

1725 Kingston Road - Zoning Application - Preliminary Report

Date:	January 29, 2007
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward No. 36 – Scarborough Southwest
Reference Number:	File No. 06 199571 ESC 36 OZ

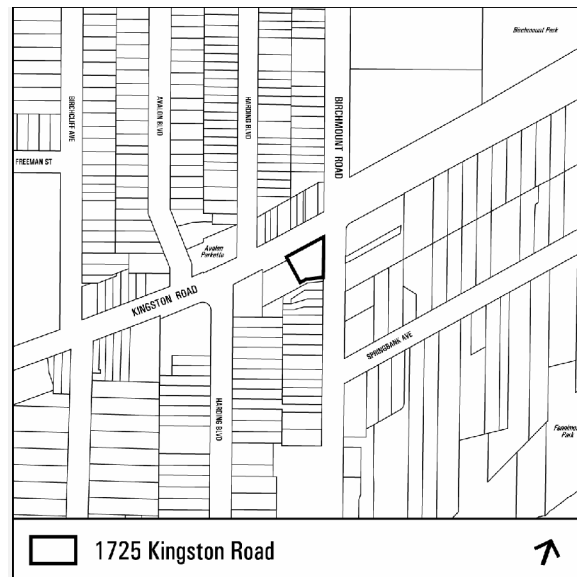
SUMMARY

An application has been submitted to permit the development of a 7 storey mixed use residential/commercial building at the southwest corner of Kingston Road and Birchmount Road.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

The application has been circulated to agencies and City divisions for review and comment. The subject application should be processed and evaluated concurrently with the Kingston Road Revitalization Study currently underway.

Planning staff have concerns with the proposal, including the proposed height and density, and have requested additional information from the applicant to assess the proposal. The continued processing of the application depends on the applicant submitting the requisite information without delay.



RECOMMENDATIONS

The City Planning Division recommends that:

1. staff be directed to process the application concurrently with the Kingston Road Revitalization Study;
2. staff be directed to schedule a community consultation meeting together with the Ward Councillor within the context of the ongoing Revitalization Study and that notice for the community consultation meeting be given to landowners and residents within 120 metres of the site, and to the Kingston Road Advisory Committee; and
3. notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In December 2004 Council initiated a Revitalization Study of Kingston Road in the Birchcliff Community. The subject site is located at the southwest corner of Kingston Road and Birchmount Road and falls within the boundaries of the Kingston Road Revitalization Study currently underway.

ISSUE BACKGROUND

The application was filed in December 2006 and is not subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

Proposal

The applicant has submitted a rezoning application to permit the development of a 7 storey mixed use residential/commercial building with a total of 46 residential units, including 27 1-bedroom units and 19 2-bedroom units. A total of 233 square metres (2,508 square feet) of commercial space is proposed on the first floor and 35 underground parking spaces on 3 levels. The underground parking garage would be accessed from Birchmount Road at the southeast corner of the property.

Further project information and details are contained on the attached plans (Attachments 1-3) and on the Application Data Sheet (Attachment 5).

Site and Surrounding Area

The site is a corner lot approximately 883 square metres (9,505 square feet) in size with a frontage of 38.7 metres (127 feet) along Kingston Road and 36.9 metres (121 feet) along Birchmount Road.

The site was used as a gas station and is not in operation presently. There is an existing 1 storey brick building, fuel pump area, and wood shed on site. The majority of the lot is paved with asphalt. The site slopes significantly from the front of the property along Kingston Road to the back at the south end with a grade difference of approximately 4 metres (13 feet). There are retaining walls along the southern and eastern portions of the site due to the grade difference. A 3.5 metre (11.5 feet) private lane abuts the site to the south providing access to a Bell Canada property behind 1715 Kingston Road. There are a number of existing trees located to the east on the Birchmount road allowance.

