cash in lieu for the purpose of constructing affordable housing in or near the Proposal site. The policy does not identify if the affordable housing should be ownership or rental – although clearly the policy encourages multi-unit developments.

COMMUNITY SERVICES AND FACILITIES

The Official Plan recognizes the importance of community services and facilities in ensuring the quality of life and health and well-being of Toronto’s communities, and encourages adequate and equitable access to community services and local institutions.

On residential or mixed-use sites generally larger than 5 hectares in size and for all new neighbourhoods, community services strategies and implementation mechanisms will be required in order to inform the range of facilities needed to support development (Policy 3.2.2(6)). Policy 3.2.2(7) encourages the inclusion of community services facilities in all significant private sector development across the City through development incentives and public initiatives.

NEW NEIGHBOURHOODS POLICIES

Policies within Section 3.3 speak to providing a comprehensive planning framework for new neighbourhoods, to plan these areas to reflect the Official Plan’s city-wide goals as well as the local context.

Policy 3.3(1) provides that new neighbourhoods will have a comprehensive planning framework reflecting the Plan’s city-wide goals as well as the local context. The framework should include:

- the pattern of streets, development blocks, open spaces and other infrastructure;
- the mix and location of land uses;
- a strategy to provide parkland and to protect, enhance or restore natural heritage;
- a strategy to provide community services and local institutions; and
- a strategy to provide affordable housing.

In order for new neighbourhoods to be viable as communities, Policy 3.3(2) provides that new neighbourhoods should have:

- a community focal point within easy walking distance of the neighbourhood’s residents and workers;
- a fine grain of interconnected streets and pedestrian routes that define development blocks;
- a mix of uses and a range of building types;
- high quality parks, community recreation centres, open space and public buildings;
- services and facilities that meet the needs of residents, workers and visitors.

Additionally, Policy 3.3(3) provides that new neighbourhoods will be carefully integrated into the surrounding fabric of the City by having:

- good access to transit and good connections to the surrounding streets and open spaces;
- uses and building scales that are compatible with surrounding development;
- community services and parks that fit within the wider system; and
- a housing mix that contributes to the full range of housing.

THE FUTURE OF RETAILING

Section 3.5.3 acknowledges the changing nature of retail, and the need for flexibility in order to adapt to serve the growing population in different forms and settings. Policy 3.5.3.1 contemplates ways in which the retail sector will be promoted.

HEIGHT AND OR DENSITY INCENTIVES

Section 5.1.1 of the Official Plan includes policies related to height and bonusing permissions in accordance with Section 37.

The *More Homes, More Choice Act, 2019*, introduced by Bill 108, included amendments to Section 37 of the *Planning Act*, as well as Section 42 (related to parkland dedication) and development charges for soft services under the *Development Charges Act*. Through Bill 108, requiring community contributions for height and density is repealed and replaced with a community benefits charge ("CBC"). Parkland costs and soft development charges are also to be addressed under the CBC. These costs will collectively be addressed in a CBC By-law, which will be prepared and enacted by each municipality. At the time of application, the amendment to the *Planning Act* has not been proclaimed. Transition regulations and details on the timeline to develop the CBC By-law have not yet been released.

4.6 Site and Area Specific Policy 236

Through the *Special Policy Areas* designation, the subject site is subject to SASP 236. Pursuant to SASP 236, only Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4-kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise) are permitted. No other uses are permitted until a planning review of the area has been completed to Council's satisfaction.

WOODSIDE PLANNING REVIEW

In accordance with SASP 236, the City is undertaking a planning study called the Woodside Square Planning Review to evaluate the appropriateness of permitting additional land uses on the subject site and develop an appropriate policy framework to provide for the future evolution of Woodside Square. The process was initiated in the Fall of 2019 and will culminate in an Official Plan Amendment for the subject site. The proposed Zoning By-law Amendment application is running parallel to the Woodside Square Planning review.



Figure 16 - Site and Area Specific Policy 236

4.7 Zoning

The in-force zoning by-law applying to the subject site is the Former City of Scarborough Agincourt North Community By-law No. 12797. The new City-wide Zoning By-law 569-2013, which was enacted by City Council on May 9, 2013, does not apply to the subject site.

As shown on **Figure 17**, the subject site is zoned Community Commercial (CC-76-109) and Place of Worship (PW-71-109) as per the Former City of Scarborough Agincourt North Community By-law No. 12797. The Community Commercial and Place of Worship zones permit a mix of commercial service uses, retail uses, community uses, and places of worship. No residential uses are permitted under these zones.

The applicable performance standards of the Community Commercial zone are summarized as follows:

- Standard 76: The gross floor area of all buildings, minus the gross floor area of enclosed malls used for walkway purposes, shall not exceed 27% of the lot area.
- Standard 109: Minimum setbacks of 16.5 m from the centre line of the original road allowance of Brimley Road, Midland Avenue, Huntingwood Drive and Sandhurst Circle as well as 21 m from the centre line of the original road allowance of Finch Avenue and McCowan Road.

Performance Standard 71 limits the ground floor area to 50% of the lot area.

The subject site is also subject to Exception 1 and 29 as per Schedule "C" (See **Figure 18**). Exception 1 speaks to additional wall-sign permissions and Exception 29 includes a variety of provisions related to gross floor area and parking.

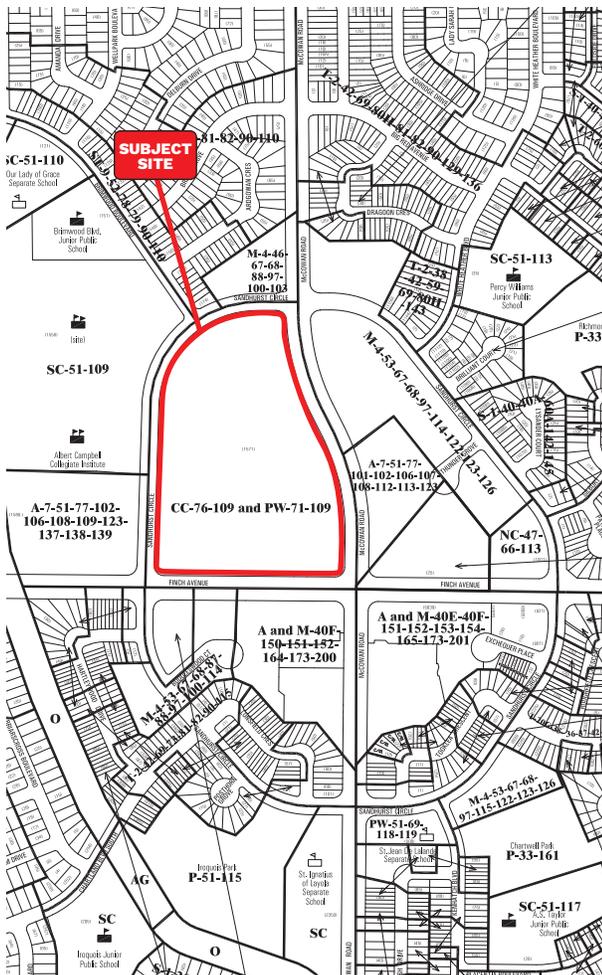


Figure 17 - Zoning By-law

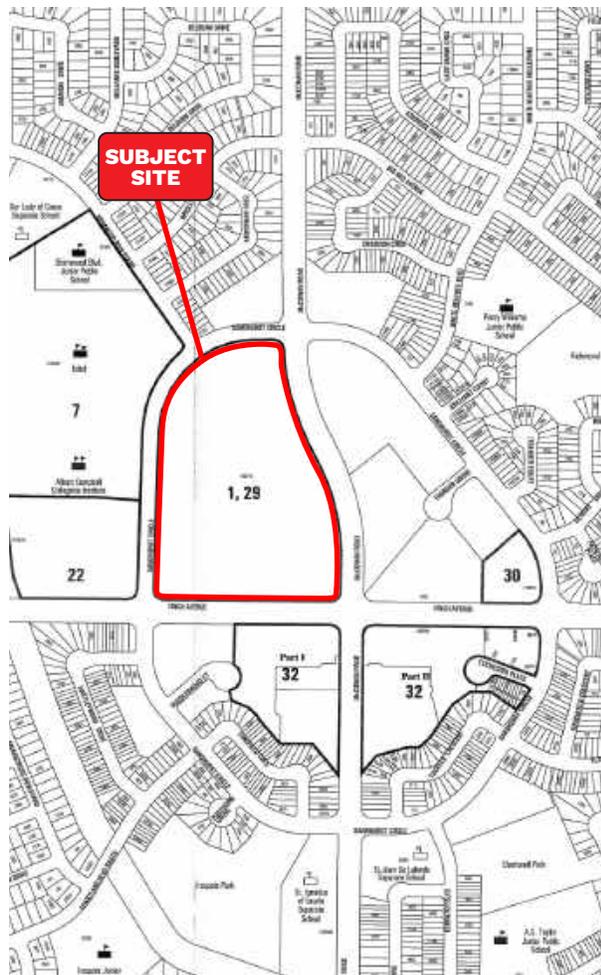


Figure 18 - Zoning By-law

4.8 City of Toronto Guidelines

GUIDELINES FOR TALL BUILDINGS

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (2013 Guidelines) which updated and replaced the "Design Criteria for the Review of Tall Building Proposals" (2006). The 2013 Guidelines state that they are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the Planning Act.

The 2013 Guidelines include sections related to site context, site organization, tall building design and pedestrian realm. Among other matters, the Guidelines recommend a minimum separation distance of 25 metres between towers (excluding balconies), a minimum setback of 12.5 metres from side and rear property lines or centre line of an abutting lane, and a maximum residential tower floor plate of 750 square metres. A tower step back of 3 metres is specified above the face of the base building, including balconies.

Our assessment of these guidelines can be found in the Urban Design Brief prepared by Bousfields Inc. submitted under separate cover.

GUIDELINES FOR MID-RISE BUILDINGS

The Avenues and Mid-Rise Building Study includes Performance Standards (2010 Performance Standards) for mid-rise buildings on Avenues, which were adopted on an interim basis by City Council in July 2010. On April 20, 2016 City Council approved an Addendum to the Mid-Rise Building Performance Standards. The Addendum is intended to be used by City staff in conjunction with the 2010 Performance

Standards in the review of mid-rise developments or in the preparation of area studies and policies involving mid-rise buildings until such time as Council adopts updated Mid-Rise Building Design Guidelines anticipated later in 2017.

The 2010 Performance Standards are designed to ensure that Avenues are developed in an appropriate and contextually sensitive manner. Accordingly, they are guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. The Guidelines' key provisions include the following:

- Buildings are moderate in height and should be no taller than the width of the Avenue right-of-way;
- The minimum ground floor height should be 4.5 metres to facilitate retail uses at grade;
- Building should provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45 degree angular plane;
- Building frontages exceeding 60 metres should be articulated to ensure that facades are not overly long;
- Buildings should reflect design excellence and green building innovation, utilizing high-quality materials; and
- Sidewalks should be wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all.

The Performance Standards recognize that exceptions may sometimes be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance.

Our assessment of these guidelines can be found in the Urban Design Brief prepared by Bousfields Inc. submitted under separate cover.

GROWING-UP GUIDELINES

In 2015, the City initiated a study entitled Growing Up: Planning for Children in New Vertical Communities and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017 and adopted without amendments.

For the time being, the draft guidelines will be used as part of ongoing consultations with the design and development industries through the development approvals process. A report was expected back on any proposed modifications by the end of the first quarter of 2018, with the expectation that staff would monitor implementation of the draft guidelines for a period of two years, and to report back on the results in 2019. As of the date of this report, no further modifications have been released by the City.

The building guidelines provide direction on the following elements:

- a minimum of 25% larger units in buildings that contain 20 units or more (15% two-bedroom and 10% three-bedroom), primarily located in the lower portions of the building;
- the design and construction of buildings to allow for future flexibility;
- the provision of indoor and outdoor amenity spaces that are flexible and support a variety of activities and age groups;
- how the building lobby and social circulation spaces can be designed to support social interaction between residents;
- massing of buildings that easily allow a diversity of unit types;
- opportunities for privately owned publicly accessible spaces (POPS) to incorporate child friendly design elements; and
- the need for additional storage and features such as stroller/bike wash up stations to increase the liveability of buildings.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized into three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- **The Neighbourhood Scale:** At the neighbourhood scale, the draft Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities;
- **The Building Scale:** At the building scale, the draft Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts; and

- **The Unit Scale:** At the unit scale, the draft Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The primary objectives of the draft Guidelines include:

- to ensure a diversity of housing types and sizes to support not only households with children, but also a variety of households of at all different life stages;
- to maintain livability and quality of vertical communities over the long-term; and,
- to plan public realm and community amenities from the perspective of a child.

The draft Guidelines are intended to apply to all new multi-residential mid-rise and high-rise development applications that include 20 units or more, and can also be used, where appropriate, in the review of infill developments proposed in *Apartment Neighbourhoods*.

The use of the term "large units" in the draft Guidelines, refers to two and three bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines provide that a building should provide a minimum of 25% large units: 10% of the units should be three bedroom units and 15% of the units should be two bedroom units.

Section 2.0 of the draft Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

TORONTO COMPLETE STREETS GUIDELINES

The Toronto Complete Streets Guidelines (2017) provides a holistic approach for how to design city streets. The Guidelines build upon the vision for streets outlined in the City's Official Plan and are guided by three high-level objectives, including designing streets for people, designing streets for placemaking, and designing streets for economic prosperity. The Guidelines represent some of the latest best practices that guide how to approach complete streets and are intended to help decision-makers, practitioners and communities make more informed choices when prioritizing the competing demands for space on city streets.

Chapter 2 of the Guidelines (Street Types) describes the various types of streets in the city including design objectives and aspiration examples of what such a street could look like. Chapter 3 (Steps to Street Design and Decision Making) outlines the general steps in the street design process and the decision-making framework. Chapters 4 to 9 provide an overview of street design principles and considerations for the six key components and functions on the street: pedestrians, cycling, transit, green infrastructure, roadways and intersections.

Street design for pedestrians discusses context-sensitive pedestrian design and includes considerations such as sidewalks, crossings, accessibility and the public realm. The safety of pedestrians should be prioritized over maximizing traffic capacity and pedestrian street design should be accessible for all. Street design for cyclists considers ways to mitigate exposure to potential conflict between cyclists and motor vehicles and encourages the provision of cycling infrastructure on city streets. Street design for transit encourages the provision of a combination of various street elements, such as curbside strategies (e.g., bulb-outs, queue-jump lanes), traffic signal control strategies, and universally accessible stops and facilities, that can improve the quality of surface transit on city streets.

Street design for green infrastructure provides for the inclusion of natural and human-made features, park lands, stormwater management systems, street streets, permeable materials, green roofs, and active transportation modes to achieve a range of environmental goals to address climate change, emissions, energy efficiency, stormwater quality and runoff and the urban tree canopy. Street design for roadways focuses on designing for mid-block portions of roadways and considers issues such as multi-modal transportation, safety of road users, context-sensitive target speed and reliable travel, and placemaking goals. Finally, street design for intersections includes principles that enable the design of intersections to function well for all modes of transportation in a safe and predictable manner.

The foregoing design guidelines and their application to the subject site, as well as the needs of prioritizing competing demands for space on streets, has been considered and integrated during the initial design process. The guidelines will be further addressed during the Site Plan Approval (SPA) stage.

