BOUSFIELDS INC.

Block Context Plan

1050 Markham Road

Toronto, ON

Prepared For

CAPREIT

June 2024

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1 Introduction

This Block Context Plan was prepared by Bousfields Inc. on behalf of CAPREIT in support of an application for a Zoning By-law Amendment for the lands municipally known as 1050 Markham Road (the "subject site"), in the City of Toronto.

The subject site is currently occupied by a centrally located 19-storey residential rental apartment building, with open spaces to its north and south, as well as a surface parking lot extending the length of the western portion of the subject site. The application provides for the retention of the existing apartment building and contemplates the redevelopment of the southern underutilized portion of the subject site with 15- and 37-storey (57.3 and 121.2 metres respectively, including mechanical penthouse) residential towers (the "proposal").

The Block Context Plan provides an illustration and analysis of how the physical form of the proposal fits within the existing and planned context. The Plan includes an inventory of development in the area, including active and/or recently approved development applications, as well as buildings under construction in the vicinity of the subject site. This Block Context Plan serves as a companion document to the Planning Rationale report and should be reviewed with the other reports and technical studies comprising the subject development application.

Based on the following analysis, it is our opinion that the proposed development for the subject site fits within the existing and planned context and represents good planning from an urban design perspective.

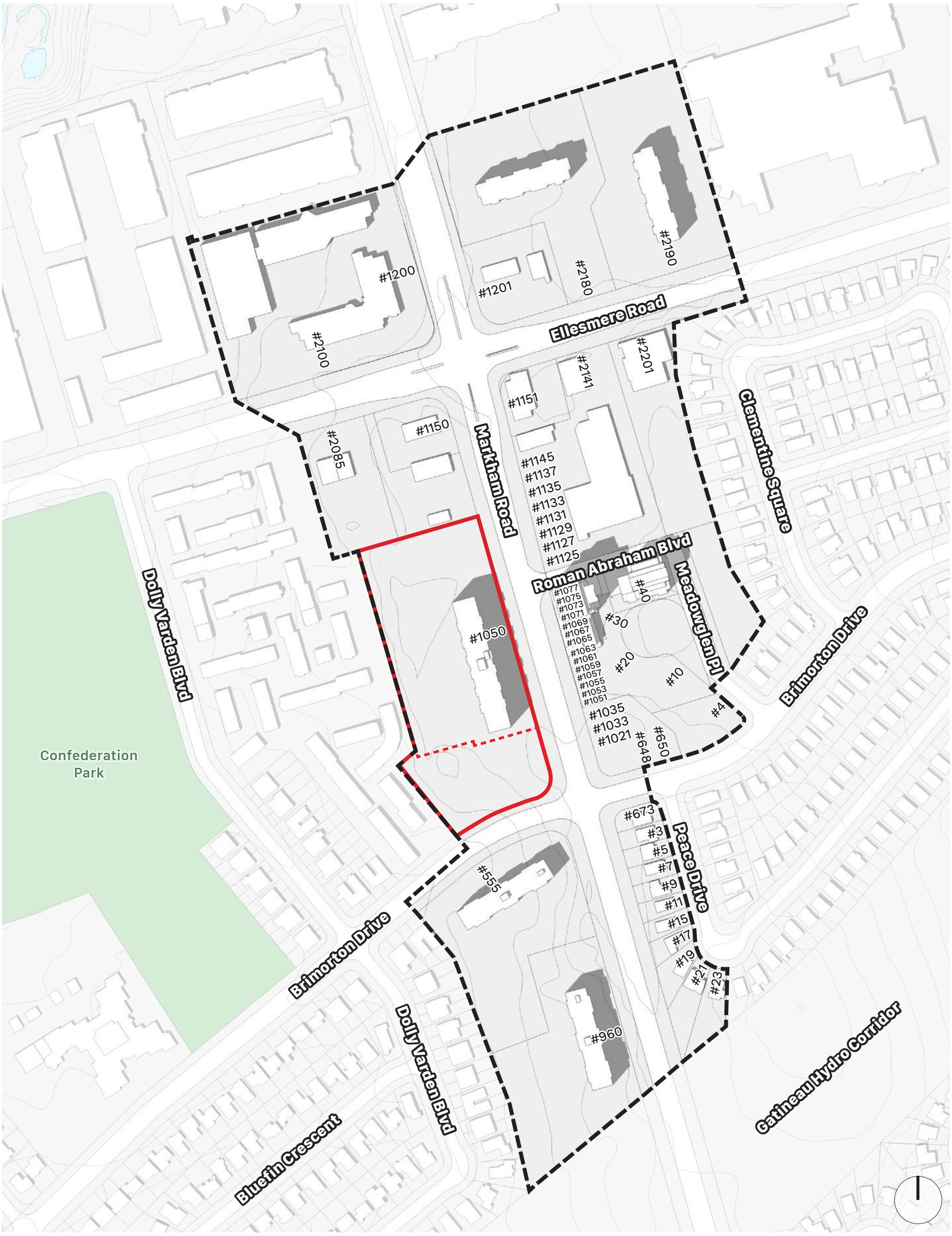

Figure 1 - Block Context Plan Study Area

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]

[1] *Contours source: University of Toronto Libraries Map and Data Library*

2 Existing Condition

Figure 2 - Official Plan - Land Use Plan (Map 23)