The site is surrounded by commercial uses to the north across Kingston Road, Birchmount Community Centre on the northeast corner, a private road townhouse development across Birchmount Road to the east, residential detached homes to the immediate south and a 3 ½ storey residential apartment building abutting to the west.

Official Plan

The subject property is designated as Mixed Use Area in the Toronto Official Plan. Mixed use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces, and utilities.

In Mixed Use Areas development will: locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Official Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods; locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods; locate and mass new buildings to frame the edges of streets; provide an attractive and safe pedestrian environment; take advantage of nearby transit services; have access to schools, parks, community centres, libraries, and childcare; provide good site access and circulation and an adequate supply of parking for residents and visitors; locate and screen services areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The Healthy Neighbourhoods policies of the Plan state that developments in Mixed Use Areas that are adjacent or close to Neighbourhoods will be compatible with those Neighbourhoods; provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan through stepping down of buildings towards and setbacks from those Neighbourhoods; maintaining adequate light and privacy for residents 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 impact. Where significant intensification of

land adjacent to a 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.

The subject property is also located within an Avenue. Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Reurbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed use segments of the corridor. Development in Mixed Use Areas on Avenues, prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue. In addition to the policies of the Plan for Mixed Use Areas, proponents of such proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located.

Development requiring a rezoning will not be allowed to proceed prior to the completion of an Avenue Study unless the review of the application demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

The Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors. The City's transportation network will be maintained and developed to support the growth management objectives of the Plan. Kingston Road through the Birchcliff Community has been identified as a Transit Corridor within Map 4 of the Plan and as a Transit Priority Segment within Map 5. Transportation policies support 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 such as reserved or dedicated lanes for buses and streetcars.

Zoning

The site is presently zoned Highway Commercial within the Birchcliff Community Zoning By-law (Attachment 4). This zone category permits a number of commercial uses such as, hotels and motels, light industrial uses, limited retail shopping, and professional and business offices. The gross floor area of all buildings is limited to a maximum of 40% of the lot area.

Site Plan Control

The property is located within a site plan control area. The applicant has been advised that a site plan control application is required. An application has not yet been submitted.

Reasons for the Application

A zoning by-law amendment is required as residential uses are not permitted in the Highway Commercial Zone. The applicant is proposing to introduce residential uses on site in combination with commercial uses. The zoning by-law amendment is also required to implement the necessary performance standards to regulate the development, such as height, setbacks and parking.

COMMENTS

Issues to be Resolved

Kingston Road Revitalization Study

In September 2005 Council adopted the Terms of Reference for the Kingston Road Revitalization Study. The Phase 1 Profiles Report has been completed and is also being considered in a separate report on this same agenda. The focus of the study is the properties that front along the north and south sides of Kingston Road through Birchcliff, including the subject lands. The purpose of the study is to develop a revitalization strategy for Kingston Road in Birchcliff that promotes reinvestment along Kingston Road, in the context of the policies and directions of the new Official Plan. Phase 2 of the study will include the development of a vision for Kingston Road and issues such as the appropriate mix of land uses, building heights, setbacks, and streetscape design will be explored.

This development proposal should be processed and evaluated concurrently within the context of the Kingston Road Revitalization Study. The proposal will be presented to the Kingston Road Advisory Committee in order to obtain comments and input. The Kingston Road Study will provide the opportunity to address the larger area context and examine the implications of this development for this segment of Kingston Road in much the same way as an Avenue Study would. Staff has also requested that the applicant submit a planning rationale for the proposal.

Height / Density

The proposed 7 storey building is approximately 23.8 metres (78 feet) in height along Kingston Road and 27 metres (88.6 feet) in height at the south end due to the north-south slope in topography. As a result, the building would be 7 storeys along Kingston Road and 8 storeys at the south end with a density of 4.51 times the site area. The single-detached residential dwellings to the immediate south have a 2-storey and 9 metre (30 feet) maximum height permission. The 3 ½ storey residential apartment building to the immediate west is 9.6 metres (31.5 feet) in height along Kingston Road and 12.3 metres (40.5 feet) in height at the south end with a density of approximately 1 times the site area. The townhouses to the east have a maximum 4-storey height permission and are approximately 2 ½ storeys in height.