[5.01]

PLANNING &
URBAN DESIGN
ANALYSIS

The following planning and urban design analysis has been provided in support of the proposed Draft Zoning By-law Amendment filed with this application. It includes consideration and discussion of the Draft Zoning By-law Amendment in relation to the applicable and emerging policy framework discussed above.

5.1 Intensification

The Proposal presents an opportunity to leverage the subject site's function as a community focal point and to optimize the underutilized portions of the subject site with new retail, office, residential and open space. The Proposal represents a redevelopment of surface parking areas with carefully designed and articulated infill development that respects and maintains the commercial function of the existing Mall while providing new opportunities for people to live, work and play.

Mixed-use intensification on the surface parking areas of the Mall is appropriate and desirable, and supports numerous policy directions promoting intensification and redevelopment of sites within the built-up urban area, particularly in locations which are well-served by municipal infrastructure, especially public transit. The Proposal will make efficient use of the underutilized portions of the subject site, which is served by "frequent transit" on Finch Avenue East, will be pedestrian oriented and will optimize the use of land and infrastructure.

The PPS and Growth Plan direct growth to built-up areas that are well served by municipal infrastructure, such as public transit. In particular, the Growth Plan promotes transit-supportive development in "strategic growth areas", which include sites along major arterial roads and in areas with frequent transit service.

Within this policy context, it is important to make efficient use of sites that are suited for intensification in order to reduce the rate of outward urban expansion, minimize use of private automobiles and support the use of transit. The existing surface parking areas on the subject site represent an underutilization of land and infrastructure given the subject site's

location on two major roads and its location adjacent to a 'Surface Transit Priority Corridor' (Finch Avenue East) and a proposed 'Higher Order Transit Corridor' (McCowan Road; OPA 456).

Due to the amount of surface parking that occupies the subject site (4.88 hectares) and its location at the intersection of two Major Arterial roads, the subject site is well suited for intensification. Optimizing the use of land and infrastructure (i.e. making the best possible use of land and infrastructure) on the subject site would be consistent with both good planning practice and the overarching provincial and City policy direction, subject to achieving appropriate built form relationships.

In the non-policy sidebar in Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps reduce demands on nature and improves the liveability of the urban region by reducing the pace at which the countryside is urbanized; preserving high quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

Through the intensification of the subject site, the proposed development will introduce a new high-quality streetscape with public realm improvements, including new pedestrian and vehicular connections that prioritize safety, connectivity and interconnection with the bordering main streets and surrounding community. The Proposal will also facilitate improvements to the public realm by introducing 6,014 square metres of open space in the form of POPS, including a large Central POPS that has been designed to support a multitude of functions, including community events.

The site design, organization and layout allows for additional intensification to take place should the existing Mall ever be removed. Although the demolition of the Mall is not currently contemplated, the location, configuration and geometry of proposed development blocks and road network provide for a strong foundation to support future development and are conducive to a comprehensive approach to the full build-out of the subject site.

5.2 Land Use

As previously explained, the subject site is currently designated *Special Policy Area* on Map 19 of the Official Plan. This land use designation is unique in that it only applies to one other site in the City and implements a SASP that limits the permitted use to “only Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4-kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise)”. No other uses are permitted until a planning review of the area has been completed to Council’s satisfaction.

The Woodside Planning Review is currently underway and is expected to culminate in an Official Plan Amendment for the subject site. This work is being conducted concurrent to this rezoning application, which is intended to help inform the City’s planning review.

Based on the subject site’s location adjacent to ‘frequent transit’, the subject site’s position at the intersection of two major arterial roads, and the various uses proposed as part of the development Proposal, it is our opinion that it would be appropriate to redesignate the subject site from *Special Policy Area* to mix of *Mixed Use Areas*. Section 4.5 of the Official Plan states that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office, and service employment in Toronto. Policy 4.5.1(2) outlines the intention of *Mixed Use Areas* is to provide new jobs and homes in the Downtown and other growth areas, creating high quality employment opportunities as well as provide indoor and outdoor recreation space for building residents.

The proposed mix of uses will implement the development criteria for *Mixed Use Areas* as set out in Policy 4.5(2) of the Official Plan. The Proposal will create a balance of high quality residential, office and retail uses in a manner that reduces automobile dependency and provides for new homes for Toronto’s growing population on lands that are presently underutilized. A summary of how the Proposal meets the criteria as set out in Policy 4.5(2) of the Official Plan is discussed in Section 5.5 below.

The proposed residential mix, which includes seniors housing, meets numerous policy objectives which encourage the provision of a range of housing to meet the current and future needs of the population. In particular, the proposal is consistent with Policy 1.1.1(b) of the PPS as it contributes to an appropriate range and mix of residential uses. The proposal also conforms to Policy 2.2.6(2) of the Growth Plan which supports the achievement of complete communities by, among others, planning to diversify the overall housing stock across the municipality, and conforms with Official Plan Policy 3.2.1(1), by contributing to the rental housing stock and meeting the need of a specific population group. By increasing the living accommodation options for seniors, the proposal is contributing to the achievement of a complete community and providing the opportunity for seniors to age in place, in an urban environment.

Based on the foregoing, it is our opinion that the proposed land uses are consistent with the PPS, conform with the Growth Plan.

5.3 Site Organization

The site layout, size, and shape of the development blocks as well as the general road pattern were informed through a collaborative process with City staff as part of Block Plan Meetings that occurred between August and September 2019.

The Proposal is made up of mid- and high-rise development blocks that are anchored by an attractive, high-quality public realm design that will integrate the subject site with the surrounding neighbourhood. As a key organizing element, the Proposal introduces an internal street network across the subject site, which divides the existing surface parking lot into four blocks. The network is made up of publicly-accessible private streets, pathways and open spaces that will connect the Proposal into the surrounding neighbourhood. The street network includes enhanced streetscape elements, including wide sidewalks, trees and planting, as well as a co-ordinated approach to street furniture, will contribute to the creation of an attractive, pedestrian-friendly environment that does not presently exist on the subject site.

The design aims to emphasize the public realm through the provision of new streets that are multi-modal and connected to a series of POPS of varying shapes and sizes. The POPS are intended to provide comfortable and attractive spaces for residents and visitors to congregate, to break up the built form massing, maximize access to sunlight, and to facilitate connectivity, and to allow for views of the Mall from the streets. The intent is to foster a sense of community with an animated streetscape and high street-level activity.

In order to deliver an attractive public realm, the development blocks include a common below grade underground parking garage and servicing area. All "back of house" activities, including loading, vehicular pick-up and drop-off, and access to the underground garage, have been consolidated internally within the new buildings and are generally out of view from the public realm.

The proposed intensification will reconnect the subject site into the surrounding neighbourhood by introducing building heights that compliment the adjacent built form. The proposed building heights have been organized and sited to fit harmoniously within the existing context of tall buildings clustered around the Finch Avenue East and McCowan Road intersection. In this regard, the taller buildings are located at the southern end of the subject site (Phase 1, 2 and 3) while mid-rise buildings are proposed at the north end of the subject site (Phase 4 and 5), opposite the *Neighbourhoods* properties to the north and east. The tallest proposed buildings (38 and 36 storeys) are located within Phase 3 and have been placed towards the southeast corner of the subject site and towards the existing 10, 18 and 19 storey buildings that fall within the *Apartment Neighbourhoods* designations to the east and south. The tallest building elements have been strategically located at this location of the subject site so as to maximize their distance from the *Neighbourhoods* and limit shadowing impacts to open spaces. The heights of the proposed buildings terrace down from this point, as the built form moves north along McCowan Road and east along Finch Avenue East.

Further, the buildings have been sited and designed to provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45-degree angular plane, measured from the adjacent *Neighbourhoods* designations.

5.4 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for intensification. From a built form perspective, it is a contextually appropriate location for tall and mid-rise buildings given:

- the subject site's location along Finch Avenue East and McCowan Road, adjacent to a Surface Transit Priority Corridor and a proposed Higher Order Transit corridor;
- the subject site's location at the intersection of two Major Streets with existing right-of-way widths of 36 metres;
- the size and depth of the subject site and the supporting development blocks;
- the subject site's potential to support development consistent with the *Mixed Use Areas* designation; and
- the existing tall building context that exists at the corner of Finch Avenue East and McCowan Road.

TALL BUILDINGS

It is our opinion that the Proposal satisfies the criteria established in Policy 3.1.3(2) of the Official Plan for the location of tall buildings. From a site design perspective, the subject site is large enough to comfortably accommodate the proposed towers. As set out in Section 5.5 below, the location and configuration of the tall elements allows for appropriate light, view and privacy conditions. As well, the subject site's separation distance from, and transition to, *Neighbourhoods* designated properties allows for the introduction of the proposed tall buildings with acceptable built form impacts. In particular, the heights of the towers and the mid-rise buildings would fit below a 45-degree angular plane measured from the *Neighbourhoods* designated lands and, accordingly, would not result in any inappropriate shadowing on *Neighbourhoods* during the at the equinoxes at the summer solstice.

With respect to the proposed heights, the tower heights compliment the existing pattern of development at the Finch Avenue East and McCowan Road intersection while providing a gradual transition in height as the built form moves away from the node. The tallest tower (38 storeys) is proposed to be located at the southeast corner of the subject site, directed towards the Finch Avenue East and McCowan Road intersection. The proposed tower heights step down to 36, 30 and 23 storeys towards the west along Finch Avenue East and the tower height steps down to 26 storeys to the north along McCowan Road. The building heights step down further as the built form transitions from the towers to the proposed mid-rise buildings (14 and 12 storeys).

From a built form perspective, the proposed tower elements are articulated and incorporate various architectural features to break up the massing, create visual interest, and to provide an appropriate transition in scale to the surrounding area. In this regard, each of the towers incorporates stepbacks from the podium building and the tower heights transition down from the intersection. The podium buildings associated with the towers provide for an appropriate street proportion in relation to the existing and planned right-of-way widths of Finch Avenue East and McCowan Road (each planned to be 36 metres).

In terms of massing, the podiums of the towers include a 6-storey (25.5 metre) base that steps down to a 2-storey (11 metre) element. In this regard, the podiums of the towers create an appropriate transition in height from the existing Mall and to the adjacent POPS while providing a comfortable pedestrian scale. In line with the Tall Building Guidelines, the tower elements are setback 3.0 metres from the face of the base buildings, achieve separation distances between 26 and 32 metres, and the tower floorplates are each 750 square metres. The tower floorplates exhibit both prototypical point tower form (i.e. square) in order to maximize the separation distances between towers and create visual interest.

With respect to the proposed mid-rise buildings at the north end of the subject site, the proposed heights of 14 and 12 storeys provide for an appropriate scale and transition between the

tall building elements to the south and the surrounding *Neighbourhood* to the north and northeast. Buildings G and H, fronting onto McCowan Road, are proposed to be 14-storeys (50.5 metres, exclusive of the mechanical penthouse) stepping down to 12-storeys along the McCowan Road frontage and 8-storeys towards Road D. Building I, fronting onto Sandhurst Circle and facing the *Neighbourhood* to the north, is proposed to be 12-storeys (43.5 metres, exclusive of the mechanical penthouse) stepping down to a 10-storey base along Sandhurst Circle and 8-storeys along Road A. Accordingly, the mid-rise buildings fall within a 45-degree angular plane measured from the designated *Neighbourhoods* on the east side of McCowan Road and on the north side of Sandhurst Circle. Additionally, and as further discussed in Section 5.5 of this report, the proposed mid-rise buildings would not result in any unacceptable shadow or wind impacts.

In terms of massing, the mid-rise buildings provide for an appropriate street proportion in relation to the existing and planned right-of-way widths of the existing and planned street network. Finch Avenue East and McCowan Road are each planned to be 36 metres, Sandhurst Circle is a two-lane Collector road with planned right-of-way width of 27 metres, and the existing service ring road will form part of a future complete street with a 20 metre right-of-way (Road A). It is noted that the Mid-Rise Guidelines define mid-rise buildings as buildings that are no taller than the width of the street right-of-way or between 5 and 11 storeys. Although the proposed heights exceed the 1:1 ratio, the heights will allow for functional buildings that appropriately frame the street edge while providing an appropriate transition to adjacent low-rise buildings and fitting within the 45-degree angular plane taken from the *Neighbourhoods*.

With respect to density, it is our opinion that the proposed density of 2.97 FSI is both appropriate and desirable. Firstly, it is important from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its location within a "strategic growth area". Secondly, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site.

5.5 Built Form

In accordance with the City's built form policies for *Mixed Use Areas*, the proposed buildings will be located and organized to fit with its existing and planned context to frame and support adjacent streets, parks and open spaces, and promote civic life. The Proposal will enhance and facilitate use of the public realm through high-quality streetscape design, landscaped open spaces and an attractive network of engaging POPS around the perimeter of the development site.

The Proposal meets with the development criteria contained within Section 4.5.2 of the Official Plan in that it will:

- create a balanced mix of commercial, office, residential and open spaces in the form of four POPS interspersed across the edge of the subject site and fronting the streets;
- provide for new office space, providing opportunities for new jobs;
- provide for 2,589 new residential units, including 62 two-storey townhouse units that will provide new homes and alternative unit type/mix to the area;
- will make more efficient use of underutilized parcel of land;
- locate and mass buildings in an appropriate manner to provide transition towards the adjacent *Neighbourhoods* by incorporating setbacks, stepbacks, transition in height to fit the new development generally within a 45 degree angular plane;
- locate and mass buildings to adequately limit shadow on adjacent *Neighbourhoods* (see Section 5.5 for details);
- locate and mass the buildings to frame the edges of streets with a 6-storey podium base stepping down to 2-storeys along Finch Avenue, 12-storey base buildings along McCowan Road and 10-storeys along Sandhurst Circle;
- provide an attractive, comfortable and safe pedestrian environment with 5.1 metre pedestrian clearway zones, POPS and high-quality landscaped areas;
- locate and screen service areas and parking areas underground and within the buildings;
- provide for high-quality indoor and outdoor amenity space (5,236 square metres of indoor amenity and 4,512 square metres of outdoor amenity), plus 6,014 square metres in POPS spaces; and
- provide a mix of uses in an area with access to transit, schools, parks, and other community services and facilities.

LIGHT, VIEW PRIVACY

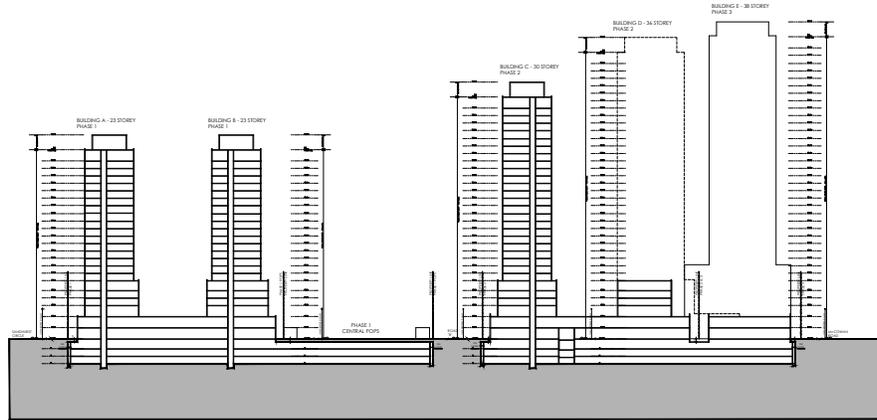
Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings. Such impacts will be acceptable in this case given the separation distance of the proposed building from neighbouring buildings and the commercial/non-residential use of many of the neighbouring buildings and properties.