Legend

- Study Area Boundary
- Subject Site
- Development Site
- *Mixed Use Areas*
- *Apartment Neighbourhoods*
- *Parks*
- *Utility Corridors*
- *General Employment Areas*
- *Natural Areas*
- *Neighbourhoods*

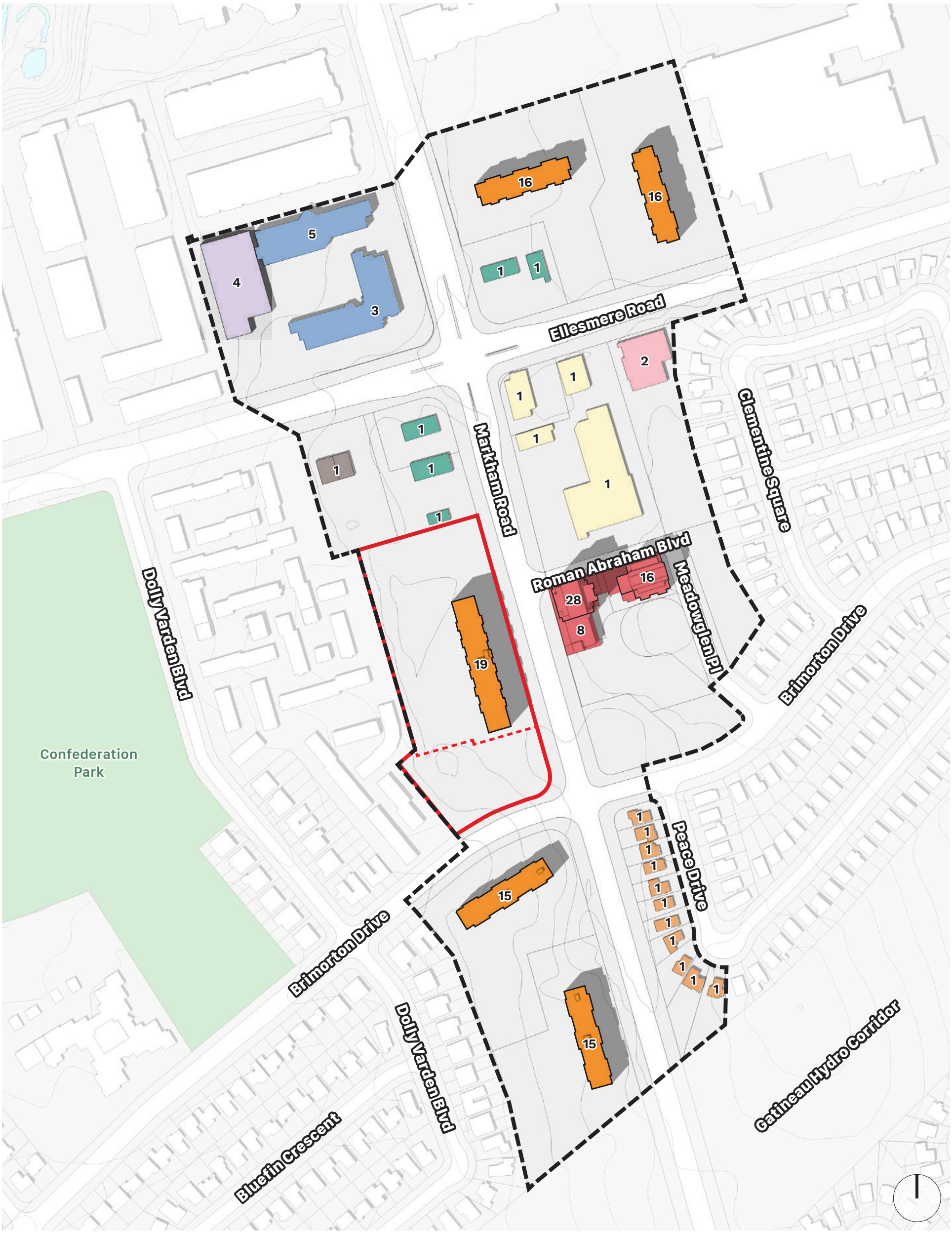

Figure 3 - Existing Built Form Character

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]
- # Height (Storeys)
- High-Rise Mixed Use
- Low-Rise Commercial
- Gas Bar / Convenience Retail
- Low-Rise Institutional
- Low-Rise Office
- Low-Rise Mixed Use
- Low-Rise Parking Structure
- High-Rise Residential
- Low-Rise Residential - Single Detached Dwellings

[1] *Contours source: University of Toronto Libraries Map and Data Library*

Figure 4 - Existing Transportation Network

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]
- TTC Bus Route
- TTC Bus Stop
- Collector
- Local
- Pending
- Major Arterial

[1] *Contours source: University of Toronto Libraries Map and Data Library*

[2] *Planned ROW at intersection derived from Durham-Scarborough Bus Rapid Transit Environmental Assessment Plan and Profile*