Planning staff has expressed concern with the proposed height and density in consideration of the surrounding area context, and in particular the abutting Neighbourhoods designation to the south. There are also concerns with regards to

privacy and overlook issues. Height and density will be assessed to ensure that it is appropriate for the area context. This will require a reduction in the height and density of the project.

This proposal is considered a 'Tall Building' based on the description of Tall Buildings in the Plan and the definition within the Tall Building Guidelines adopted by Council in July 2006. Tall buildings, typically buildings whose height is greater than the width of the adjacent road allowance, are generally limited to parts of the Downtown, Centres, and other areas in which they are permitted. Both Kingston and Birchmount Roads have a right-of-way width of 20 metres (66 feet) at this location. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of the Plan.

Planning staff have requested that the applicant submit a shadow impact study, and south and west elevations to further assess the proposal.

Urban Design, Massing & Transition

The proposed building is situated at an important corner location within the Birchcliff Community with frontage and zero setbacks along both Kingston and Birchmount Roads. The appropriateness of the proposed setbacks will be assessed with respect to the setback on adjacent properties, the massing of the building along the streets, and in relation to opportunities for landscaping and streetscape improvements.

The fifth and seventh floors of the building tier back at the south end and the second, fifth and seventh floors of the building tier back from Kingston Road. Balconies and terraces are also proposed. The proposed building will be assessed against the Built Form policies of the Plan so that the building is organized to fit within its existing context; frames and supports adjacent streets; massed to fit harmoniously into existing context, and will limit impacts on neighbouring streets, parks and open spaces. To assist in this evaluation staff has requested a Context Plan.

Traffic and Parking

A Parking Needs Assessment and Traffic Characterization Study has been submitted with the application and is being reviewed by City Transportation staff. The applicant is proposing 35 parking spaces to serve 46 residential units, which equates to a parking supply rate of approximately 0.76 spaces per unit. No parking is proposed to accommodate visitors or the commercial component of the development.

The Birchcliff Community Zoning By-law generally requires 1 space for each residential unit and visitor parking for new residential development normally is requested at a standard of 0.2 spaces per unit. The required parking for this residential development would be a total of 56 spaces for the residential component. A reduced commercial parking standard is included in the Birchcliff Zoning By-law that provides for 1 parking space per 100 square metres of gross floor area for retail, office, service, recreational and entertainment uses up to the first 1,000 square metres of gross floor area. The reduced parking standard does not include restaurants. Using the reduced standard, 3 parking

spaces would be required for the commercial component of the development, excluding any restaurants.

In July 2004 Council adopted a “Payment-in-lieu” of parking policy that harmonized the practices of the former municipalities with respect to payment in lieu of parking for non-residential development or the non-residential component of mixed-use developments.

The proposal will be reviewed to determine whether the proposed parking is sufficient and if options such as payment in lieu of parking are appropriate.

The proposal does not accommodate any truck/garbage loading areas or bays on-site. There is an internal garbage storage area with access from the 6 metre driveway leading to the underground parking. Any loading and unloading would have to occur within the drive aisle itself.

The City of Toronto is proceeding with an Environmental Assessment (EA) to identify transit improvements needed in the Kingston Road Corridor to support existing and future transportation demands. Ultimately, the EA will identify a preferred approach to providing reliable/efficient transit service along the corridor, serving the communities along it. An integral component of this EA will be the integration of services and a direct connection to the downtown core. The applicant is proposing a zero setback along Kingston and Birchmount Roads. The current setback requires 16.5 metres (54 feet) from the centre line of Kingston Road and 3 metres (10 feet) from the property line abutting Birchmount Road. The proposal will be assessed in the context of the EA to ensure that the proposal does not conflict with the long term requirements of the Higher Order Transit Corridor along Kingston Road.