For mid-rise buildings, a minimum main window separation distance of 11.0 metres is typically recommended (i.e. a minimum window setback of 5.5 metres from side and rear lot lines) as set out in the Mid-Rise Building Guidelines.

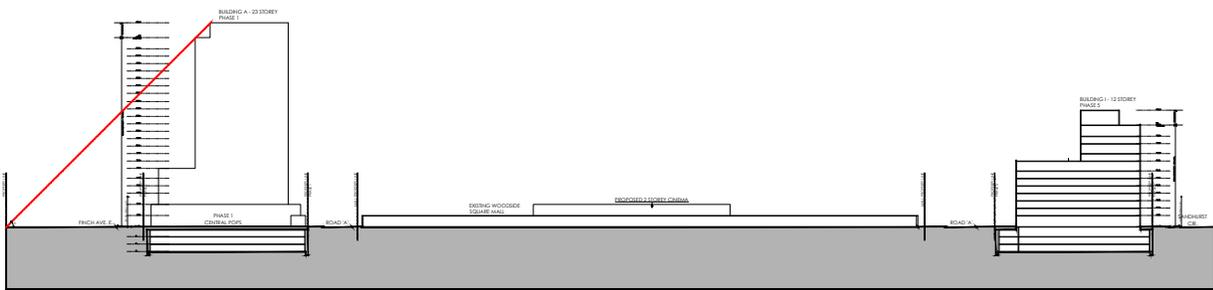
For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25.0 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines, or the centreline of an abutting lane, measured to the external walls of the building (i.e. balconies are permitted within the setback zone). For tower elements in relation to mid-rise buildings, although not explicitly addressed by the Tall Building Design Guidelines, a lesser separation distance would be appropriate given that the sky view perceptible from the street would not be impacted by multiple tall buildings and shadowing impacts would be reduced.

The mid-rise buildings at the north end of the subject site (Buildings H and I) achieve a minimum window separation distance of 11.0 metres between the 12 and 10-storey podiums while the 8-storey podium elements are setback 20 metres. As it relates to the *Neighbourhoods* to the north, the buildings are separated by the existing right-of-way width of Sandhurst Boulevard (27 metres). Similarly, Building G is separated by the proposed Road D, which results in a minimum facing distance of 26.3 metres from Building H. Should redevelopment within the interior of the subject site occur, the buildings would be separated by the future complete street with a 20 metre right-of-way (Road A).

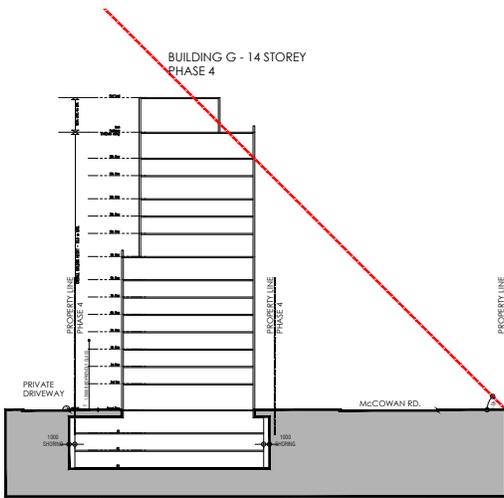
As it relates to the podiums of the towers, the podiums have been designed with stepbacks that result in varying separation distances which result in appropriate facing conditions. Further,



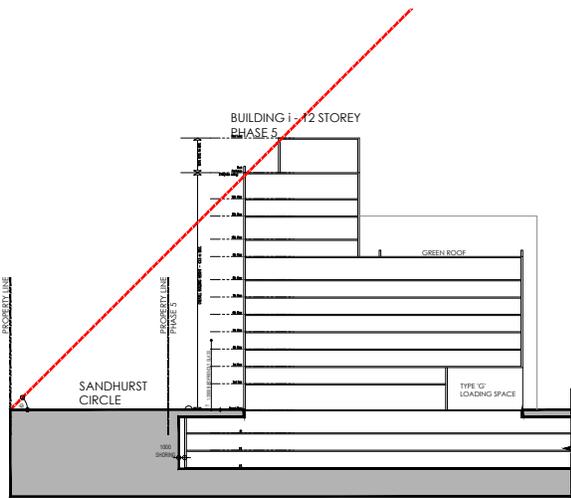
SECTION 1



SECTION 2



SECTION 3



SECTION 4

Figure 19 - Angular Plane and Section Diagram (Prepared by: Graziani & Corazza Architects Inc.)

the proposed uses within the podium have been appropriately organized to address privacy concerns. In this regard, residential units are directed towards the outer edges while retail/commercial and amenity areas are directed towards each other, which allows for reduced setbacks. Each of the tall buildings includes a large outdoor amenity area to break up the building mass and create generous separation between the building elements.

Although the mid-rise buildings and the podiums of the towers would contain windows and balconies that face each other, all of the units would be separated by a distance of 11 metres. Each tower will be separated by a minimum of 26 metres, however, most will exceed a separation distance of more than 30 metres, exceeding the 25 metre separation distance recommended by the Tall Building Guidelines.

SHADOW IMPACT

A shadow study was undertaken by G & C Architects to assess the incremental shadow impact of the Proposal on March 21st, September 21st and June 21st at each hour between 9:18 a.m. and 6:18 p.m. From a policy perspective, the Official Plan directs that new development should "adequately limit" any resulting shadowing of neighbouring streets, properties and open spaces, having regard for the varied nature of such areas (Policy 3.1.2(3)(e)), while Policy 4.5(2) (d) further requires that buildings be located and massed so as to "adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes".

In our opinion, the Shadow Study demonstrates that the Proposal would not result in any unacceptable shadow impacts on neighbouring streets, properties and open spaces.

With respect to *Neighbourhoods* designated properties, the Shadow Study demonstrates that incremental shadow impact on adjacent *Neighbourhoods* and on neighbouring streets will be "adequately limited" in accordance with the applicable Official Plan policies and would be appropriate given the surrounding built form context. With respect to the *Neighbourhoods* designated lands to the north, the Shadow Study

demonstrates that incremental shadow impacts would be limited to 9:18 and 11:18 a.m. on June 21st and between 9:18 a.m. and 2:18 p.m. on March 21st and September 21st. With respect to the *Neighbourhoods* designated lands to the east, the Shadow Study demonstrates that on June 21st the *Neighbourhoods* would be free of shadows during the morning hours with incremental shadowing beginning on a portion of the rear yards of the townhouse units fronting 1131 Sandhurst Circle. Incremental shadowing on the *Neighbourhoods* to the east is limited to 2:18 and 6:18 p.m. on March 21st and September 21st. As it relates to *Neighbourhoods* designated lands to the southeast, the Shadow Study demonstrates that shadows would only appear at 6:18 on March 21st and September 21st. There are no shadow impacts from the proposed development on any *Neighbourhoods* lands to the south or on any existing parks and open spaces, including the playing fields of Albert Campbell Collegiate Institute located to the west of the subject site.

In terms of shadowing on streets, there would be incremental shadowing on McCowan Road from 12:18 p.m. onwards on March 21st and September 21st. On June 21st, shadowing is adequately limited to small portions of the street beginning at 2:18 p.m. As it relates to Finch Avenue East, the Shadow Study demonstrates that the proposal would cast shadows onto the street at 6:18 p.m. on March and September 21st and between 5:18 and 6:18 on June 21st. During all other daytime hours, Finch Avenue East would be free and clear of any shadows cast from the proposed development. Shadows are also adequately limited on Sandhurst Circle. Based on the Shadow Study, incremental shadowing occurs on portions of the street, to the west and north of the subject site, between 9:18 a.m. and 2:18 p.m. on March and September 21st and between 9:18 a.m. and 12:18 p.m. on June 21st; however, the majority of the street would be shadow free throughout the day.

With respect to parks, the Proposal would have no shadow impact on any existing parks in the area. In terms of the proposed on-site public park, the shadow study shows that the Central POPS would be shadowed by the existing apartment building on the south side of Finch Avenue East (5001 Finch Avenue East) between 9:18 and 10:18 a.m. and would experience partial shadowing cast by the proposed buildings A and B between 2:18

and 6:18 p.m. on March 21st. The Shadow Study demonstrates that during the summer months, the Central POPS would largely be free of shadows with some incremental shadowing occurring on small portions of the park at 9:18 and 10:18 a.m. (specific to the northeast corner) and some incremental shadowing in the afternoon between 2:18 and 6:18 p.m. on June 21st.

In our opinion, the foregoing shadow impacts are "adequately limited" given the subject site's urban context and satisfy the applicable Official Plan policies.

WIND

A Pedestrian Level Wind Assessment was prepared by RWDI to assess the pedestrian wind conditions for the proposed development based on the local climate, impacts from surrounding buildings and RWDI's past experience with other similar developments. The assessment concludes that wind conditions on and around the proposed development are expected to increase but should still be suitable for the intended use in most areas during the summer. During the winter, higher than desired wind speeds are predicted at several entrances and building corners and sidewalks at grade level; however, key design features such as the low-height podium structures, re-entrant building corners and canopies above entrances are anticipated to improve these conditions. The Assessment recommends that wind tunnel testing be undertaken at a later stage in the design process to confirm the predicted conditions and the efficacy of proposed mitigation measures and to further develop appropriate measures for additional improvements, where necessary.

The wind assessment is based on numerical modelling techniques that determined the wind conditions resulting from the Proposal are generally suitable for the intended uses.

5.6 Urban Design

Bousfields has prepared an Urban Design Brief that analyzes the proposal in the context of the Official Plan and the relevant Urban Design Guidelines. The Brief concludes that the urban design form and pattern of the Proposal appropriately addresses local and Provincial policy objectives with respect to the intensification within built-up areas in areas well served by existing and planned municipal/regional infrastructure. Specifically, the development is supportive of and appropriately addresses the City of Toronto Official Plan urban design-related policies, in addition to the objectives contained in the Toronto City-Wide Urban Design Guidelines.

The proposal represents appropriate development in terms of fit within the urban design structure of Scarborough, building heights and scale within the Agincourt North community, and the proposed architectural treatment across the Site. The design of the proposal responds to and provides public realm enhancements along the Finch Avenue East, McCowan Road, and other publicly accessible spaces. Together, the proposed central POPS, two gateway POPS and the proposed towers atop street-related base buildings, integrated with the existing Mall structure, result in an appropriately-scaled pedestrian-oriented mixed-use development that provides a street and block pattern to guide future development of the Subject Site as a whole.

From an urban design perspective, it is our opinion that the proposed infill development of the subject site is appropriate and desirable, represents good urban design practice, and will not inhibit future redevelopment of the subject site should the Mall be removed in the future. The proposal can be appropriately accommodated within the overall regulatory framework for the area and should be approved.

5.7 Housing

The proposed residential uses will implement Policy 3.2.1 of the Official Plan by introducing a range of housing in terms of form, tenure and affordability. In this regard, approximately 37.6 percent of the proposed dwelling units will have two or three bedrooms and are suitable for large households. Further, the Proposal includes 178 seniors/retirement dwelling units, which meets numerous policy objectives that encourage the provision of a range of housing to meet the current and future needs of the population.

HOUSING ISSUES REPORT

A Housing Issues Report has been prepared by Bousfields Inc. (see **Appendix A** of this report) to provide information related to the City's policies for large sites. The report responds to provincial and municipal housing policies including those that relate to creating a diverse housing stock in terms of tenure, type, and form.

The Report states that the Proposal creates a new master-planned community on an 9.15 hectare site that is largely occupied by surface parking, representing an efficient utilization of land. In total, the Proposal will introduce approximately 2,589 residential units to a site with no existing housing.

The Report notes that the Proposal provides 5.6% of the unit mix as 3-bedroom units, 16% as 2-bedrooms plus den, and 31% of the units as 1-bedroom plus den. The targeted average unit sizes are expected to range between 550 square foot studio units to 1,100 square foot 3-bedroom units (or larger), accommodating the diverse needs in both size and cost of housing for future residents.

The Housing Issues Report further notes that the proposed unit mix also includes 178 retirement units, which are to be provided within Building G. The proposed seniors residential use meets numerous policy objectives which encourage the provision of a range of housing to meet the current and future needs of the population. In particular, the proposal is consistent with Policy 1.1.1(b) of the PPS, as it contributes to an appropriate range and mix of residential uses,

conforms to Policy 2.2.6(2) of the Growth Plan which supports the achievement of complete communities by, among others, planning to diversify the overall housing stock across the municipality, and conforms with Official Plan Policy 3.2.1(1), by meeting the need of a specific population group. By increasing the living accommodation options for seniors, the proposal is contributing to the achievement of a complete community and providing the opportunity for seniors to age in place, in an urban environment. The introduction of residential units to what has been to date a "single use" site will contribute to the City's overall housing stock.

In terms of affordable housing, the Housing Issues Report notes that the provision of affordable housing is identified as a first priority community benefit of a large site based on Section 3.2.19(9) (b) of the Official Plan. With regards to 3.2.1(9)(b), the Report also notes that Section 5.1.1 specifies that the determination of Section 37 benefits will be based on a number of factors, including local community needs. Therefore, the Report states that the most appropriate approach to the provision of affordable housing will be developed through the approval of detailed development applications and will be determined by the availability of programs to encourage affordable ownership and rental. The priorities for the anticipated Section 37 provisions will be determined through development application process, in consultation with City staff and the local Councillor.

5.8 Community Services and Facilities

Section 3.2.2 of the Official Plan provides policy direction regarding human services and social infrastructure, and establishes the importance of community services and facilities in supporting the quality of life and wellbeing of Toronto's residents. Policy 3.2.2.1(c) of the Official Plan states that adequate and equitable access to community services and local institutions will be encouraged by ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.

Policy 3.2.2.6 states that community service strategies and implementation mechanisms will be required for residential and mixed use sites generally larger than 5 hectares. The inclusion of community services facilities are encouraged in private sector developments through development incentives and public initiatives (Policy 3.2.2.7).

Bousfields Inc. has prepared a Community Services and Facilities Study (see **Appendix B** of this report) to provide an overview of demographics as well as the community services and facilities within the Study Area. A notable demographic shift identified through the Study included a 9% to 17% increase for the household income in the \$125,00+ category. The Study Area also represented a significant portion of visible minorities which make up 91 percent of the population, almost 40 percent higher than the City of Toronto average.

The review of facilities indicated that there are 19 child care facilities, and as in most areas of Toronto, they are operating at or near capacity. The Proposal is expected to produce 344 children requiring childcare which cannot currently be accommodated. Further analysis and discussion is recommended. School enrollment is an identified service gap within the Study Area. Currently, there may be insufficient space to accommodate the projected students from the Proposal. However, this is largely dependent on which school board students will attend and cannot be accurately predicted at this time.

With regard to parks and recreation, the subject site has access to numerous parks including a district park (31.6 ha) and two parks that are over 8.0 hectares. The subject site also has access to two public libraries and two community centres that are able to service the Proposal. Ten human service organizations were also present within the Study Area offering a range of non-profit, health, and immigration resources. Overall, the inventory shows that the Proposal can be accommodated by the existing community services and facilities within the Study Area.

5.9 Transportation and Servicing

TRANSPORTATION IMPACT STUDY

The site is located within the built-up urban area and, accordingly, is well served by existing municipal infrastructure, including public transit.