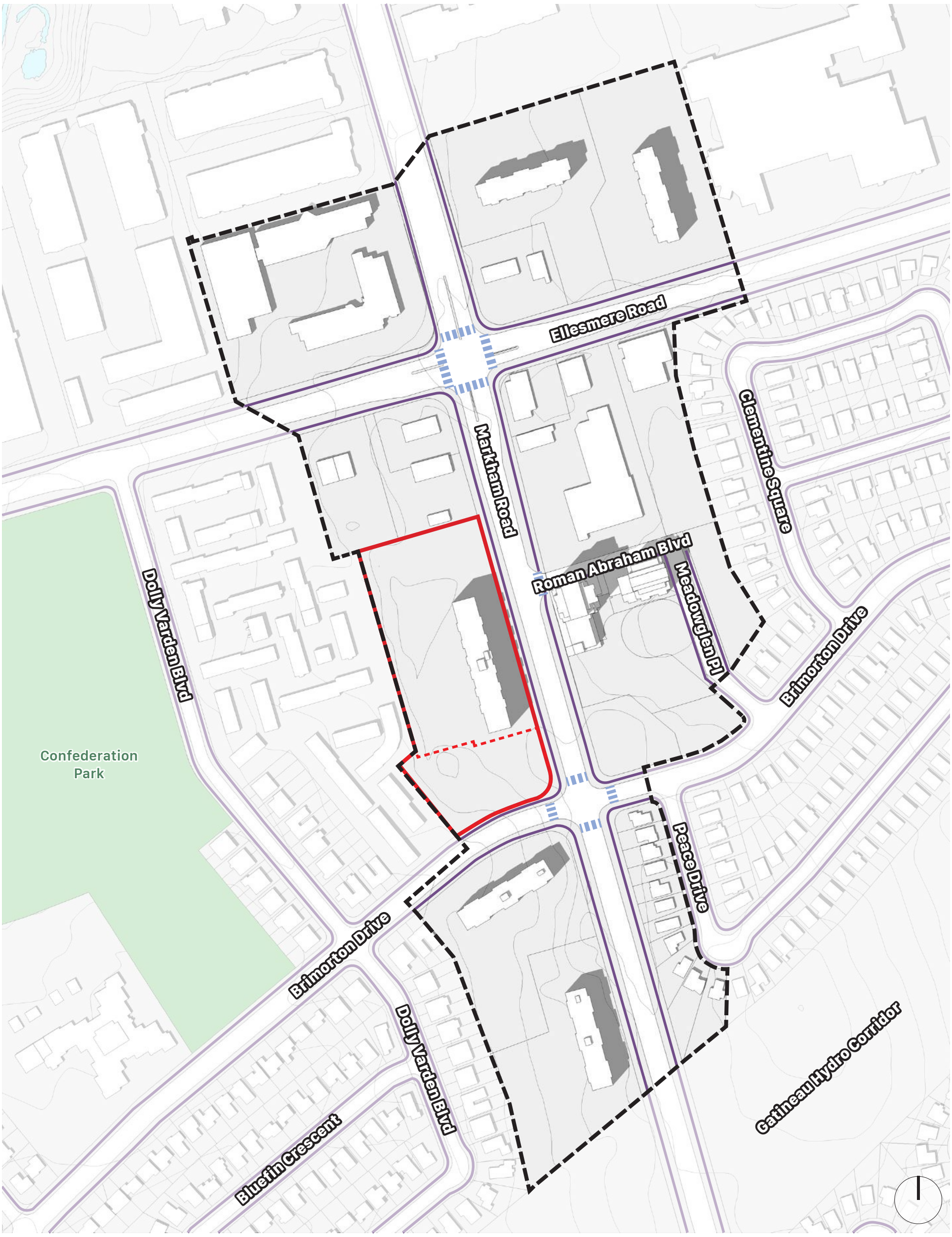

Figure 5 - Existing Pedestrian Circulation

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]
- Crosswalk
- Pedestrian Route