Environmental Studies

The site is situated on the south side of Kingston Road north of the Scarborough Bluffs and was previously used as a gas station. The applicant has submitted a Geotechnical Report, which includes a slope stability assessment, to determine any impacts on the natural environment from construction because of the proximity to the bluffs. A Phase I Environmental Site Assessment has also been submitted to assess any potential contamination due to the previous gas station use. These reports are currently under review by City staff and the Toronto and Region Conservation Authority.

Landscaping & Street Trees

A landscape plan has been requested of the applicant to identify proposed on-site and off-site planting areas. The landscaping plan should illustrate the treatment of the public boulevard including the public sidewalks and street furniture. The submitted arborist report currently being reviewed by staff indicates that there are no trees located on site, however, there are approximately 13 trees on the adjacent Birchmount Road allowance, which are proposed to be removed by the applicant.

Green Development Standards

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the City's Green Development Standard, adopted by Council in July 2006.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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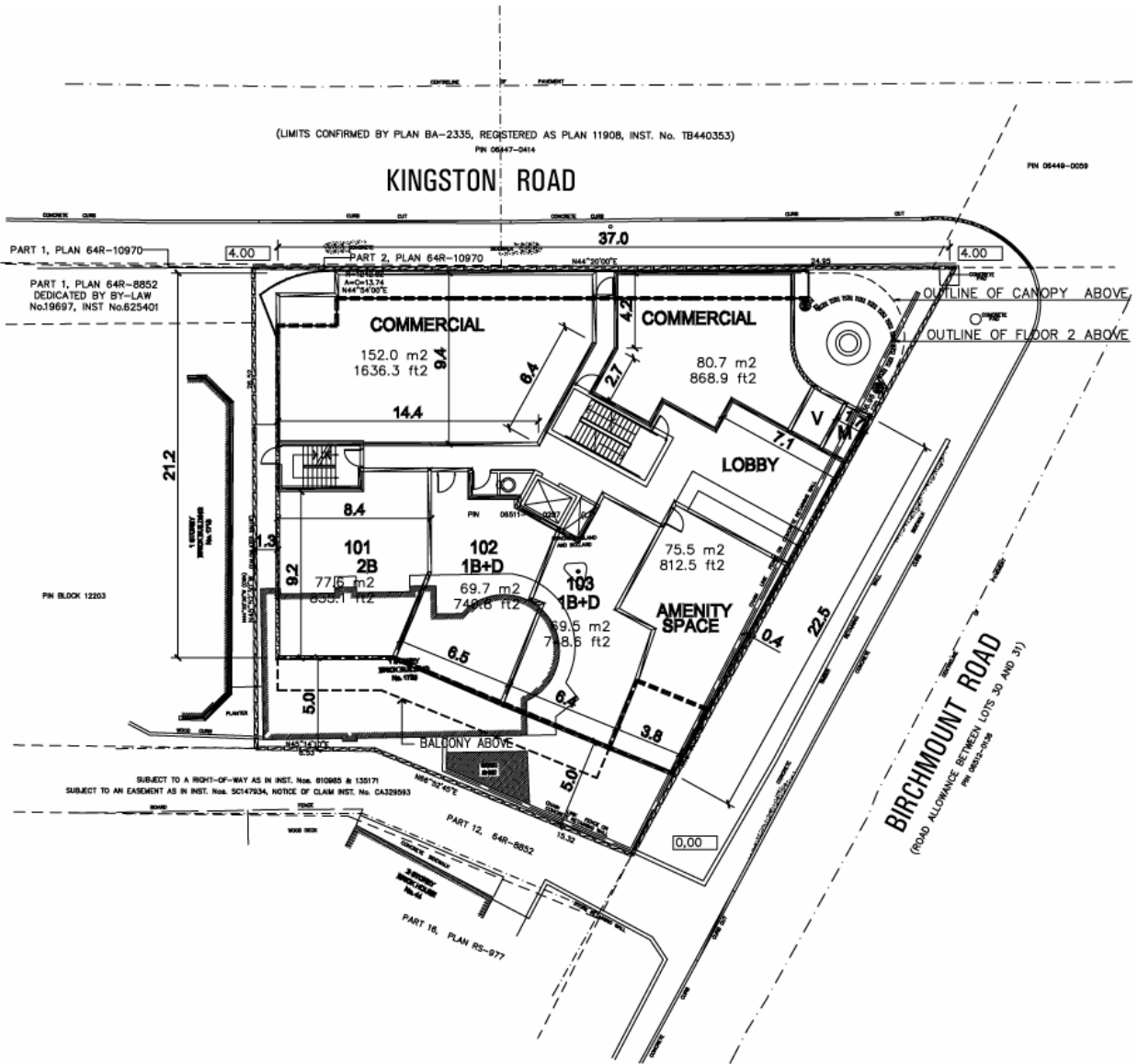
SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan & First Floor Plan
Attachment 2: North and East Elevations
Attachment 3: Perspectives (Looking Southwest)
Attachment 4: Zoning Map
Attachment 5: Application Data Sheet