A Transportation Impact Study has been prepared by LEA Consulting Ltd. to provide input into the Block Plan process and the proposed rezoning application. The Transportation Impact Study includes an in-depth analysis of the existing road network, traffic conditions, transit services and anticipated capacity and traffic conditions created by the Proposal. The Transportation Impact Study also includes a Transportation Demand Management (TDM) Plan, which outlines various strategies to encourage people to engage in more sustainable methods of travel, such as active transportation (cycling) and the utilization of public transit. In particular, the Transportation Impact Study includes the following:

- Assessment of existing traffic conditions for all transportation modes;
- Identification of existing transportation infrastructure deficiencies;
- Forecast of future background traffic conditions;
- Trip generation and traffic assignment of the proposed redevelopment;
- Assessment of future traffic conditions for all modes;
- Identification of future transportation infrastructure improvement requirements including but not limited to pedestrian and cycling infrastructure improvements;
- Safety review and strategic plan;
- Parking and loading requirement assessment; and,
- TDM Plan.

From a traffic perspective, the study concludes that traffic operations in the area would be acceptable with slight modifications to the signal timing plans. As it relates to the pedestrian environment, the study includes a number of pedestrian infrastructure improvements in order to enhance the connectivity and improve the pedestrian environment. These include:

- a mid-block crossing via a signalized access on McCowan Road;
- defined walkways from the signalized intersections along McCowan

- a vehicular access on Finch Avenue to reduce vehicular volumes in areas with high pedestrian activities (i.e. mall entrances); and
- the illumination of and provision of boulevards along pedestrian facilities.

From a parking perspective, the vehicular and cycling parking and loading requirements are recommended to comply with the Policy Area 4 requirement in City's Zoning By-Law 569-2013. Policy Area 4 designation was recommended by LEA Consulting Inc. for the existing and proposed commercial, office and residential uses based on a number of factors. These included the site's access to current and planned transit, the results of a survey that was conducted to assess the travel and parking behaviours of patrons of the Woodside Square mall, as well as 2016 Transportation Tomorrow Survey (TTS) data. As it relates to vehicular parking, the Proposal provides for a total of 3,834 parking spaces, of which:

- 2,948 parking spaces will serve the proposed residential uses;
- 430 parking spaces will serve the existing mall; and
- 456 parking spaces will serve the proposed commercial, restaurant/retail and visitors

From a bicycle parking perspective, the study concludes that the proposed bicycle provisions meet the Bicycle Zone 2 requirements of the City of Toronto Zoning By-law 569-2013. Based on the By-law requirements, the subject site is required to provide 2,036 bicycle spaces, consisting of 318 short-term and 1,718 long-term spaces. The proposed bicycle parking supply of 2,036 bicycle parking spaces satisfies the By-law requirement.

As it relates to loading, the study concludes that the proposed loading spaces comply with the Policy Area 4 requirements of the City's Zoning By-law 569-2013. In this regard, the proposed development includes six (6) Type 'G' and three (3) Type 'C' loading spaces to serve the proposed new buildings and one (1) Type 'A', three (3) Type 'B' and one (1) Type 'C' loading spaces to serve the Woodside Square Mall.

The report outlines the proposals forecasted impact on existing transportation infrastructure and discusses the future transit potential adjacent to the subject site, including transit improvements as outlined in the Metrolinx 2041 Regional Transportation Plan. In this regard, the Traffic Study notes that the McCowan corridor is denoted as future a Light Rail Transit (LRT) / Bus Rapid Transit (BRT) corridor which would create a connection between the planned Scarborough Subway terminal station and the planned Steeles LRT/BRT corridor. Further, the Metrolinx 2041 Regional Transportation Plan denotes Finch Avenue East as a priority bus/priority streetcar corridor. Transit improvements along McCowan Road, north of the subject site, are also being explored through York Region's Class Environmental Assessment process for McCowan Road from Major Mackenzie to Steeles Avenue, which was commended in March 2017. The preferred alternative identified in the May 2019 open house session considers provisions for transit/HOV facilities.

Subsequently, the City of Toronto recently approved the amendments to the Official Plan to designate McCowan Road as a high-order transit corridor from Sheppard Avenue to Steeles Avenue. This emerging policy will work in tandem with the Metrolinx and York Region plans by completing the regional transit network for the Greater Toronto Area. It is therefore expected that transit infrastructure improvements adjacent to the subject site along McCowan Road will follow suit in the next transportation master plan process.

MUNICIPAL SERVICING AND INFRASTRUCTURE

A Functional Servicing Report and Stormwater Management Report was prepared by WPE Engineering Ltd. From a storm drainage perspective, based on the post-development analysis, the reports conclude that the Proposal would not adversely impact stormwater infrastructure downstream. The proposed civil design includes a shared 300 mm diameter storm service connection and a control manhole at the property line in each development phase.

In terms of sanitary sewers, the reports conclude the existing municipal sanitary sewers are also adequate, but that improvements to the system are necessary to support the proposed development. In this regard, a new 150 diameter sanitary service connection and control manhole are proposed to be provided for each of the proposed buildings and the Central POPS.

As it relates to water supply, the proposed development is to be serviced through existing 300 mm watermains on Finch Avenue East and Sandhurst Circle and an existing 400 mm watermain on McCowan Road. New water servicing improvements are proposed to support the future development, including new domestic water service connections for fire protection, park maintenance and to meet general water demands for the proposed buildings.



[16.01]

C O N C L U S I O N

In summary, the Draft Zoning By-law Amendment represents good planning that is in the public interest. It is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe. It implements and builds upon the policy objectives of the Woodside Planning Review, the City of Toronto Official Plan, and related guideline documents, and therefore conforms with the intentions of the municipal policy framework. The Proposal has been comprehensively designed towards the achievement of a complete community which will offer new and exciting opportunities for residents of Toronto to live, work, shop and play.



Proposal Rendering – Road A Looking East

APPENDIX A:
HOUSING ISSUES REPORT

A

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1.0

INTRODUCTION

This Housing Issues Report has been prepared in support of the proposed applications made by WSIM Group to amend the City of Scarborough Agincourt Community Zoning By-law, as amended, and City-wide Zoning By-law 569-2013 in order to allow infill development to be built on underutilized portions of a 9.15-hectare (22.65-acre) property located at the northwest corner of Finch Avenue East and McCowan Road (the "subject site"). The subject site is municipally known as 1571 Sandhurst Circle and is currently occupied by the Woodside Square Mall, a single-storey community shopping centre located in the heart of the Agincourt North neighbourhood. The site is currently used exclusively for commercial purposes and there are no residential units on the site. A detailed description of the subject site is set out in the Planning and Urban Design Rationale Report.

The Proposal envisions a vibrant, mixed-use redevelopment that will introduce a fine grain network of streets and pedestrian connections as well as a range of residential units and typologies, a diverse mix of retail and office uses, and privately-owned publicly-accessible open spaces (POPS) throughout, including a large 4,000 square metre Central POPS.

The proposal introduces new mixed use, high-rise development along Finch Avenue East and McCowan Road transitioning down to a mid-rise form towards the intersection of McCowan Road and Sandhurst Circle. The proposal includes six residential towers with heights that range from 23 to 38 storeys, with taller buildings directed towards the Finch Avenue East and McCowan Road intersection. Towards the *Neighbourhoods* to the north, the Proposal includes three mid-rise buildings between 12 and 14 storeys in height.

The development includes a substantive residential component, including approximately 203,955 square metres of residential GFA, estimated at approximately 2,411 dwelling units. The Proposal also includes 15,488 square metres of GFA for a retirement/seniors residence comprised of 178 units. While detailed floor plans and unit design have not yet been completed, the Proposal targets a range of unit sizes and typologies.

The Proposal is consistent with the policy direction set out in the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan. In particular, the proposed redevelopment has regard for the housing policies of the various applicable policy documents.

2.0

SITE CONTEXT

Woodside Square Mall is an indoor community shopping centre located within the Agincourt North neighbourhood in the former City of Scarborough, now City of Toronto. The subject site is located at the northwest corner of Finch Avenue East and McCowan Road, is irregular in shape and approximately 9.15 hectares (22.65 acres) in size. The subject site is bound by Finch Avenue East to the south, McCowan Road to the east and Sandhurst Circle to the north and west. The mall is generally one-storey in height with a limited second story consisting primarily of office use. The mall contains 42,989 square metres of commercial space and provides a total of 1,650 parking spaces. Approximately 4.8 hectares of the subject site is occupied by paved surface parking areas, which represent approximately 53% of the overall site area.

The Agincourt North neighbourhood is located approximately 4 kilometres north of Scarborough City Centre and is an example of an auto-centric suburb of the 1960's. Similar to the Don Mills neighbourhood, Agincourt North utilizes the design principles of neighbourhood units, a hierarchy of roads, and interspersed public parks, schools and connecting walkways.

The neighbourhood consists of four neighbourhood units; Brimley Forest, Richmond Park, Iroquois and Middlefield, all of which are connected by Sandhurst Circle, a central Collector Road. The neighbourhood is further

divided into quarters from the bisecting Major Arterial Roads, McCowan Road and Finch Avenue East. Within each neighbourhood, local roads are designed to slow vehicular traffic through the use of winding roads, T-intersections, crescents and cul-de-sacs.

Sandhurst Circle is a ring road that encircles the Finch Avenue East and McCowan Road intersection and, in this regard, creates four distinct quadrants. The subject site occupies the entirety of the northwest quadrant of the intersection. The three other corners of the intersection of McCowan Road and Finch Avenue East as well as lands to the west along Finch Avenue east contain high-rise residential buildings surrounded by generous amounts of green space and are designated *Apartment Neighbourhoods*.

Beyond the high-rise residential buildings within the *Apartment Neighbourhoods* are lower scale *Neighbourhoods* designated lands containing a mix of single-detached, semi-detached and townhouse dwellings.

Further details respecting the subject site and its surroundings are included in the Planning and Urban Design Rationale Report.



Figure A1 - Aerial photo of subject site

3.0 PROPOSAL

The Proposal provides for the development and transformation of the subject site into a complete, mixed-use neighbourhood by maintaining the important commercial and community function of the Woodside Square Mall and by introducing new community elements, including multi-generational housing, additional commercial uses, park space and increased connectivity within the subject site and to the broader community.

The Proposal involves the comprehensive redevelopment of the surface parking areas around the perimeter of the mall, along the south and east sides of the subject site, while retaining the existing mall. The surface parking area that is proposed to be redeveloped is approximately 4.8 hectares in area and is currently underutilized. The proposed Zoning By-law Amendment seeks to permit infill, mixed-use development comprised of mid-rise and tall residential buildings, new grade-related retail, office space, a new community park, new connections to and through the subject site, and interspersed POPS spaces along the edges of the property.

The Proposal includes the transformation of the surface parking areas into a new neighbourhood featuring a variety of housing choices with supporting retail and community park space. The Proposal is comprised of approximately 229,916 square metres of GFA, resulting in an overall density of approximately 2.97 FSI. The redevelopment plan includes 5 development blocks and consists of the following uses:

- 219,443 sq.m GFA of residential uses (2,589 units)
- 10,473 sq. m GFA of commercial uses; and
- 6,014 sq. m of POPS, including a large POPS (4,000 sq. m) along Finch Avenue East.

The Proposal includes a new public road (Road A), resulting in a net site area of 84,389 square metres.

In terms of residential uses, the new community will provide for approximately 2,589 new residential units, 178 of which will be retirement residences. A mix of unit types are proposed, as summarized in the table below.

Table A1 - Unit Type

Unit Type	1 bed	1 bed + den	2 bed	2 bed + den	3 bed
Unit Count	806	803	418	416	146
Proportion of total	31%	31%	16%	16%	5.6%

Of the 2,589 residential units, 62 are proposed to be townhouses which are situated within the podium levels of A-F. Each of the proposed townhouse units are 2-bedrooms and two storeys in height.

The unit mix also includes 178 retirement/seniors units, which are proposed to be provided within Building G, a 14-storey mid-rise building fronting McCowan Road.

The targeted average unit sizes are expected to range between 550 square foot studio units to 1,100 square foot 3-bedroom units (or larger), accommodating the diverse needs in both size and cost of housing for future residents.

In terms of amenity space, each of the nine proposed buildings incorporates common indoor amenity space and adjoining outdoor amenity spaces. Overall, amenity is proposed at a rate of 2.02 square metres of indoor amenity space per dwelling unit and 1.74 square metres of outdoor amenity space per dwelling unit, in addition to the various POPS spaces, which equates to a provision of 4.06 square metres of outdoor amenity space per unit.

The mix, tenure and affordability of the units will be considered through the application process.

4.0

APPLICABLE POLICY AND REGULATORY CONTEXT

As set out in our Planning and Urban Design Rationale Report, the redevelopment of the subject site must be consistent with the Provincial Policy Statement (“PPS”), and conform to the Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”) and the City of Toronto Official Plan (“The Official Plan”). This Housing Issues Report outlines the applicable housing policies that apply to the subject site in the context of the proposed Zoning By-law Amendment application. Further policy details are included in the Planning Rationale.

4.1 Provincial Policies

Provincial Policy Statement (2014)

The PPS provides overall policy direction on matters of provincial interest related to land use planning and development. The PPS is intended to promote efficient development and land use patterns in order to support strong communities; to protect the environment and public health and safety; and to promote a strong economy.

With respect to housing, Policy 1.4.3 of the PPS requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of alternative transportation modes and public transit.

Provincial Policy Statement (2020)

On February 28, 2020, the province issued the Provincial Policy Statement (2020), which will replace the Provincial Policy Statement (2014). The new PPS policies will take effect on May 1, 2020 and, in accordance with Section 3 of the Planning Act, all decisions affecting land use planning matters made after this date will be required to be consistent with the Provincial Policy Statement (2020).

Among other matters, the 2020 PPS includes additional policies related to addressing a changing climate and supporting green infrastructure, enhancing land use compatibility policies for sensitive land uses, increasing minimum requirements for housing land supply and clarifying policies related to market-based housing by adding a reference to affordable housing (i.e. Policies 1.4.3 and 1.7.1 of the PPS, 2020). In particular, the following new and updated policies have been added as it relates to housing.

The 2020 PPS introduces a new definition for **housing options**, which is defined as, “a range of housing types such as, but not limited to, single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses”.

The PPS 2020 also adds the term “market based” as now found in Policy 1.1.1 b), which directs that healthy, liveable and safe communities are sustained by “accommodating an appropriate affordable and market-based range and mix of residential types”.

Policy 1.4.3 has been modified to include the terms housing options and market-based in its direction respecting the provision of 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.

In addition, the PPS 2020 introduces Policy 1.7.1 b), a new policy respecting long-term economic prosperity. In this regard, the PPS 2020 states that, “Long-term economic prosperity should be supported by:

- a. promoting opportunities for economic development and community investment-readiness; and
- 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...”

A Place to Grow: Growth Plan For the Greater Golden Horseshoe (2019)

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and major transit station areas.

The subject site would be part of a “strategic growth area” pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form), given that the site is located along a major arterial road and is served by “frequent transit” along Finch Avenue East.

Section 2.2.1 of the Growth Plan discusses population and employment forecasts and management methods used to ensure growth is accommodated in a sustainable manner that fosters healthy and complete communities. Specifically, Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, and provide for a more compact built form and a vibrant public realm. The Growth Plan emphasizes that complete communities offer opportunities for people to easily access necessities for daily living including a mix of jobs, local stores, and a full range of housing, transportation options, and public service facilities.

