

975 Kennedy Rd - Rezoning Application - Preliminary Report

Date:	May 20, 2008
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 37 – Scarborough Centre
Reference Number:	08 118604 ESC 37 OZ

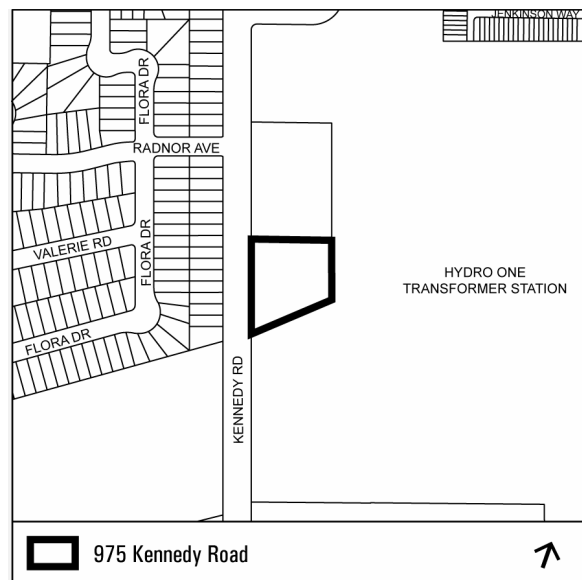
SUMMARY

This application was made on or after January 1, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes to rezone the subject commercial property in order to provide for a 78-unit stacked townhouse development at 975 Kennedy Road. The development is proposed as a standard condominium.

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 should proceed through the planning review process including the scheduling of a community consultation meeting. Planning staff should work with the applicant to develop an alternative concept which addresses the issues identified in this report. A final report will be prepared and a public meeting will be scheduled once all the identified issues have been satisfactorily resolved.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
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.

ISSUE BACKGROUND

Proposal

The applicant is proposing a 78-unit residential development that is proposed as a standard condominium. The proposed development would consist of 6 blocks of 4-storey stacked townhouses. Each block would contain one-storey residential units on the first and second floors and 2-storey units above. More than half of the residential units would consist of 3-bedroom units, with the remainder consisting of 1 and 2-bedroom units. Private amenity space would be accommodated by patios for the units on the first floors and by balconies for the units on the upper floors.

A total of 102 parking spaces are proposed, of which 72 resident parking spaces are contained within integral carports and 30 spaces for residents and visitors located as surface parking at the rear of the property. Vehicular access to the property is from Kennedy Road. Potential access from the subject property to the adjacent property to the north is provided should the lands to the north redevelop to residential uses in the future.

A central garbage collection facility is located at the rear of the property to serve 4 of the townhouse blocks. For the townhouse blocks fronting Kennedy Road, garbage storage is proposed within purpose built containers located at the entry walks within the Kennedy Road street yard. The proposal is illustrated on Attachments 1, 2 and 3. Specific details are contained in Attachment 5.

Site and Surrounding Area

The subject 0.7 hectares (1.76 acres) contains a one-storey building used for office and banquet facilities. The majority of the property consists of pavement with a number of trees located within the landscaped island between the existing circular driveway and the streetline of Kennedy Road. The property has an approximate 120 metre (335 foot)

frontage along the east side of Kennedy Road which, in this location is a 5-lane arterial with a centre turning lane.

There are single family dwellings on the west side of Kennedy Road. Immediately to the north is a one-storey bingo hall. The subject property and the adjacent bingo hall property are surrounded to the north, east and south by a hydro corridor which includes transmission towers as well as a hydro transformer facility and a microwave tower to the north.

More distant uses include Jack Goodlad Park on the south side of the hydro corridor, a nursing home and residential townhouses on the north side of the hydro corridor and the Lawrence Avenue East RT station to the northeast.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject property is designated Mixed Use Areas. Mixed Use Areas consist of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Development within the Mixed Use Areas will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community. New buildings are to be located and massed to: provide a transition between areas of different development intensity and scale, minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes, frame the edges of streets and parks with good proportion; and, to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. Developments in Mixed Use Areas are to: have access to schools, parks, community centres, libraries, and childcare; take advantage of nearby transit services; provide good site access and circulation and an adequate supply of parking for residents and visitors; locate and screen service areas, ramps and garbage storage to

minimize the impact on adjacent streets and residences; and, provide indoor and outdoor recreation space for building residents.