[1] *Contours source: University of Toronto Libraries Map and Data Library*

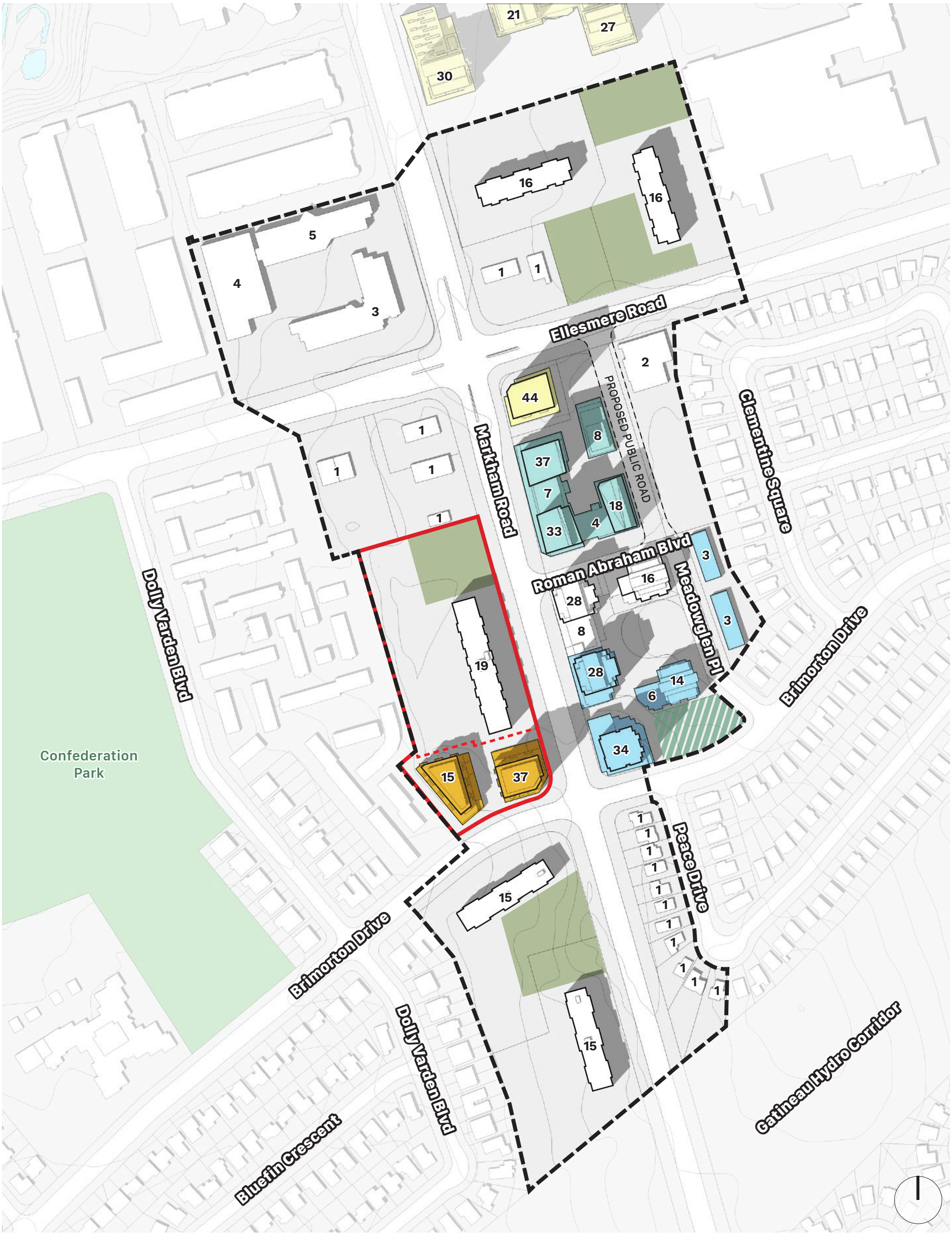

Figure 6 - Surrounding Development Activity

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]
- # Height (Storeys)
- Proposal
- Development Under Construction
- Active Development Application
- Existing Park
- Existing Private Outdoor Space
- Planned Park
- Approved Development Application

Block Context Plan
Bousfields Inc.

[1] *Contours source: University of Toronto Libraries Map and Data Library*

3 Proposed Condition

This Block Context Plan demonstrates how the development proposal fits with the existing, planned and emerging context within the Study Area. Moreoever, it identifies conceptual soft sites that may develop in a manner that is generally consistent with the emerging built form pattern along Markham Road. The built form principles used to inform the preparation of the conceptual massings are consistent with the City's policy and guideline framework and are widely accepted as appropriate standards in urban design practice. In our opinion, the proposed built form approach, if applied to the conceptual soft sites, will not have adverse impacts on the surrounding context and will support provincial and municipal policy directions for growth.

A summary of the urban design principles applied to the conceptual massing at each of the redevelopment sites are provided below:

- Enhanced public realm should be provided with active street frontages that are visually and physically accessible to the surrounding street network;
- Buildings should be sited and massed to limit shadow impacts on adjacent streets, parks and low-rise residential neighbourhoods;
- Base elements and mid-rise, street-related buildings should provide a continuous street-wall edge promoting active at-grade uses;
- Key terminus sites and intersections should be enhanced and be made visually prominent;
- Base elements and tower elements both should be sited and massed to fit within the existing and planned context, through a contextually appropriate and pedestrian-scale streetwall and a significant stepback above; and
- Tower elements should be scaled and appropriately separated from each other in keeping with the City's Tall Building Design Guidelines.

3.1 Soft Site Built Form

The conceptual massing demonstrated for this Block Context Plan considers the development criteria and built form policies of the Official Plan and key guidelines from performance standards for Mid-rise Buildings and Tall Building Design Guidelines, and the revised guidance contained in the Mid-Rise Buildings Rear Transition Performance Standards Review & Draft Update from June 2023, where applicable.

The proposed massing and design for each conceptual redevelopment site, as shown in Figure 8, has been based on a number of contextual considerations including:

- the size and depth of the site;
- proximity to existing and planned transit infrastructure;
- proximity to *Neighbourhoods* and *Apartment Neighbourhoods*; and
- surrounding planned, existing, and emerging built form context.

In particular, the massing concepts were developed based on the parameters:

- provide an overall building height that relates to, and frames, the adjacent right-of-way;
- provide a floor-to-floor height of 4.5 metres at grade, while all subsequent floors above achieve a floor-to-floor height of 3.0 metres for residential uses;
- for mid-rise buildings, provide a minimum 7.5-metre rear setback ;
- provide an appropriate transition in scale down to lower-scaled buildings, parks and open spaces;
- provide an average building depth of 22.0 metres;
- locate tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas;
- locate the base of tall buildings to frame the edges of streets, parks and open spaces at a pedestrian scale, to fit harmoniously with the existing context;
- site buildings a minimum of 5.0 metres from adjacent proposed, planned and/or approved parks and open spaces;
- site towers to maintain a minimum separation distance of 25.0 or provide a minimum setback of 12.5 metres from shared property lines; and
- mass towers to have a typical floor plate area of 750 square metres.

In assessing possible impacts from the conceptual redevelopment identified in this Block Context Plan, a number of important factors were considered, in particular for sites with land use designations other than Mixed Use Areas or Apartment Neighbourhoods. For example, the proposed redevelopment site at 1200 Markham Road and 2100 Ellesmere Road, identified as Redevelopment Site 1, is situated within a General Employment Areas land use area and is currently occupied by office buildings and associate structured parking. Redevelopment of this site as demonstrated on Figure 8 would require a land use conversion to another designation, such as Mixed Use Areas. This may or may not be possible and would be subject to further evaluation by City Planning. In this regard, the conceptual massing for Site 1 assumes the land use conversion but incorporates the potential for office replacement at a rate of 50-60% through the increased depth of the lower floors of each base building.