Attachment 1: Site Plan & First Floor Plan



Site Plan

Applicant's Submitted Drawing

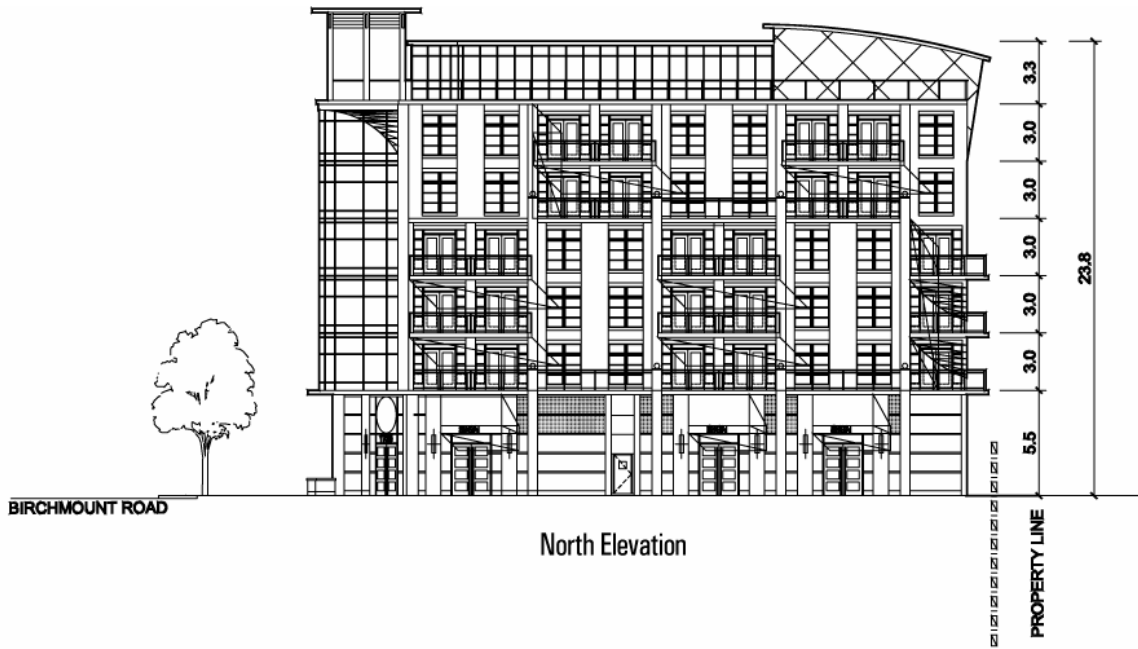
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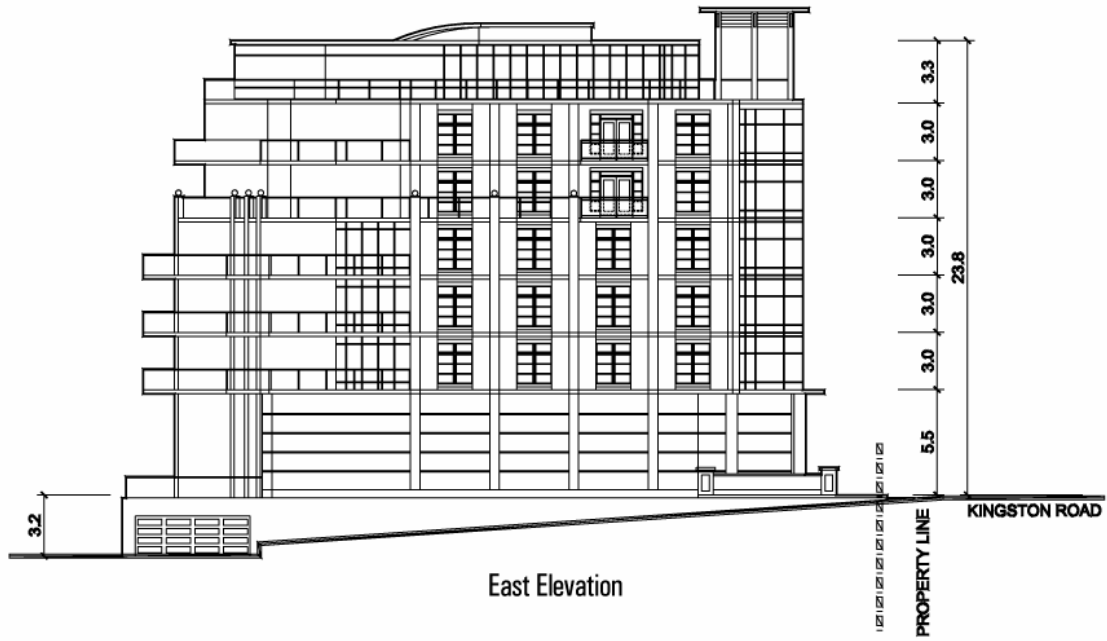
1725 Kingston Road