The Public Realm policies recognize the diverse roles and functions of streets by requiring that new streets be public ones. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

The Built Form policies specify that new development be located and organized to fit with its context and to frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development. New developments are to locate and organize vehicular parking, vehicular access and service areas and utilities to minimize their impact on the property and on surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces. New developments are to be massed to fit harmoniously into their existing planned context and to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

The Housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

The Natural Environment policies support strong communities, competitive economy and a high quality of life, public and private city-building activities and changes to the built environment including public works that will be environmentally friendly. This includes protecting and improving the health of the natural ecosystem to minimize air, soil and water pollution, recognizing rainwater and snowmelt as a resource and managing and improving the quantity and quality of stormwater and groundwater infiltration and flows.

Staff will review the proposal against the policies of the Official Plan.

Zoning

The subject property is zoned Highway Commercial which permits day nurseries, places of worship, recreational uses, vehicle service garages and vehicle service stations. By Exception, fraternal organizations and non-accessory ground and walls signs, excluding marketplace signs are also permitted.

Site Plan Control

The property is subject to site plan control. A site plan control application has been submitted and is under review.

Tree Preservation

The applicant has submitted an arborist report which has been forwarded to Urban Forestry for review.

Reasons for the Application

A zoning by-law amendment is required to permit residential uses on the subject property and to establish appropriate development standards for the redevelopment of the property.

COMMENTS

Pre-Submission Consultation

Planning staff met with the applicant on two occasions prior to the submission of the rezoning application. Among matters raised, planning staff expressed concern with the proposal failing to meet the Official Plan policy requiring that all new streets should be public streets. The applicant's proposal continues to be organized around a substantial internal private street.

Issues to be Resolved

Private Street or “Mews”

The Official Plan policy of requiring public streets is to accommodate grade-related developments which enable the City to provide municipal services such as curbside garbage collection, snow removal, long term maintenance and repair of road, sewer and water infrastructure, and which also meet design objectives such as the provision and maintenance of boulevard trees. City Council adopted a set of harmonized public street design standards to meet the objectives of the Official Plan policy and identified where a private street or “mews” may be considered an appropriate exception to Council's policy. These City-wide design standards known as Development Infrastructure Policy and Standards (DIPS) provide a range of design standards that enable the City to service and maintain a network of new local residential streets. Developments which may be considered an exception to providing public streets are on small sites and which, among other matters, contain 10 or less residential units on a private street that is 45 metres or less in length.

The current proposal does not meet the Official Plan policy nor does it implement Council's adopted DIPS guidelines or criteria. The proposed development is not considered to be on a small site and the proposal exceeds 10 residential units on a private road which exceeds 45 metres in length. The proposal does not meet the criteria to be considered an exception to providing a public street.

The application as submitted raises significant concerns. The applicant's proposal does not provide a site design allowing for municipal maintenance of infrastructure, municipal garbage collection including recyclables, municipal snow removal or for municipal planting and maintenance of trees adjacent to the private internal street.

The applicant is encouraged to revise the proposal to achieve conformity with the Official Plan. An alternative concept can be designed for the subject lands to include grade-related residential development fronting onto public streets. Alternatively, a redesigned

development concept located above an underground parking garage could be considered without the necessity of providing a public street. City staff and the applicant should continue to review alternative concepts for the redevelopment of the subject property which achieve and maintain city building principals and objectives.

Site Design

The organization of the site and a revised development concept(s) will seek to achieve: the provision of an adequate spatial separation between the building blocks and between the proposed private outdoor amenity spaces; the adequate location and function of on-site garbage storage and collection to allow for public collection; the provision of an outdoor children's play area; the provision of adequate open spaces within the development for accommodating the growth of large shade trees to increase the City's tree canopy; adequate space for the storage of snow; and, a potential future road connection to the adjacent property to the north.

A revised development concept(s) will be assessed in terms of the Urban Design Guidelines for Infill Townhouses which provides a framework to guide townhouse development. Matters for review include: the design of streets to conform to high quality standards; the organization and location of open spaces to visually extend the street into the site and to enclose and provide overlook from the buildings to the open spaces; the provision of appropriate spatial separations between the townhouse blocks to ensure adequate light, views and privacy; and providing an attractive streetscape.