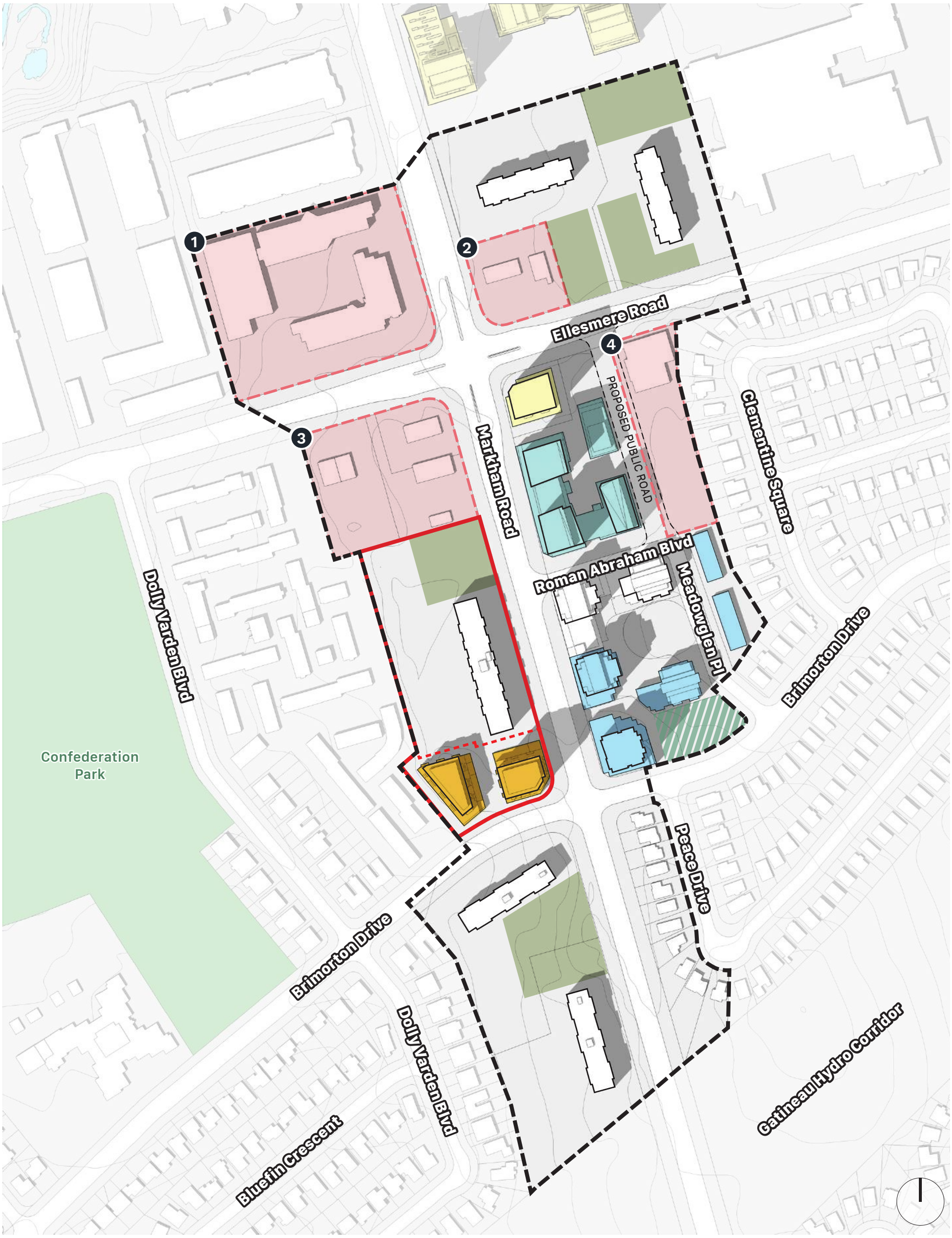

Figure 7 - Potential Long-Term Redevelopment Sites

Legend

- Study Area Boundary
- Subject Site
- Development Site
- # Height (Storeys)
- Topographic Contours (1.0m interval)[1]
- Existing Private Outdoor Space
- Existing Park
- Planned Park
- Potential Redevelopment Site
- Proposal
- Development Under Construction
- Approved Development Application
- Active Development Application