Section 2.2.6 of the Growth Plan (2019) sets out the housing policies. Policy 2.2.6(1) directs municipalities to develop housing strategies that support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities and establishing targets for affordable ownership housing and affordable rental housing (both terms are defined). Policy 2.2.6(2) provides that notwithstanding Policy 1.4.1 of the PPS, municipalities will support the achievement of complete communities by planning to accommodate forecasted growth and achieve the minimum intensification and density targets, considering a range and mix of housing options and densities and planning to diversify overall housing stock across the municipality. In accordance with Policy 2.2.6(3), municipalities are to consider using 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.

4.2 Toronto Official Plan

With respect to the City of Toronto Official Plan, the subject Site is designated Special Policy Area on Land Use Map 19 and is subject to Site and Area Specific Policy 236. Pursuant to this SASP, the only permitted uses are "Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4 kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise)." SASP 236 goes on to state that "No other uses are permitted until a planning review of the area has been completed to Council's satisfaction." It is anticipated that the subject site will be redesignated to *Mixed use Areas* upon completion of the background study, as per the City of Toronto requirements.

In accordance with the SASP, City Planning is undertaking a planning study known as the Woodside Planning Review. The intent of the study is to evaluate the appropriateness of permitting additional land uses on the subject site and develop an appropriate policy framework to provide for the future evolution of Woodside Square. The process was initiated in the Fall of 2019 and will culminate in an Official Plan Amendment for the subject site. The proposed Zoning By-law Amendment application is running parallel to the Woodside Square Planning review.

With respect to housing, **Section 3** of the Official Plan highlights the need for diverse housing options in order to meet the housing needs in the city, and recognizes that the delivery of rental housing is a key priority. Accordingly, the following housing policies set out in Section 3.2.1 apply.

- Policy 3.2.1(1) provides that a full range of housing in terms of form, tenure and affordability will be provided to meet the current and future needs of residents.
- Policy 3.2.1(2) indicates that the existing housing stock will be maintained and replenished and that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.
- Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing will be encouraged by a coordinated

effort from all levels of government through implementation of a range of strategies.

- Policy 3.2.1(4) provides that, where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance.
- Policy 3.2.1(5) and Policy 3.2.1(6) relate to sites with existing rental housing. These do not apply to the Subject Site.
- Policy 3.2.1(9) pertains to "large sites", generally greater than 5 hectares in size, such as the Subject Site. For such sites, it requires that:
 - a. a minimum of 30 per cent of the new housing units will be in forms other than single detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings.
 - b. the "first priority" Section 37 community benefit will be the provision of 20 per cent of the additional residential units as affordable housing. The policy goes on to provide that the affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing. At the discretion of the City, it may also include affordable housing units constructed near the development site or elsewhere in the City, the conveyance of land to the City for the purpose of affordable housing near the proposed development site, or cash in lieu for the purpose of constructing affordable housing in or near the proposed development site.

While Policy 3.2.1(9) encourages multi-unit developments, it does not specify if the affordable housing should be ownership or rental.

The City's approach to the provision of affordable housing is generally determined at the time of the approval of specific development applications and varies, depending upon individual circumstances. In some cases the provision of smaller, and thus less expensive units is seen as one way to provide affordable units. In other instances an owner is directed to enter into an Affordable Housing Delivery Agreement, which uses funds available through a Federal Social Infrastructure Fund (through CMHC) to provide mortgages to affordable housing units. In order

to qualify for the program, the original purchase price must be at or below the average price of a resale home in the City of Toronto (currently \$774,874.00). In other instances, contribution to rental housing is secured through a Section 37 payment.

As discussed in detail in Section 5.0 below, in our opinion the proposed development conforms to the applicable Official Plan housing policies. A mix of unit sizes to accommodate a diverse range of household sizes is provided although no small units – for example bachelor units – are proposed. Appropriate arrangements for securing affordable ownership or rental units can be put in place at the time of the approval of the site-specific zoning by-law.

4.3 Zoning

The Subject Site is zoned Community Commercial (CC-76-109) and Place of Worship (PW-71-109) as per the Former City of Scarborough Agincourt North Community By-law No. 12797 and is subject to Exception Nos. 1 and 29 on Schedule "C". The Community Commercial and Place of Worship zones permit a mix of commercial service uses, retail uses, community uses, and places of worship. No residential uses are permitted under these zones.

4.4 Growing Up: Planning For Children in New Vertical Communities

The Growing Up Guidelines provide a set of strategic directions for increasing livability for larger households and households with children, delivering diverse housing options and contributing to more complete communities. While they await final approval, the draft guidelines will be used as part of ongoing consultations with the design and development industries through the development approvals process.

Guideline 2.1 describes the importance of providing larger units for families in vertical communities. The guidelines outline the benefits of providing family units, one of them being the sense of community created among residents within the building. In this regard, the guidelines specify that at a minimum, 25% of units should be large units, including 10% 3-bedroom units and 15% 2-bedroom units.

Section 3 focuses on unit-level design guidelines. Guideline 3.0b provides that the unit sizes should be between 87-90 square metres (936-969 square feet) for 2-bedroom units and between 100 and 106 square metres (1076 – 1140 square feet) for 3-bedroom units.

5.0

ANALYSIS AND OPINION

The proposed development is consistent with the policies related to housing in the current PPS 2014, the PPS 2020 and the Growth Plan in that it provides a range of housing types (including three bedroom units, grade-related townhouse units, and housing for seniors) and densities (in high-rise and mid-rise form).

The Proposal includes 178 units for seniors, which are proposed to be provided in Building G. The proposed seniors residential use meets numerous policy objectives which encourage the provision of a range of housing to meet the current and future needs of the population. In particular, the proposal is consistent with Policy 1.1.1(b) of the PPS, as it contributes to an appropriate range and mix of residential uses, conforms to Policy 2.2.6(2) of the Growth Plan which supports the achievement of complete communities by, among others, planning to diversify the overall housing stock across the municipality, and conforms with Official Plan Policy 3.2.1(1), by meeting the need of a specific population group. By increasing the living accommodation options for seniors, the proposal is contributing to the achievement of a complete community and providing the opportunity for seniors to age in place, in an urban environment. The introduction of residential units to what has been to date a "single use" site will contribute to the City's overall housing stock.

The Proposal is also in keeping with Section 3.2.1 of the Official Plan. As per Policy 3.2.1(1), the proposal contributes to a full range of housing in terms of both form and tenure, and in accordance with Policy 3.2.1(2), a new housing supply will

be provided through intensification, on a large and well located site. Further, the Proposal will provide for 62 podium townhouses, which will be sized suitable for families.

Policy 3.2.1(9)(a), clearly indicates that in this prime location it would not be appropriate to provide a large amount of ground oriented, space extensive housing. Accordingly, the introduction of townhouse units has been incorporated into higher density blocks. As detailed development applications are submitted it should be possible to provide additional ground oriented apartment units at the base of the podiums (where retail uses are not appropriate) in order to expand the range of family or handicapped accessible units.

With regards to 3.2.19(9)(b), the most appropriate approach to the provision of affordable housing will be developed through the approval of detailed development applications and will be determined by the availability of programs to encourage affordable ownership and rental. Section 5.1.1 of the Official Plan specifies that the determination of Section 37 benefits will be based on a number of factors, including local community needs. Therefore, the most appropriate approach to the provision of affordable housing will be developed through the approval of detailed development applications and will be determined by the availability of programs to encourage affordable ownership and rental. The priorities for the anticipated Section 37 provisions will be determined through development application process, in consultation with City staff and the local Councillor.

6.0

CONCLUSION

It is our opinion that the Proposal for the subject site appropriately addresses the policies in Section 3.2.1 in the Toronto Official Plan with regards to the provision of a mix and range of dwelling units, in a location which is transit supportive and which is well served by community facilities.

A P P E N D I X B:
**COMMUNITY SERVICES
& FACILITIES STUDY**

B

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[1.0]

INTRODUCTION



Figure B1 - Study Area

1.1 Overview

This Community Services and Facilities Study (CS&F) report was prepared by Bousfields Inc. to provide a review of the community services and facilities that are available to residents in the vicinity of 1571 Sandhurst Circle in the City of Toronto (the "subject site"). The purpose of the report is to identify the range of existing resources available within the Study Area, and to identify any priorities that should be considered in connection with the proposed development

As per the Scope of Work issued by Strategic Initiatives, Policy & Analysis (SIPA) Staff on October 18, 2019, this CS&F includes an analysis of the demographic characteristics within the Study Area, an inventory of the recent development activity within the Study Area with corresponding growth analysis and a review of facility priorities and/or opportunities for each key service sector.

1.2 Proposed Development

The proposal involves the redevelopment of surface parking areas surrounding the Woodside Square Mall at 1571 Sandhurst Circle to allow for a comprehensive mixed-use development. The proposal consists of mid-rise buildings at the north extent of the site and high-rise towers framing the intersection of Finch Avenue East and McCowan Road. The proposal will include new grade-related retail spaces, a new community park, new connections within and to the site, as well as multiple privately-owned publicly accessible spaces (POPS). The end result will transform the parking areas into a new neighbourhood with various housing choices, retail, and a community amenities. The proposed development is comprised of approximately 229,916 sq. m of gross floor area including; 203,955 sq.m of residential, 15,488 sq.m of seniors housing, 6,378 sq.m of commercial, 464 sq. m of restaurants, and 3,631 sq. m of retail. The proposal will result in an overall density of approximately 2.97 FSI.

1.3 Study Area

The Study Area for the CSF Study was verified by City of Toronto SIPA Staff. The Study Area initially included the Agincourt North Neighbourhood Profile which is bounded by Midland Avenue to the west, McNicoll Avenue to the north, Middlefield Road and Markham Road to the east, and the CPR rail corridor to the south. In addition to the Agincourt North Neighbourhood, SIPA staff requested that the area be extended further as the proposal is a large-scale redevelopment and will result in a considerable population increase for the area. The additional Study Area will encompass McNicoll Avenue to the North, Markham Road in the east, Sheppard Avenue in the south and Midland Avenue to the west (See **Figure B1**).

[2.0]

DEMOGRAPHIC PROFILE

2.1 Methodology

This report compiles an inventory of key publicly funded services and facilities, including schools, childcare facilities, community centres, parks and libraries, using data such as enrolment, capacity, service boundaries and types of programs. Neighbourhood census and National Household Survey data was gathered from the 2011 and 2016 Agincourt North Neighbourhood Profile found on the City's website (www.toronto.ca), to develop a short demographic profile of the area and its residents. Due to methodological issues with the National Household Survey (NHS), data should be considered to be approximate. As the NHS is a separate data source, it is not directly comparable to the Census.

The subject site is located within the Agincourt North Neighbourhood Profile as defined by the City's Social Development Finance and Administration Division (See **Figure B2**). The following information in the Demographic Section of this report will compare and contrast data from 2006, 2011, and 2016.

2.2 Population

Table B1 below highlights that the total population of Agincourt North declined slightly from 2011 to 2016, losing 790 residents. The largest change in population from 2011 to 2016 occurred in the 65-79 age category (+3.5%). Agincourt North's 2016 working age (25-54) was slightly less than Toronto's 2016

Table B1 - Population by Age Group

	Age Group	Neighbourhood Profile (2011)		Neighbourhood Profile (2016)		City of Toronto (2006)		City of Toronto (2011)		City of Toronto 2016	
		#	%	#	%	#	%	#	%	#	%
Children	0 to 14 years	4,225	14.6%	3,820	13.6%	409,620	16%	400,860	15%	398,135	15%
	15 to 24 years	4,165	14.4%	3,705	13.2%	318,655	13%	333,515	13%	340,270	12%

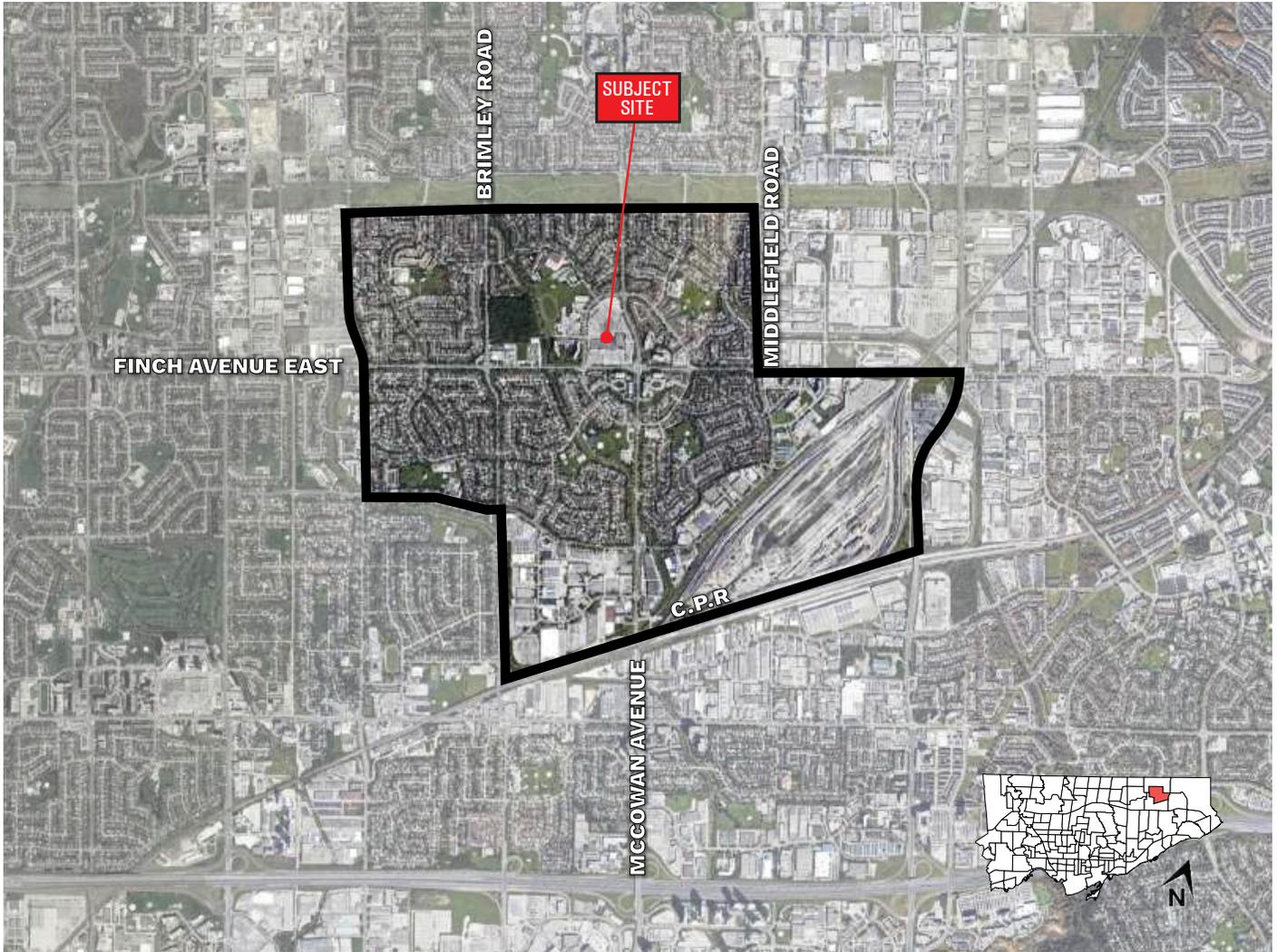


Figure B2 - Neighbourhood

	Age Group	Neighbourhood Profile (2011)		Neighbourhood Profile (2016)		City of Toronto (2006)		City of Toronto (2011)		City of Toronto 2016	
		#	%	#	%	#	%	#	%	#	%
Working Age	25 to 34 years	3,830	13.3%	3,795	13.5%	1,421,545	57%	1,503,230	57%	1,566,225	57%
	35 to 44 years	3,840	13.3%	3,130	11.2%						
	45 to 54 years	5,015	17.4%	4,380	15.6%						
Pre-Retirement	55 to 64 years	4,105	14.2%	4,230	15.1%						
	65 to 79 years	2,270	7.9%	3,195	11.4%						
Seniors	80 years and over	1,395	4.8%	1,800	6.4%						
	Total	28,845	100	28,055	100	2,503,275	100	2,615,050	100	2,731,575	100

2.3 Family Composition

Tables B2 and B3 below provide a breakdown of the family composition for the neighbourhood, including family characteristics, the number of children in each family and the number of people in each private household.