A revised development concept(s) will also be reviewed in terms of the Greening Surface Parking Lots Guidelines to provide for trees in good quality soil within parking areas to reduce the urban heat island effect and, to use sustainable materials and technologies to reduce the impacts of lighting and stormwater management.

Parking

The applicant is proposing a parking supply based on a consultant's transportation study that has been prepared for the City in determining City-wide parking standards for the new harmonized Zoning By-law. This study is currently under review by City staff and its findings have not been accepted or adopted by City Council. Therefore, the findings cannot be assumed to definitively establish the parking requirements for this development proposal.

A total of 102 parking spaces are proposed for the 78 residential units which will provide a parking rate of 1.3 parking spaces per unit. The applicant has not been clear in the number of spaces being designated for visitors however, 0.2 spaces per unit for visitors is typically required which in this case results in a requirement of 16 visitor parking spaces. Staff will review the proposed parking supply to ensure an adequate parking supply is provided for the proposed development.

Interface with Hydro Corridor

The subject property is contained within the Dorset Park Employment District which zones the adjacent hydro lands as Industrial Zone (M) and General Industrial Zone (MG)

at the northeast corner of the property. While it is unlikely that the adjacent hydro lands would be developed with industrial uses, staff will review the interface between the proposed residential use and potential industrial uses on the hydro corridor relative to the Ministry of the Environment Land Use Compatibility Guidelines. These Guidelines were established in 1996 to guide municipal decisions in their land use approvals when dealing with land use compatibility issues.

Encroachment within the Road Allowance

Shrub encroachments are proposed within the Kennedy Road road allowance in order to screen the proposed garbage storage facilities for the townhouse blocks fronting Kennedy Road. Shrub planting within the road allowance is not desirable as the City potentially incurs a maintenance and liability issue. An appropriate redesign to avoid encroachments within the road allowance needs to be investigated.

Green Development Standard

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the Toronto Green Development Standard, adopted by City Council in July 2006. A Green Development Checklist has been forwarded to the applicant for completion.

Archaeological Assessment

An archaeological report is required to be submitted however a report has not been submitted to date.

Additional Issues

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

CONTACT

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SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