1 ***Site 1***
12 00 Markham Road & 2100 Ellesmere Road

2 ***Site 2***
1201 Markham Road

3 ***Site 3***
1150 Markham Road & 2085 Ellesmere Road

4 ***Site 4***
2201 Ellesmere Road

[1] *Contours source: University of Toronto Libraries Map and Data Library*

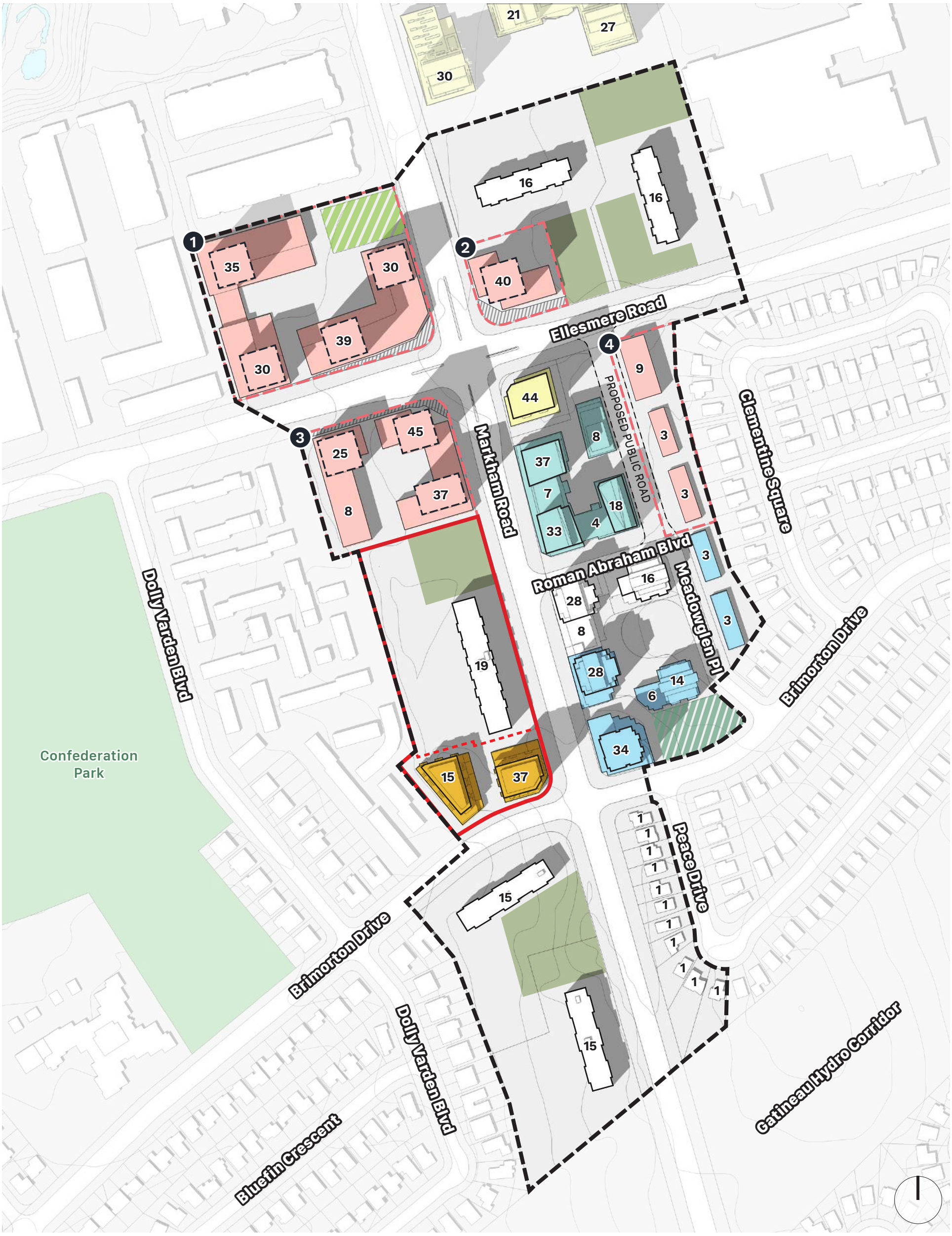

Figure 8 - Long-Term Conceptual Redevelopment of Study Area

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]
- # Height (Storeys)
- Development Under Construction
- Approved Development Application
- Active Development Application
- Proposal
- Planned Park
- Potential Park
- Potential Tower Location
- Existing Park
- Existing Private Outdoor Space
- Potential Redevelopment Site
- Durham-Scarborough BRT Planned Road Widening
- Conceptual Massing