File # 06-199571 OZ

Attachment 2: North and East Elevations



North Elevation



East Elevation

Elevations

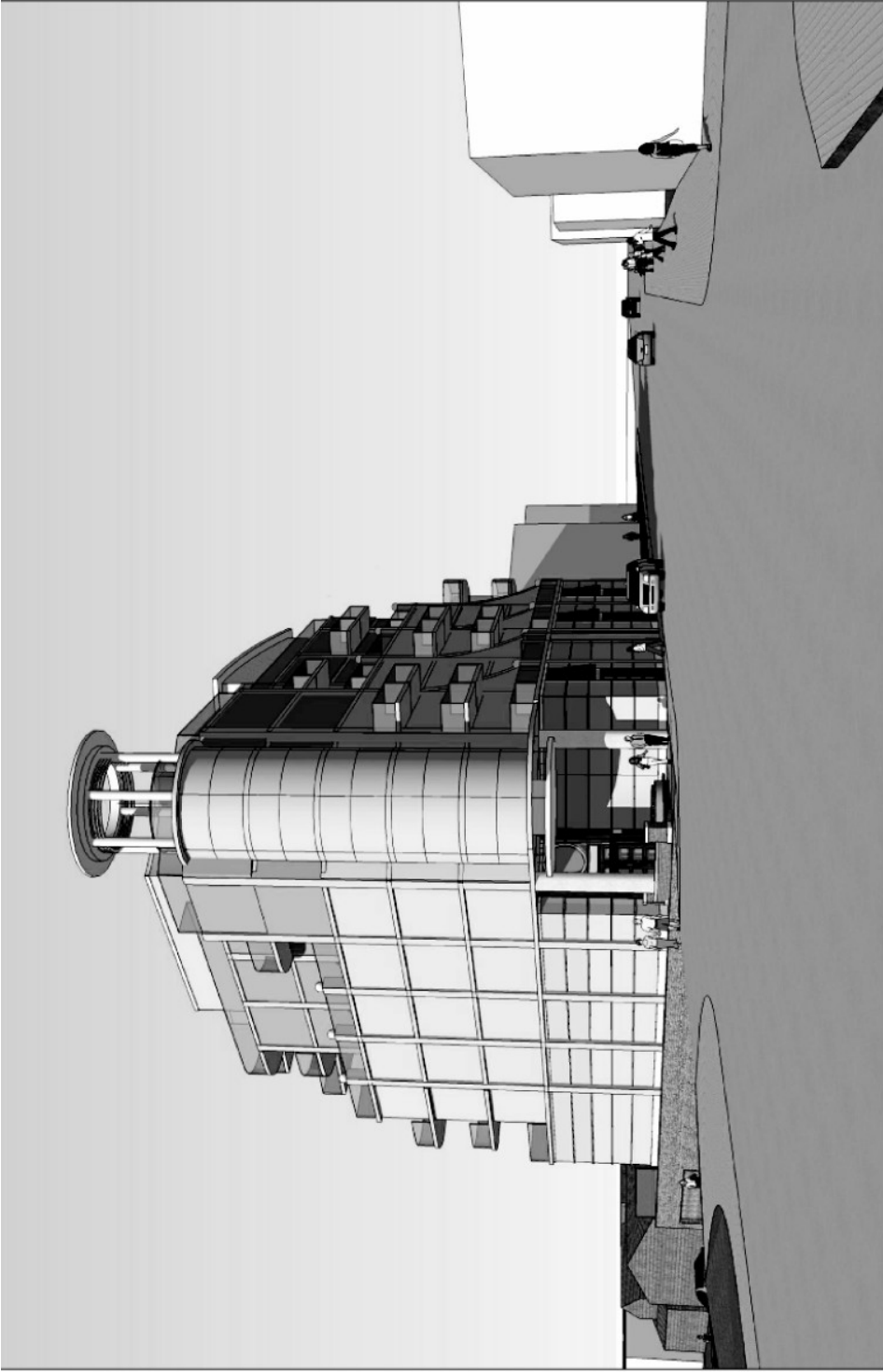
Applicant's Submitted Drawing

Not to Scale
01/24/07

1725 Kingston Road

File # 06-199571 OZ

Attachment 3: Perspectives (Looking Southwest)



Perspective (looking South-West)

Applicant's Submitted Drawing

Not to Scale
01/25/07

1725 Kingston Road

File # 06-199571 OZ

Attachment 5 –Application Data Sheet

Application Type	Rezoning	Application Number:	06 199571 ESC 36 OZ
Details	Rezoning, Standard	Application Date:	December 22, 2006

Municipal Address: 1725 KINGSTON RD, TORONTO ON
 Location Description: CON A PT LOT 31 **GRID E3602
 Project Description: To permit the development of a 7 storey mixed use residential-commercial condominium building comprised of 46 residential units with first floor retail and 35 underground parking spaces.

Applicant:	Agent:	Architect:	Owner:
2109655 ONTARIO LTD	Rashmi Nathwani		2109655 ONTARIO LIMITED

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	HC-Highway Commercial	Historical Status:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	883	Height:	Storeys:	7	
Frontage (m):	38.69		Metres:	23.5	
Depth (m):	26.52				
Total Ground Floor Area (sq. m):	670.6				Total
Total Residential GFA (sq. m):	3752.2		Parking Spaces:	35	
Total Non-Residential GFA (sq. m):	232.7		Loading Docks	0	
Total GFA (sq. m):	3984.9				
Lot Coverage Ratio (%):	75.9				
Floor Space Index:	4.5				

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	27
2 Bedroom:	19
3 + Bedroom:	0
Total Units:	46

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	3752.2	0
Retail GFA (sq. m):	232.7	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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