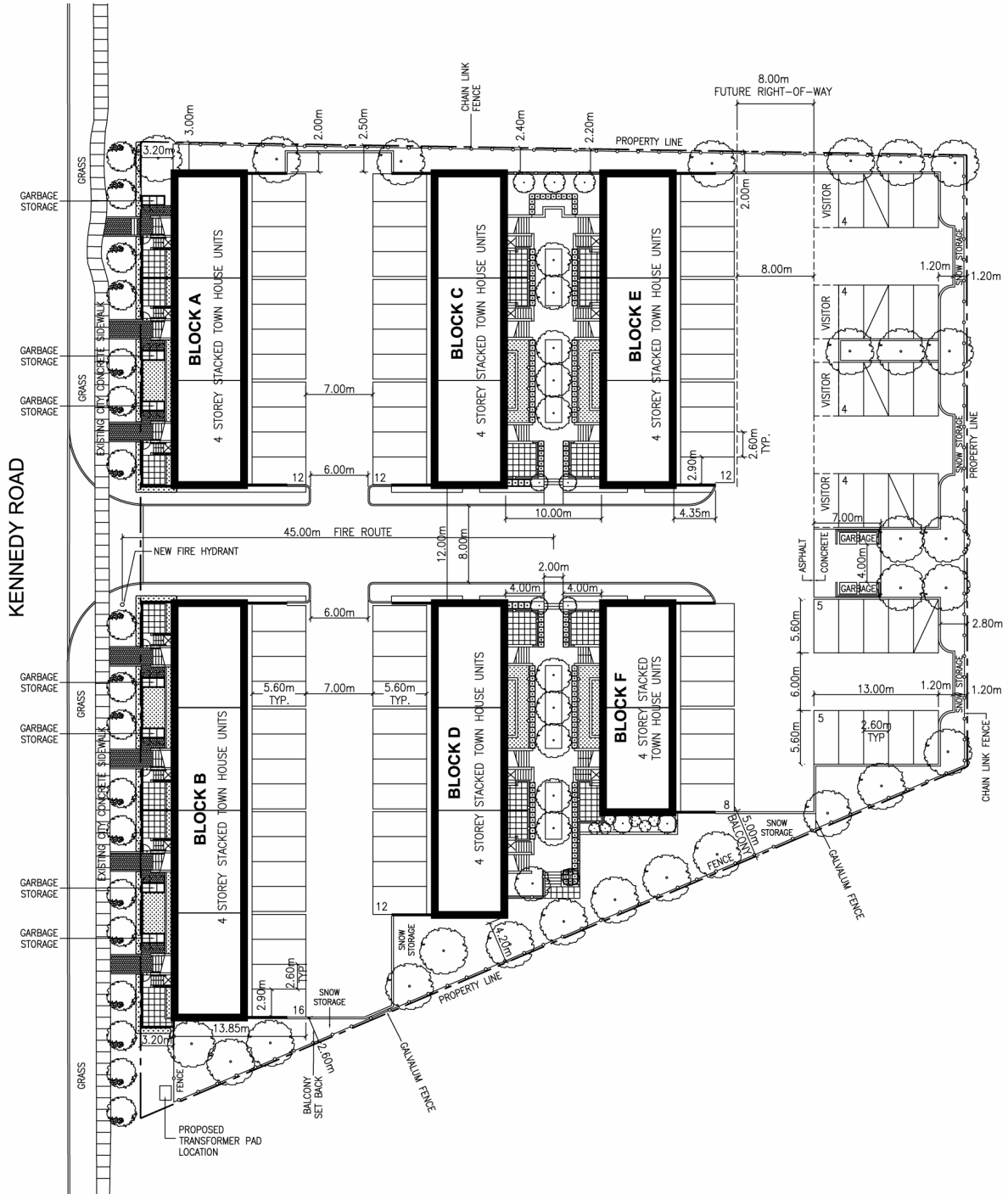
Attachment 2: Elevations West and East

Attachment 3: Elevations West and South

Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
4/8/08



975 Kennedy Road

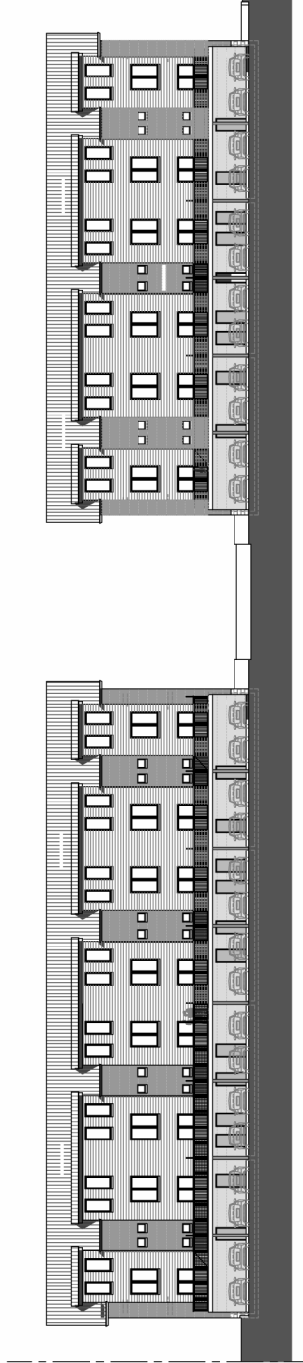
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Attachment 2: Elevations West and East