[1] *Contours source: University of Toronto Libraries Map and Data Library*

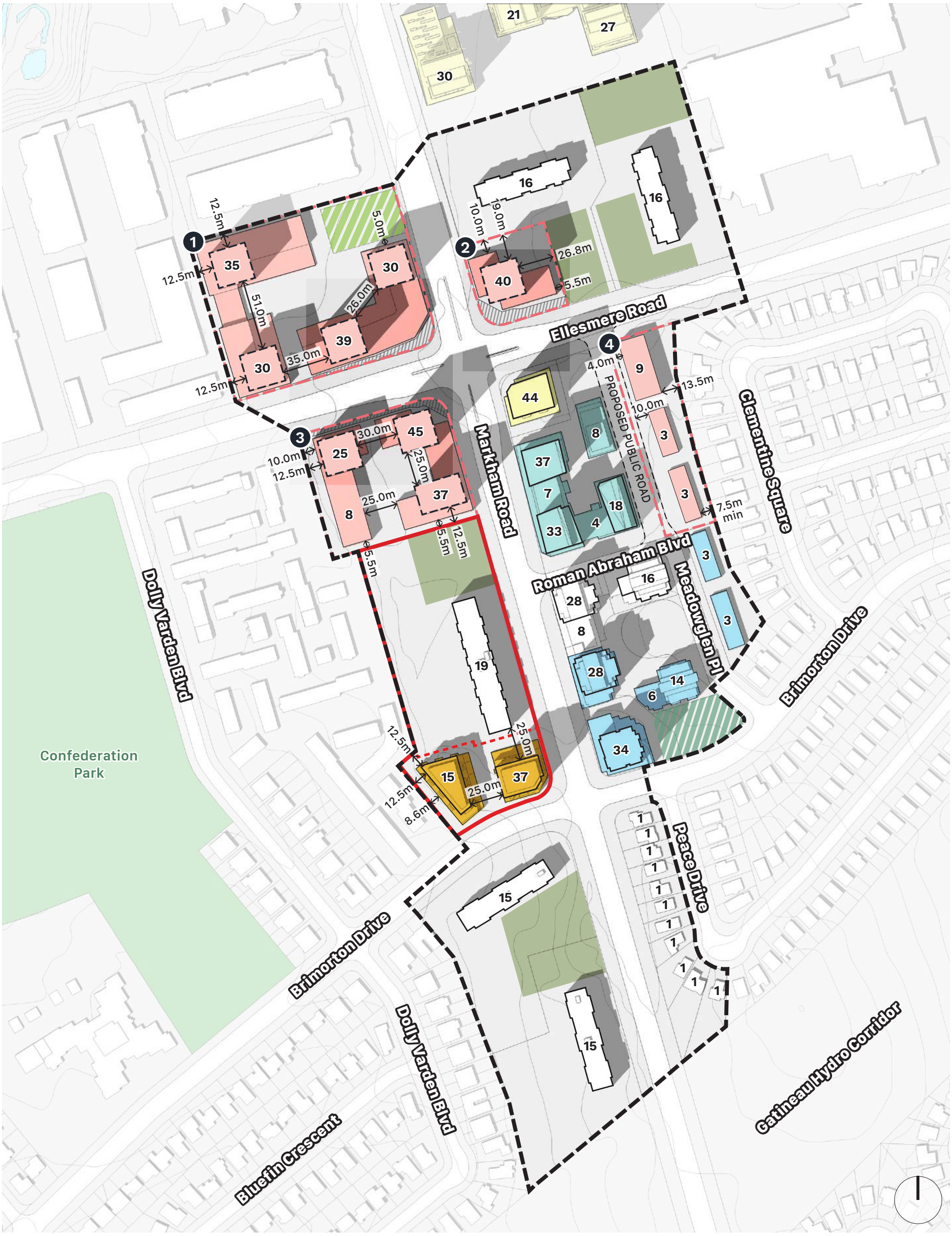

Figure 9 - Long-Term Conceptual Redevelopment of Study Area - Building Setbacks and Separation Distances

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Topographic Contours (1.0m interval)[1]
- # Height (Storeys)
- Development Under Construction
- Approved Development Application
- Active Development Application
- Proposal
- Planned Park
- Potential Park
- Potential Tower Location
- Existing Park
- Existing Private Outdoor Space
- Potential Redevelopment Site
- Durham-Scarborough BRT Planned Road Widening
- Conceptual Massing