Family composition within the Agincourt North Neighbourhood between 2011 and 2016 displayed increases in Couples with no children and lone parent families, +2.0% and +2.0% respectively. Comparatively in 2016, Agincourt had significantly more Couples with Children (50%) than the City of Toronto (35%). The proportional breakdown of family size in 2016 between Agincourt and Toronto displayed that Agincourt had less 2 person families (-6.0%), and more families of 3 persons (+5.0%).

Table B2 - Families by Number of Children

Category	Agincourt North (2011)		Agincourt North (2016)		City of Toronto (2016)	
	#	%	#	%	#	%
Total Number of Census Families	8,705	100%	8,475	100%	718,755	100%
Couples with children	4,700	54%	4,220	50%	250,085	35%

Category	Agincourt North (2011)		Agincourt North (2016)		City of Toronto (2016)	
	#	%	#	%	#	%
Couples with no children	2,415	28%	2,560	30%	316,070	44%
Lone parent families	1,600	18%	1,685	20%	152,600	21%
2 people	3,405	39%	3,595	42%	344,110	48%
3 people	2,460	28%	2,430	29%	174,600	24%
4 people	2,130	24%	1,890	22%	143,250	20%
5 or more people	710	8%	560	7%	56,795	8%

Table B3, below, indicates that the majority of families living in the neighbourhood in 2016 were married couples (54% percent of all census families), followed by never married (29% percent), and third, divorced (6%).

Table B3 - Marital Status

Marital Status (by number of people)	Agincourt North (2016)		City of Toronto (2016)
	#	%	%
Married	13,555	54%	43%
Common Law	540	2%	7%
Never Married	7,340	29%	35%
Separated	540	2%	3%
Divorced	1,495	6%	7%
Widowed	1,520	6%	5%
Total	24,990	100	100

2.4 Housing

Table B4 below outlines the breakdown of private dwelling units within the Agincourt Neighbourhood. In 2011, the neighbourhood had a total of 9150 private dwellings. Between 2011 and 2016, the total number of private dwellings increased by 221 units.

In 2016, single detached homes were proportionally the most common structure type in neighbourhood (37 percent), followed by apartment buildings greater than 5-storeys (23.0 percent). The least common structure type was detached duplexes which accounted for 7.0 percent of neighbourhood dwellings in 2016. Nevertheless, the data indicates that this neighbourhood offers variety of housing types.

Table B4 - Housing Structure

Category	Agincourt North (2011)	Agincourt North (2016)	City of Toronto (2016)
	%	%	%
Single-detached house	37%	37%	24
Semi-detached house	9%	9%	6
Row house	16%	16%	6
Apartment, detached duplex	7%	7%	4
Apartment building, > 5 storeys	8%	8%	15
Apartment building, 5+ storeys	23%	24%	44
Total Number of Private Dwellings	9150	9371	1,179,057

As indicated in **Table B5** below, in 2016 the vast majority of residents in the Agincourt North neighbourhood owned their homes in with 81.0% ownership, and renters comprised the remaining 19%. These proportions vary significantly from the City of Toronto whose ownership is 53.0%.

Table B5 - Housing Tenure

	Agincourt North (2011)	Agincourt North (2016)	City of Toronto (2016)
Rent	18%	19%	47%
Own	82%	81%	53%

2.5 Socio-Economic Characteristics

Based on **Table B6** below, income distribution within Agincourt North from 2011 to 2016 was most significant in the \$125,000+ category with an 8.0 percent increase. Residents earning under \$20,000 and \$20,000-49,000 also decreased from 2011 to 2016 by 3.0 percent and 8.0 percent respectively. This data strongly suggests that the income levels are rising in the Agincourt North neighbourhood.

Table B6 - Socio-Economic Characteristics

Income Level	Agincourt North (2011)	Agincourt North (2016)	City of Toronto (2016)
	%	%	%
Under \$20,000	12%	9%	13%
\$20,000 - \$49,999	33%	28%	25%
\$50,000 - \$79,999	24%	23%	21%
\$80,000 - \$124,999	21%	22%	19%
\$125,000 +	9%	17%	22%

In terms of education, **Table B7** displays a decline of 6.0 percent in Post-Secondary Educated individuals in Agincourt North from 2011 to 2016. Residents with no certificates or degrees showed an increase of 4.0 percent from 2011 to 2016, while Highschool diplomas also increased by 2.0%. In comparison to the City of Toronto, Agincourt North has a higher proportion of individuals having no certificate, 12.0 percent, as well as a higher proportion of only having a high school diploma, 7.0 percent.

Table B7 - Educational Attainment

Educational Level	Agincourt North (2011)	Agincourt North (2016)	City of Toronto (2016)
	%	%	%
No certificate, diploma or degree	18%	22%	10%
High School	25%	27%	20%
Post-secondary certificate, diploma or degree	57%	51%	70%

2.6 Immigration & Diversity

Table B8 outlines the neighbourhood minority population and immigration data gathered from 2005 to 2016. As of 2016, 91% of the population in the neighbourhood identified as a visible minority population in Canada. Regarding immigration, the highest proportion of immigrants in Agincourt North arrived before 2005 with 53.0 percent, followed by 10.0% percent arriving between 2006-2011, and 8.0 percent arrived between 2011-2016. When compared to the City of Toronto, the neighbourhood has a significantly larger minority population with a difference of 39.5 percent.

Table B8 - Immigration & Diversity

	Agincourt North (2016)	City of Toronto (2016)
Visible Minority as a percentage of the population	91%	51.5%
Born in Canada	27%	49%
Immigrants		
Arrived before 2005	53%	34%
Arrived between 2006-2010	10%	6%
Arrived between 2011-2016	8%	7%
Non-permanent Residents	3%	3%

2.7 DEMOGRAPHIC SUMMARY

In sum, the Agincourt North neighbourhood varies significantly from the average Toronto neighbourhood. Notable categories are as follows; Agincourt North had significantly more Couples with Children (50%) than the City of Toronto (35%) in 2016 which emphasizes the family-oriented nature of this neighbourhood. In 2016, single detached homes remained the most common built form with 37%, however, apartments greater than 5-storeys constituted 25% indicating an existing variety of housing in the Study Area. Financially, Agincourt is experiencing shifts within the \$125,000+ income category displaying an 8.0 percent increase from 2011 to 2016. Last, the Agincourt North neighbourhood is extremely culturally diverse with 91% of the population in the neighbourhood identifying as a visible minority population in Canada.

[3.0]

**NEARBY DEVELOPMENT
ACTIVITY**

3.1 Nearby Development Activity

To further understand the context of the Study Area, this report reviewed active and recently approved residential and mixed-use development applications located within the Study Area. As of March 2020, there were 7 residential development applications/approvals in the Study Area. The table below illustrates key aspects of these developments.

Table B9 - Nearby Development Activity

Address	Status	Type	Tenure	Max Height (St)	Gross Floor Area (sq.m)	Unit Count	Unit Mix
25 Thunder Grove	City Approved	Residential Apartments	Rental	12	41,349	435	Bachelor: 0 1 Bedroom: 174 2 Bedroom: 229 3 Bedroom: 32
113-141 Montezuma Trail	City Approved	Residential Townhomes	Condo	4	5268	37	Bachelor: 0 1 Bedroom: 0 2 Bedroom: 0 3 Bedroom: 37
4620 Finch Avenue East	Under Review	Student Residence Building	Rental	10	10,110	225	Bachelor: 1 Bedroom: 2 Bedroom: 3 Bedroom:
260 Ingleton Boulevard (New Temple)	Under Review	Institutional	Unknown	3	30,711.37	5	Bachelor: 1 Bedroom: 2 Bedroom: 3 Bedroom:
23 Glen Watford Drive	Under Review	Residential Apartment	Condo	28	58,222.59	551	Bachelor: 6 1 Bedroom: 222 2 Bedroom: 323 3 Bedroom: 0
25 Glen Watford Drive	Under Appeal MM180014	Residential Apartments (Seniors)	Retirement Home	10	20,003.2	249	Bachelor: 36 1 Bedroom: 74 Bed sitting Rooms: 139
4181 Sheppard Avenue East	Under Appeal	Residential Townhouses	Condo	4	10,024	80	3 Bedroom: 80

In order to provide an estimate on the potential residential population resulting from each of the development applications listed in **Table B9**, a similar methodology to that used in the CS&F Strategy was utilized. In this respect, the population estimates were determined using a Persons Per Unit (PPU) rate of 1.6 PPU for the Lower Range Population Estimate and 1.77 PPU for the Higher Range Population Estimate.

When the same multipliers (1.6 and 1.77) were applied to the below proposed developments, the estimated population ranged from 2531 to 2800. Therefore, the population for the Study Area, inclusive of the proposed developments, is an estimated range of 30,581 to 30,850 persons.

[4.0]

**COMMUNITY SERVICES &
FACILITIES**

4.1 Schools

Table B10 outlines the capacities, enrolments and utilization rates for schools within the entire Study Area to give a more comprehensive understanding of school capacities. The schools that are discussed in detail below are located within the catchment area for the subject site and include both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) (based on 2019/2020 enrollment).

Table B10 - Schools

	Capacity	Full-time Enrolment	Utilization Rate	Portables
Public Elementary				
Henry Kelsey Sr. Public School 1200 Huntingwood Drive	537	300	55.9%	0
Brimwood Boulevard Jr. Public School 151 Brimwood Boulevard	450	374	83.1%	3
Anson S Taylor Jr Public School 20 Placentia Boulevard	254	219	86.2%	0
Percy Williams Jr Public School 35 White Heather Boulevard	390	338	86.7%	1
Macklin Public School 136 Ingleton Boulevard	605	501	82.8%	0
Banting and Best Public School 380 Goldhawk Triangle	366	368	100.5%	4
Port Royal Public School 408 Port Royal Triangle	398	417	104.8%	0
Milliken Public School 130 Port Royal Triangle	254	299	117.7%	2
Agnes McPhail Public School 112 Goldhawk Triangle	314	311	99.0%	1
Alexmuir Jr. Public School 95 Alexmuir Avenue	516	380	73.6%	0
Iroquois Jr. Public School 265 Chartland Boulevard	356	328	92.1%	0
Chartland Jr. Public School 109 Chartland Boulevard	225	209	92.9%	0
North Agincourt Jr. Public School 60 Moran Road	317	384	121.1%	3
Public Secondary				
Albert Campbell Collegiate Institute 1550 Sandhurst Circle	1626	1197	74.0%	1
Agincourt Collegiate Institute 2621 Midland Ave	1419	1254	88.4%	0
Delphi Secondary Alternative School 109A Chartland Boulevard	147	81	79.3%	0
Catholic Elementary				
Our Lady of Grace Catholic Elementary 121 Brimwood Boulevard	282	252	89.4%	2

	Capacity	Full-time Enrolment	Utilization Rate	Portables
St Bartholomew Catholic Elementary 51 Heather Road	n/p	n/p	n/p	0
St Jean De Lalande Catholic Elementary	n/p	n/p	n/p	1
The Divine Infant Catholic Elementary 30 Ingleton Boulevard	n/p	n/p	n/p	0
Prince of Peace Catholic Elementary 255 Alton Towers Circle	n/p	n/p	n/p	0
St Rene Goupil Catholic Elementary 44 Port Royal Triangle	n/p	n/p	n/p	0
St Marguerite Bourgeoys Catholic Elementary 75 Alexmuir Boulevard	n/p	n/p	n/p	0
St Ignatius of Loyola Catholic Elementary 2350 McCowan Road	n/p	n/p	n/p	0
Catholic Secondary				
Francis Libermann Catholic High School 4640 Finch Avenue	648	920	142.0%	8
Mary Ward Catholic Secondary 3200 Kennedy Road	861	1055	122.5%	
St Josephs's Morrow Park 3379 Bayview Avenue	543	480	88.4%	
Brebeuf College 211 Steeles Avenue East	1008	916	90.9%	

n/p = information not provided by school board

TDSB SCHOOLS

Within the Study Area there are thirteen (13) elementary schools, two (2) secondary schools and one (1) alternative school. Brimwood Boulevard Public School and Henry Kelsey Senior Public School are the two elementary schools within the catchment area for 1571 Sandhurst Circle and are operating at capacities of 83.1% and 55.9% respectively. Albert Campbell Collegiate institute is the nearest secondary school in proximity to the subject site and is operating at a 74.0% capacity. Across all schools within the Study Area, the average utilization for elementary schools was 88.9% and secondary schools was 79.3%. Moreover, schools are able to accommodate additional students from future development.

Due to the timing of the request for pupil information, the unit count of the proposal at the time was 2433 units. This is slightly lower than the current proposal of 2589 units resulting in a total difference of 156 units. However, it should be noted that 178 of these units are Seniors residences which are unlikely to house school aged children. Therefore, the estimation if conducted again would utilize the number 2411 units which is slightly lower than the original request for 2433. As the development process moves forward, communication with both school boards is encouraged.

APPROXIMATE PUPIL YIELDS OF PROPOSED DEVELOPMENT (CONDOMINIUM)

Based on the number of units provided in the previous proposal (2433 condo units), the Toronto District School Board estimates a projection of;

- Elementary: 438 pupils (Figure supplied by TDSB) and;
- Secondary: 243 pupils (Figure supplied by TDSB)

However, please note the number of residential units alone is currently not considered a good predictor of the student population associated with a new development. Therefore, it is important to consider that the actual pupil yields may be significantly different than the projected numbers and monitoring for these numbers will be important as specific details of the proposed development are finalized and as other developments in the area build out.

Based on these projections, there is capacity to accommodate the majority of elementary school students in Brimwood P.S and Henry Kelsey P.S (313). The remaining 125 projected elementary students can be accommodated at Percy Williams Jr. P.S, Anson S. Taylor P.S and Alexmuir Jr. P.S which between the schools have an additional capacity of 223 spaces. In terms of secondary school capacity, Albert Campbell Collegiate Institute can accommodate a total of 429 students which is more than substantial enough to accommodate the 243 projected students.

APPROXIMATE PUPIL YIELDS OF PROPOSED DEVELOPMENT (RENTAL)

Based on the number of units provided in the proposal (2433 condo units), the Toronto District School Board estimates a projection of;

- Elementary: 876 pupils (Figure supplied by TDSB) and;
- Secondary: 414 pupils (Figure supplied by TDSB)

However, please note the number of residential units alone is currently not considered a good predictor of the student population associated with a new development. Therefore, it is important to consider that the actual pupil yields may be significantly different than the projected numbers and monitoring for these numbers will be important as specific details of the proposed development are finalized and as other developments in the area build out.

Based on these projections, there is not sufficient capacity to accommodate the majority of the projected elementary school students. As previously mentioned, Brimwood P.S and Henry Kelsey P.S can accommodate 313 students. Other nearby schools such as Percy Williams Jr. P.S, Anson S. Taylor P.S and Alexmuir Jr. P.S have an additional capacity of 223 spaces. However, the total capacity of all elementary schools in the Study Area is 554 students. Regarding secondary school capacity, Albert Campbell Collegiate Institute can accommodate all 414 projected students.

TCDSB SCHOOLS

As illustrated above, there is one Elementary school in the catchment area, Our Lady of Grace Catholic Elementary that is operating below capacity (utilization rate of 89.4%). In terms of Catholic secondary schools, two of four schools are operating well above capacity. Francis Libermann and Mary Ward Catholic Secondary are operating at 142.0% and 122.5% respectively. St Joseph's Morrow Park and Brebeuf College are both operating below capacity (utilization rate of 88.4% and 90.0% respectively).

APPROXIMATE PUPIL YIELD OF PROPOSED DEVELOPMENT - TCDSB

- Elementary: 57 pupils (figure supplied by TCDSB)
- Secondary: 104 pupils (figure supplied by TCDSB)

The 57 projected Catholic elementary students generated from the proposed development will need to be accommodated at Our Lady of Grace Catholic Elementary. The school currently has two portables and may need to consider expanding portable classrooms to support future pupil yields.

With respect to the anticipated secondary school yield, the 104 Catholic students can be accommodated at St Joseph's Morrow Park and Brebeuf College. These two schools are single gender schools which may not be viable options for potential pupils. The two mixed-gender schools, Francis Libermann and Mary Ward Catholic Secondary, are operating well above capacity and cannot support additional students. The secondary schools in the catchment area have a combined utilization rate of 108.4%

It is important to note that it has not been determined if potential students from this development will attend the schools listed in Table A8. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. As such, the TDSB and TCDSB may accommodate students outside of the area until adequate funding or spaces become available. Furthermore, it is also important to consider, that schools statistics change year by year and that by the time the proposed development is fully realized, the overcapacity issues may be resolved. Given the phased nature of the redevelopment, the school boards will have time to consider capacity issues prior to the full build-out.

4.2 Child Care Services

Table B11 lists childcare centres identified within the Study Area. Data pertaining to each childcare centre was sourced from City of Toronto's Childcare locator website, as well as call to each childcare centre.

It is noted that despite best efforts, not all childcare centres could be reached at the time of the writing of this report. In such cases, a vacancy of zero was assumed and is noted in Table 10 accordingly.

Table B11 - Child Care Services

Facility		Enrolment / Reported Vacant						
	Fee Subsidy Available							Total
			Infant (0-18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)	
Port Royal Jr YMCA Address: 410 Port Royal Trail Phone: 416-298-8911	Y	Capacity	-	-	32	52	60	144
		Vacancy	-	-	0	0	0	0
Heritage Child Care & Early Learning Centre Address: 44 Port Royal Trail Phone: 647-436-6670	Y	Capacity	-	10	24	-	15	49
		Vacancy	-	2	0	-	0	2
Heritage Child Care & Early Learning - Milliken Site* Address: 130 Port Royal Trail Phone: 647-244-0404	Y	Capacity	-	-	-	26	60	86
		Vacancy	-	-	-	0	0	0
Banting and Best Child Care Centre (380 Goldhawk) Address: 380 Goldhawk Trail Phone: 416-291-6163	Y	Capacity	-	-	32	52	60	144
		Vacancy	-	-	0	10	11	21
Banting and Best Schoolage Satellite (255 Alton Towers) Address: 255 Alton Towers Cir Phone: 416-291-6163	Y	Capacity	-	-	-	13	30	43
		Vacancy	-	-	-	5	16	21
Garderie Chez Tante Laure* Address: 339 Alton Towers Cir Phone: 416-284-7185	Y	Capacity	-	10	24	13	30	77
		Vacancy	-	0	0	0	0	0
Boys and Girls Club of West Scarborough* Address: 10 Alton Towers Cir Phone: 416-755-9215	n/a	Capacity	-	-	-	-	-	-
		Vacancy	-	-	-	-	-	-
The Divine Infant Child Care Centre* Address: 30 Ingleton Blvd Phone: 416-299-1405	Y	Capacity	-	10	24	-	30	64
		Vacancy	-	0	0	-	0	0
Tamarack Day Care Centre (765566 Ontario Inc.)* Address: 3315 Midland Ave Phone: 416-293-3152	Y	Capacity	-	25	48	20	45	138
		Vacancy	-	0	0	0	0	0
Alexmuir Junior Public School - After School Recreation Care* Address: 95 Alexmuir Blvd Phone: 416-396-7378	n/a	Capacity	-	-	-	-	-	-
		Vacancy	-	-	-	-	-	-
Our Lady of Grace Jr YMCA Address: 121 Brimwood Blvd Phone: 416-293-7326	Y	Capacity	-	16	15	-	15	46
		Vacancy	-	0	0	-	3	3

Facility		Enrolment / Reported Vacant											
	Fee Subsidy Available		Infant (0-18 months)		Toddler (18 months to 2.5 years)		Pre-school (2.5 to 5 years)		Kindergarten (4 to 6 years)		School Age (6 to 12 years)		Total
			Capacity	Vacancy	Capacity	Vacancy	Capacity	Vacancy	Capacity	Vacancy	Capacity	Vacancy	
Brimwood School Age YMCA Address: 151 Brimwood Blvd Phone: 416-356-2500	Y	Capacity	-	-	-	-	13	30	43				
		Vacancy	-	-	-	-	0	0	0				
All My Children Child Care* Address: 1590 Sandhurst Circle Phone: 416-291-9200	N	Capacity	-	15	24	-	21	60					
		Vacancy	-	0	0	0	0	0	0				
Percy Williams YMCA Address: 35 White Heather Blvd Phone: 647-971-9073	Y	Capacity	-	-	-	-	13	30	43				
		Vacancy	-	-	-	-	0	0	0				
Angel Child Care Learning Centre* (2042806 Ontario Inc.) Address: 25 Thunder Grove Phone: 416-299-0547	Y	Capacity	-	15	32	-	-	47					
		Vacancy	-	0	0	-	-	0					
Garderie Mon Petit Jardin Address: 500 Sandhurst Cir Phone: 416-397-6982	Y	Capacity	6	10	16	26	45	103					
		Vacancy	0	0	0	0	0	0					
Jingbao Bilingual Children's Centre -Scarborough* Address: 2350 McCowan Rd Phone: 416-304-0260	N	Capacity	-	-	16	18	-	34					
		Vacancy	-	-	0	0	-	0					
Chartland Child Care Inc. Address: 109 Chartland Blvd S Phone: 416-292-7278	Y	Capacity	-	-	24	26	30	80					
		Vacancy	-	-	6	0	0	6					
Agincourt Montessori School Inc. Address: 2575 Midland Ave Phone: 416-291-0726	N	Capacity	-	-	24	-	16	40					
		Vacancy	-	-	0	-	6	6					

*childcare could not be reached or would not release information, so a vacancy of 0 was assumed

There is a total of 19 child care facilities within the Study Area, 14 of which provide subsidized spaces, if available. Child care centres were contacted in January 2020.

In total, the Study Area contains 1241 child care spaces. This distribution of the spaces are as follows: 6 infant spaces (0.5 percent); 111 toddler spaces (9 percent); 335 pre-school spaces (27 percent); 272 spaces for children in full-time kindergarten (22 percent); and 517 spaces for school age children (42 percent). As of January 2020, there were 59 child care spaces available in the Study Area. Of those, 0 spaces were for infants, 2 spaces were for toddlers, 6 spaces were for pre-school children, 15 spaces were for kindergarten children, and 36 were for school aged children.

It is estimated that the proposed 2,589 residential units will generate a demand for 344 child care spaces. This is based on a household size of 3.16. The projected number of children generated from the proposed development who will require child care (344 children) may not be fully accommodated by the existing facilities within the Study Area, depending on age and care requirements. There are a small number of vacant child care spaces (59 spaces) in the Study Area and they do not have sufficient vacancies to accommodate the projected number of children from the proposal that will require child care.

It is noted that the above analysis is based on limited contact with the child care providers. Further, the number of available child care spaces, and/ or the capacities of the centres, that have been reported in this CS&F study may change by the time the development has been approved and constructed. Further, there may be additional home-based child care services offered in the area that would not be captured by this analysis.

4.3 Public Libraries

There are two public libraries within the study area. A brief description of the services and programs offered is provided below.

Goldenhawk Park Branch

Located at 295 Alton Towers Circle, this library serves the Goldenhawk neighbourhood which is located north of the Subject Site. The branch is open 7 days a week and has 1 large multi-purpose room with the capacity to seat 40 people in a lecture style format and 24 people in a classroom orientation. The branch features 12 internet workstations which are equipped with Microsoft Office programs and internet access. Other features include, a print and copy centre, a collection of audiobooks, a large print collection and collections in Chinese and Tamil. The branch also offers free on-site parking and is an accessible facility.

Woodside Square Branch

Woodside Square is located on the current subject site, 1571 Sandhurst Circle, and serves the Agincourt North neighbourhood. The Library is open Monday to Saturday for 62 hours and has 1 main meeting room that seats 55 people theatre style and 44 classroom style. Amenities on site include; 22 workstations that are equipped with internet access and Microsoft Office Programs, a print/scan/copy centre, free parking and wheelchair accessible furniture. The library also has a large collection in Chinese, medium collections in French-childrens books, and Tamil, as well as a small collection in Hindi.

4.4 Recreation

Table B12 - Recreation

Location	Facilities	Services/Programs
Commander Recreation Centre 140 Commander Boulevard	Gallery Kitchen 2 Indoor Skating Rinks	Arts & Crafts, Dance and Visual Arts (Children) Guitar Classes Tai Chi (Adult) Cooking, Supervised Play and General Interest (Early Child) Hockey Skills/Power Skate (Child) Learn to Skate, Early Years Skate, Older Adult Skate Sledge Hockey
Milliken Park Community Recreation Centre 4325 McCowan Road	Craft Room Gymnasium Kitchen Lounge Multipurpose Room Preschool	Arts & Crafts, Ballet, Dance, Hip Hop, Music (Child) Performing Arts (Child) Piano/Keyboard (Child & All Ages) Visual Arts (Child) All day Adventure Camps (Early Child & Child) Fitness Programs, Yoga, Cardio Dance (Adult) Ball/Floor Hockey (Child) Basketball (Child & Youth) Racquet Sports (Adult, Child, Youth) Soccer (Child) Sports (Child & Early Child) Volleyball (Child & Youth)

In addition to the two community centres in the study area, there is also an indoor swimming pool at Albert Campbell Collegiate Institute. The pool supports a multitude of programs including;

- Tiny Tots swim
- Ultra-Swim Levels 1-9
- Ultra-Youth Swim Levels 1-3
- Pre-school swim Levels 1-3
- Guardian Swim
- Bronze Medallion and Bronze Cross
- Adult Swim
- Adapted Aquatics

4.5 Parks

Within the Study Area there are twelve (12) parks each with varying levels of equipment and facilities. The largest park is the Milliken District Park which contains a community recreation centre and large areas of open space.

Table B13 - Parks

Park	Playground	Bike Trails	Outdoor Courts	Splash Pad	Picnic Site	Wading Pool	Ball Hockey	Baseball Diamond	Basketball Courts	Baseball Diamonds	Sports Pad Arenas	Sports Field	Area (Ha)
Commander Park											x		n/a
Iroquois Park	x		x					x					4.0
Chartwell Park	x							x				x	2.2
Richmond Park	x							x				x	3.3
North Agincourt Park												x	1.6
Agincourt Park	x		x		x								4.6
Chartland	x												2.2
Brimley Woods	x												8.1
Alexmuir Park	x											x	2.6
Port Royal Park	x							x				x	3.1
Audrelane Park	x	x										x	2.7
Goldhawk Park	x	x	x									x	9.3
Milliken District Park	x	x		x	x							x	31.6
Total													75.3

Based on the City of Toronto's Official Plan City Parkland Provision Map 8B, the Study Area has a range of 0.43-0.79 hectares per 1000 people and 0.80-1.56 hectares per 1000 people. The Study Area is well served by public parks, however, with additional population growth from the proposed development, parks will need to be added or improved to support increased demand.

4.6 HOSPITALS & EMERGENCY SERVICES

There are no hospitals located directly within the Study Area, however, located outside the Western boundary of Midland Avenue, is the Scarborough Health Network – Birchmount Hospital. A summary of the hospital is included below:

- **Scarborough Health Network – Birchmount Hospital** – Located at 3030 Birchmount Road is Scarborough Health Network (SHN) Hospital is the closest hospital to the site. The facility offers a range of health programs including cancer care, cardiac care, maternal newborn care, paediatrics, palliative care, surgery and senior’s health. According to SHN – Birchmount’s website, there were 213 beds which were staffed as of January 2017, and 828 beds total across all SHN hospitals.
- **Toronto Paramedic Services Station 29** – Within the study area is one paramedic centre located at 4560 Sheppard Avenue East. The station provides 24-hour pre-hospital emergency and non-emergency care and transportation to and between hospitals for ill or injured individuals, and also offers public education programs to promote rapid and appropriate use of emergency medical resources in time of need.
- **Toronto Fire Station 242 & 243** – In addition to hospitals and paramedics, there are 2 fire stations located within the study area; Station 242 and Station 243. Station 242 is located at 2733 Brimley Road and is within 600 metre of the subject site. Station 243 is located in the southwest extent of the study area at 4560 Sheppard Avenue East.

4.7 Human Services

Within the study area for the CSF, there were multiple human services available to residents. These services include cultural associations, housing services, financial planning, and immigration services. Table 16 lists the ten (10) available services in the Study Area as well as a brief description of the programs that are offered.

Table B14 - Human Services

Organization	Address	Service Category
Centre for Immigrant and Community Services. Woodside Square LINC Centre	1571 Sandhurst Circle Unit 202	A nonprofit Immigrant and Community Services Centre which specializes in settlement services such as form filing, bridging services, employment information, counselling, and one-on-one/group information centres.
Vietnamese Association, Toronto. Scarborough Office	11A Glen Watford Dr Unit 220	A non-profit settlement and adaptation services centre hat provides information and referrals for housing, employment information, educational workshops, social development programs, career mentoring and form filing. Other services include cultural events and volunteer opportunities.