[1] *Contours source: University of Toronto Libraries Map and Data Library*

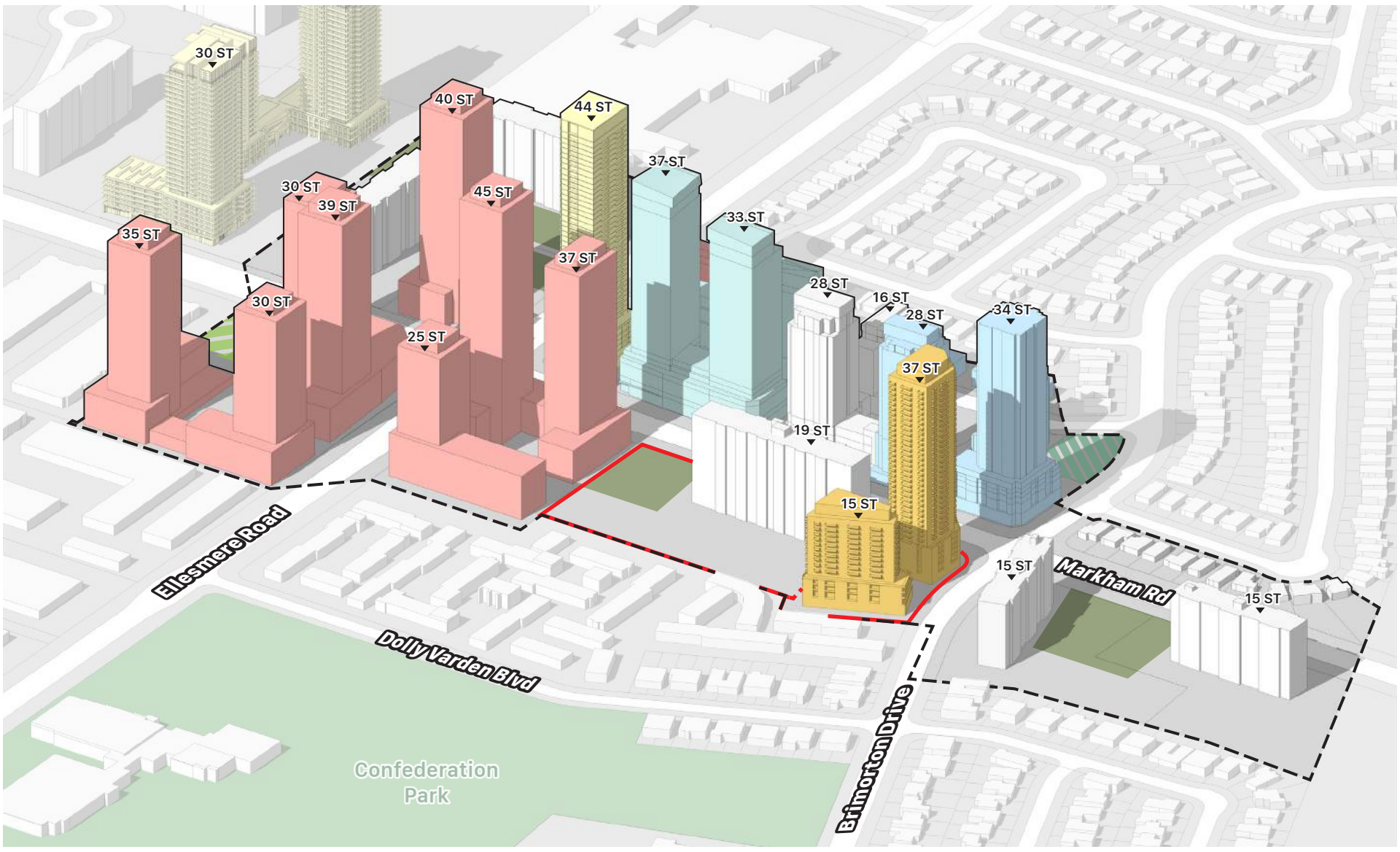

Figure 10 - Axonometric View Looking Northeast

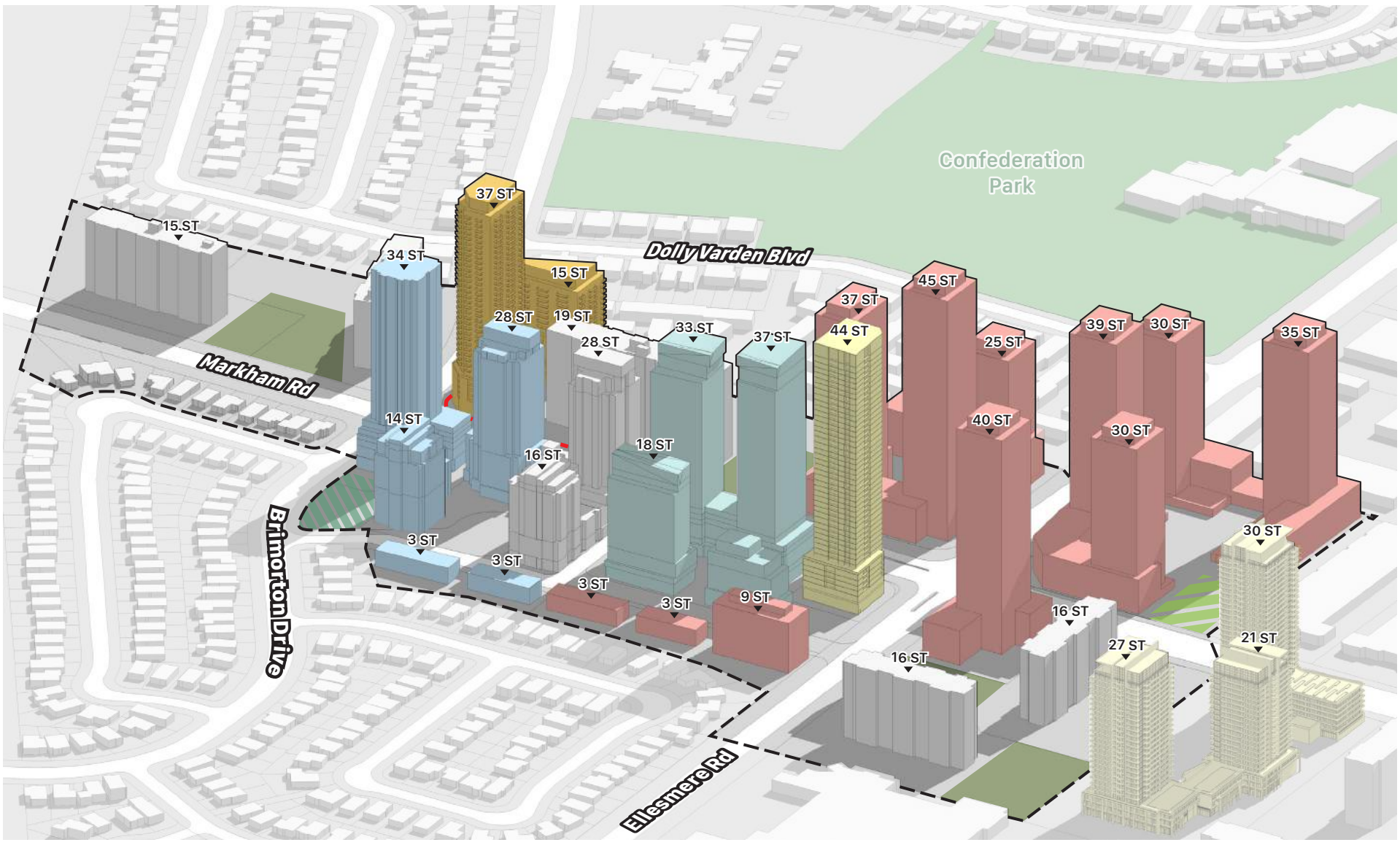

Figure 11 - Axonometric View Looking Southwest

Legend

- Study Area Boundary
- Subject Site
- Development Site
- Proposal
- Approved Development Application
- Active Development Application
- Development Under Construction
- Existing Park
- Existing Private Outdoor Space
- Planned Park
- Potential Park
- Conceptual Massing

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