Organization	Address	Service Category
Yee Hong Centre for Geriatric Care. Scarborough Finch Centre	60 Scottfield Dr	A long term care facility that is eligible for adults aged 18 and older who require assistance on a day to day basis. Facility gives priority to Chinese community and provide services such as occupational therapy, physiotherapy, private ward accommodation, and active seniors programming.
Council of Agencies Serving South Asians	5200 Finch Ave East Unit 301A	A non-profit umbrella organization who focus on advocacy, community development, community social planning and coalition building. The centre also provides youth leadership training, counselling, community referrals and anti-racism activities.
Frontline Community Services	3031 Markham Rd Unit 26-27	A non-profit community and support services agency who provide information and referrals, as well as settlement services, supportive counselling, employment information, and year-round tax clinics. In addition, youth tutoring, student mentoring programs and senior involvement programs are also offered.
Service Ontario. Agincourt Service Counter	4800 Sheppard Ave East Unit 112	A government run centre which provides access to a wide range of Ontario government services and information such as; Vehicle permits and plates Driver's license renewals Accessible parking permits Ontario health card registration and Renewal* Organ and tissue donor registration
Senior Tamils' Centre	5200 Finch Ave East Suite 203	A non-profit organization which focuses on Tamil seniors aged 55 years and older. The centre provides services such as congregate dining, referral and counselling on seniors' issues such as housing and government programs, weekly wellness programs as well as social and recreation programs.
Polycultural Immigrant and Community Services. Scarborough North	3660-A Midland Ave	A non-profit settlement services and assessment organization that assists new immigrants in Canada. Services include, case management for high need clients, supportive counselling for youth, families and women, and educational counselling. In addition, monthly sessions are held regarding housing, education, health care, social assistance, legal assistance, citizenship, professional licensing and job search. The centre also provides Language Instruction for Newcomers to Canada (LINC) in English, upon assessment by YMCA of Greater Toronto.
Tropicana Community Services Organization	1385 Huntingwood Dr	A non-profit organization which specializes in culturally appropriate programs such as counselling, child care, educational and employment services and youth development/mentorship. The organization also offers march break camps and summer day camps for children in addition to tutoring for Grades 1-12 during the school year.

Organization	Address	Service Category
Chinese Family Services of Ontario	3330 Midland Ave Suite 229	A non-profit agency that focuses on counselling, family and settlement services. Other program includes Partner Assault Response for domestic violence, transitional housing support programs, and mental health support systems and resource referrals.

4.8 PLACES OF WORSHIP

Table B15 lists the various Places of Worship within the Study Area. There are 18 places of worship and their associated activities are listed below. The majority of these institutions cater to the Christian faith with Hindu, Sikh, Muslim, and Buddhist also being represented.

Table B15 - Places of Worship

Places of Worship	Faith	Address	Services/Programs
Knox United Church	Christian	2569 Midland Ave	Worship, Bible Study, Chinese Fellowship
Agincourt Baptist Church	Christian	37 Glen Watford Dr	Bible Study, Men's support group, Women's Bible Study.
St Bartholomew Church	Christian	59 Heather Rd	-
Nallur Murugan Kovil	Hindu	20 Nugget Ave	-
Church of God Of Prophecy	Christian	60 Nugget Ave	-
Toronto Haristave Missionary	Christian	55 Nugget Ave	
Church of God	Christian	95 Nugget Avenue	
Couples for Christ	Christian	50-192 Shorting Road	
Islamic Foundation office	Muslim	431 Nugget Avenue	Refugee Support, Nikah Services, Facility Rentals, Friday tutoring, fitness and health programs, seniors programs, hot soup day
Lun Kwong Temple	Buddhist	2220 Markham Road	-
York Region Chinese Church	Christian	80 Nashdene Road	-
Our Lady of Poland Church	Christian	635 Middlefield Road	Bible study, youth reading programs,
Vajrayana Buddhism	Buddhist	705 Middlefield Road	-
Armada Free Methodist Church	Christian	400 Passmore Avenue	-
Gursihk Sabha Canada	Sikh	905 Middlefield Road	-
Shri Paramhans Advait Mat	Hindu	260 Ingleton Boulevard	-
St Michael the Archangel	Catholic	410 Goldenhawk Triangle	-
Church of the Prince of Peace	Christian	265 Alton Tower Circle	Bible study, youth reading programs

15.01

CONCLUSION

NEIGHBOURHOOD DEMOGRAPHICS

Based on the existing and planned community services and facilities summarized above, it is our opinion that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase resulting from the proposed development, certain sectors may have accommodation issues due to the overall population growth occurring and anticipated to occur.

The Study Area experienced a decline in the number of census families from 2011 to 2016, from 8,705 to 8,475. In terms of dwelling structure, apartment buildings with 5+ storeys experienced a growth of 1 percent from 2011 to 2016, while all other dwelling categories remained the same. Overall, there was a growth of 9,150 to 9,371 for total dwellings from 2011 to 2016. The percentage of renters and owners remained relatively the same from 2011 to 2016.

In terms of income and education, the most notable change was for the income level \$125,00+ from 9 percent to 17 percent. There was a 6 percent decline in residents with a post-secondary certificate, diploma or degree, and an increase in the percentage of individuals with no certificate, diploma or degree and a high school education.

The Study Area also has a significant portion of visible minorities, making up 91 percent of the population, which is almost 40 percent higher than the City of Toronto average.

NEARBY DEVELOPMENT ACTIVITY

There are currently 7 proposed, approved, appealed or under construction/ built developments in the area surrounding the subject site. Of the 7 developments identified, 2 have been approved, 3 are under review by City staff, and 2 are under appeal. As the majority of these applications are under review or appeal, an increase in local population will likely occur over a number of years and not within the immediate term.

COMMUNITY SERVICES & FACILITIES

The Study Area contains a broad mix of community services and facilities that serve the existing community and would be available to potential residents of the proposed development.

There are 19 childcare facilities within the Study Area, 14 of which provide subsidized spaces, upon availability. This development is expected to produce 344 children requiring childcare. Phone calls with facility staff in January 2020 revealed there might not be sufficient space to accommodate the children. Further analysis is recommended to confirm future capacity with child care centres located in the Study Area.

The subject site is served by two public library branches, the Goldenhawk Park Branch and the Woodside Square Branch. As it relates to recreation centres, the Command Recreation Centre and Milliken Park Community

Recreation Centre are within the study area. The CS&F Strategy identifies certain opportunities to explore partnerships and co-location for service providers, and to explore space/facility sharing opportunities. Additional study and coordination with City Staff is necessary to determine future needs and capacities.

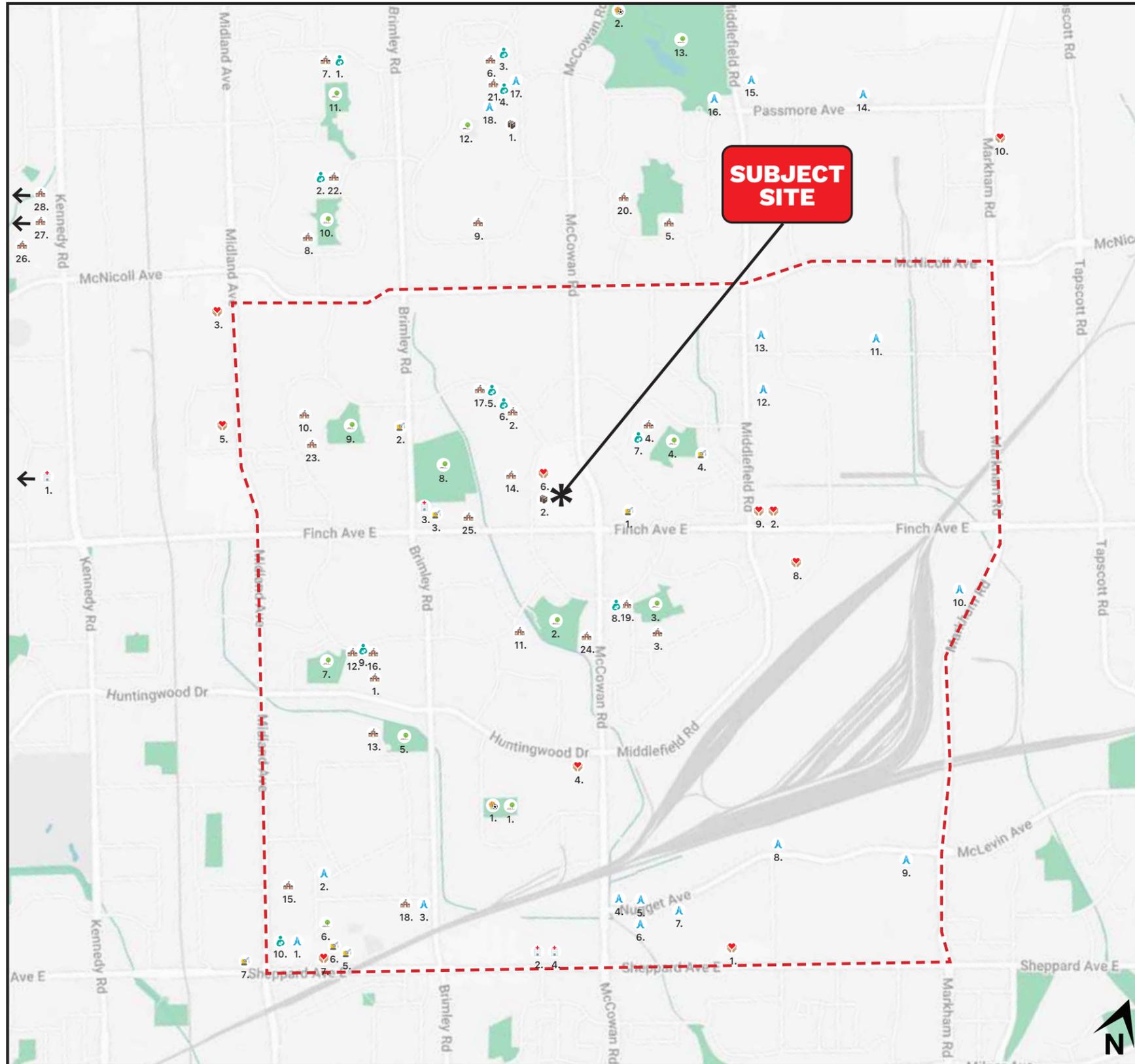
CONCLUSION

Based on the existing and planned community services and facilities summarized above, it is our opinion that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase resulting from the proposed development, certain sectors may have accommodation issues due to the overall population growth occurring and anticipated to occur. Specifically, the child care and public and Catholic school sectors, both of which are currently facing accommodation pressures, may face increased student enrollment from the population resulting from the proposed development.

School accommodation is an identified service gap within the Study Area. Currently, there may be insufficient space to accommodate the projected students from the proposed development. It is noted that school capacity is typically addressed through school board led accommodation reviews, and through the detailed review of development applications by each school board. It is anticipated that further consultation with both the TDSB and TDCSB will be completed to assess potential accommodation issues for students resulting from the proposed development.

In terms of child care, the results of the brief phone survey with child care providers in the Study Area, indicate that there are far fewer infant and toddler programs compared to the other age groups in the Study Area. Thus, the availability of infant and toddler child care is a noted gap in this area. In the City's Licensed Child Care Growth Strategy for children under 4 years (2017-2026), the City articulates the goal of building child care capacity to meet demand and provide high-quality, licensed child care for 50% of 0-4 year-olds by 2026; improve affordability; and support a thriving workforce through high-quality jobs that attract and retain the best child care professionals. Therefore, further discussions with Children's Services staff will be required to determine how the proposed development will impact the provision of child care in the Study Area, and how, if possible, the proposal can help to achieve the City in achieving its child care goals.

While the resulting impacts on Community Services and Facilities that will arise from the proposed, is difficult to quantify, it is recognized that the City is currently investigating new ways in which to expand and improve community service and facility creation, distribution and access. For the purposes of the proposed development, it is recommended that on-going consultation with City Staff from a variety of departments, along with other service providers in the Study Area, be completed throughout the review process. This will allow the City, as well as the proponent, to determine how best the proposed development can respond to the existing and evolving needs of the residential population.



-  **SCHOOLS**
 1. Henry Kelsey Sr. Public School
 2. Brimwood Boulevard Jr. Public School
 3. Anson S Taylor Jr Public School
 4. Percy Williams Jr Public School
 5. Macklin Public School
 6. Banting and Best Public School
 7. Port Royal Public School
 8. Milliken Public School
 9. Agnes McPhail Public School
 10. Alexmuir Jr. Public School
 11. Iroquois Jr. Public School
 12. Chartland Jr. Public School
 13. North Agincourt Jr. Public School
 14. Albert Campbell Collegiate Institute
 15. Agincourt Collegiate Institute
 16. Delphi Secondary Alternative School
 17. Our Lady of Grace Catholic Elementary
 18. St Bartholomew Catholic Elementary
 19. St Jean De Lalande Catholic Elementary
 20. The Divine Infant Catholic Elementary
 21. Prince of Peace Catholic Elementary
 22. St Rene Goupil Catholic Elementary
 23. St Marguerite Bourgeoys Catholic Elementary
 24. St Ignatius of Loyola Catholic Elementary
 25. Francis Libermann Catholic High School
 26. Mary Ward Catholic Secondary
 27. St Joseph's Morrow Park
 28. Brebeuf College
-  **PLACES OF WORSHIP**
 1. Knox United Church
 2. Agincourt Baptist Church
 3. St Bartholomew Church
 4. Nallur Murugan Kovil
 5. Church of God Of Prophecy
 6. Toronto Haristave Missionary
 7. Church of God
 8. Couples for Christ
 9. Islamic Foundation office
 10. Lun Kwong Temple
 11. York Region Chinese Church
 12. Our Lady of Poland Church
 13. Vajrayana Buddhism
 14. Armadale Free Methodist Church
 15. Gursikh Sabha Canada
 16. Shri Paramhans Advait Mat
 17. St Michael the Archangel
 18. Church of the Prince of Peace
-  **PARKS**
 1. Commander Park
 2. Iroquois Park
 3. Chartwell Park
 4. Richmond Park
 5. North Agincourt Park
 6. Agincourt Park
 7. Chartland
 8. Brimley Woods
 9. Alexmuir Park
 10. Port Royal Park
 11. Audrelane Park
 12. Goldhawk Park
 13. Milliken District Park
-  **CHILD CARE SERVICES**
 1. Port Royal Jr YMCA
 2. Heritage Child Care & Early Learning
 3. Banting and Best Child Care Centre
 4. Banting and Best Schoolage Satellite
 5. Our Lady of Grace Jr YMCA
 6. Brimwood School Age YMCA
 7. Percy Williams YMCA
 8. Garderie Mon Petit Jardin
 9. Chartland Child Care Inc.
 10. Agincourt Montessori School Inc.
-  **HUMAN SERVICES**
 1. Service Ontario. Agincourt Service Counter
 2. Senior Tamils' Centre
 3. Polycultural Immigrant and Community Services, Scarborough North
 4. Tropicana Community Services Organization
 5. Chinese Family Services of Ontario
 6. Centre for Immigrant and Community Services, Woodside Square LINC Centre
 7. Vietnamese Association, Toronto, Scarborough Office
 8. Yee Hong Centre for Geriatric Care, Scarborough Finch Centre
 9. Council of Agencies Serving South Asians
 10. Frontline Community Services
-  **LIBRARIES**
 1. Goldenhawk Park Branch
 2. Woodside Square Branch
-  **RECREATION**
 1. Commander Recreation Centre
 2. Milliken Park Community Recreation Centre
-  **SURROUNDING DEVELOPMENTS**
 1. 25 Thunder Grove
 2. 113-141 Montezuma Trail
 3. 4620 Finch Avenue East
 4. 260 Ingleton Boulevard (New Temple)
 5. 23 Glen Watford Drive
 6. 25 Glen Watford Drive
 7. 4181 Sheppard Avenue East

 Study Area Boundary

COMMUNITY FACILITIES

Figure B3 - Community Facilities Map



BOUSFIELDS INC.