West Elevation - Block B
Street Front Elevation

West Elevation - Block A
Street Front Elevation



East Elevation - Block A
Blocks C, D, E Similar

East Elevation - Block B
Street Front Elevation

975 Kennedy Road

Elevation Plan

Applicant's Submitted Drawing

Not to Scale
4/1/08

File # 08-118604 0Z

Attachment 3: Elevations West and South



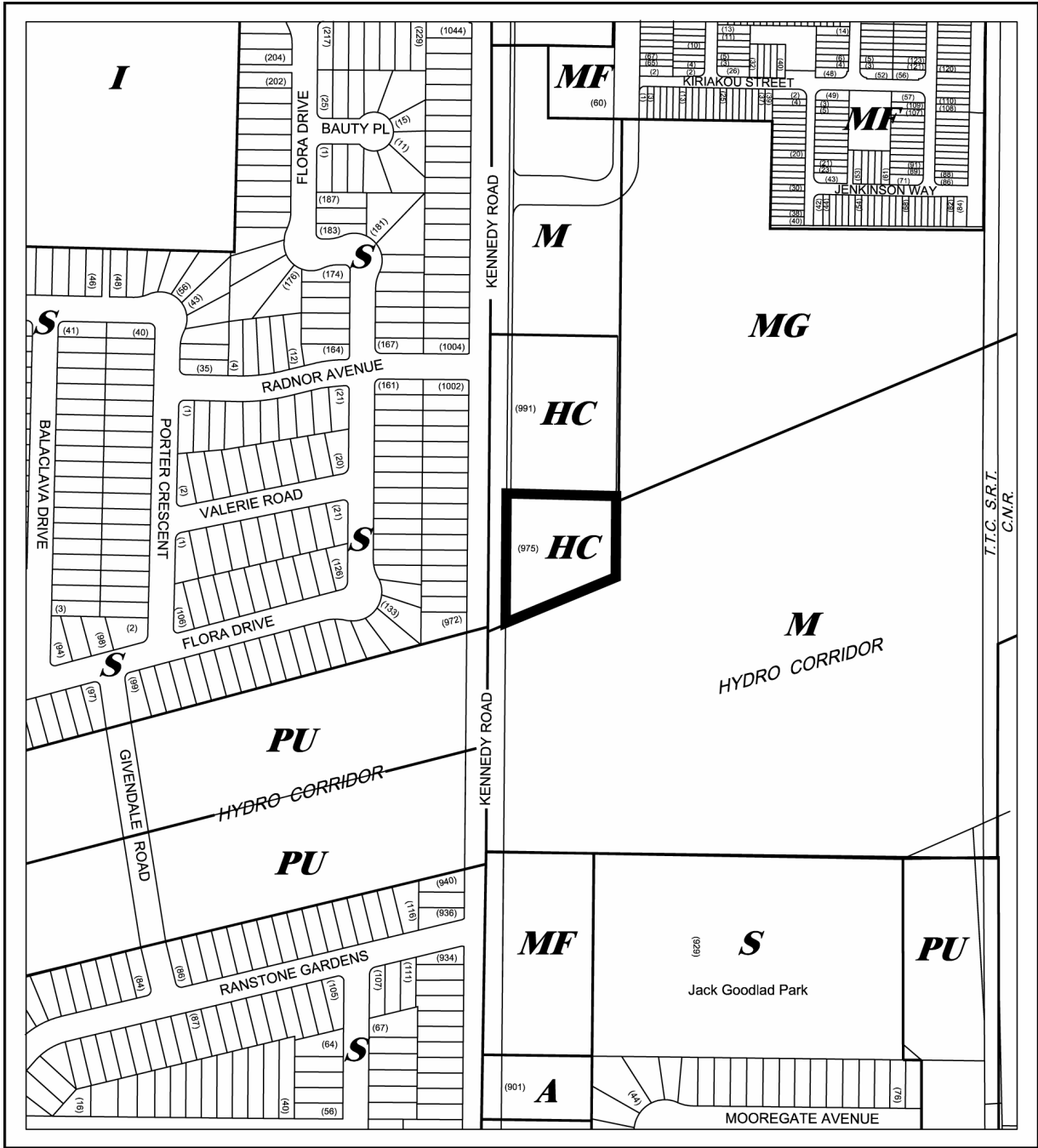
975 Kennedy Road

File # 08-118604 OZ

Elevation Plan
Applicant's Submitted Drawing

Not to Scale
4/1/08

Attachment 4: Zoning



TORONTO City Planning Division
Zoning

975 Kennedy Road
 File # 08-118604 OZ

S Single-Family Residential
MF Multiple-Family Residential
A Apartment Residential
I Institutional Uses

HC Highway Commercial
PU Public Utilities

Dorset Park Employment District
 Not to Scale
 4/1/08



Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	08 118604 ESC 37 OZ
Details	Rezoning, Standard	Application Date:	March 12, 2008

Municipal Address: 975 KENNEDY RD
 Location Description: CON D PT LOT 28 **GRID E3708
 Project Description: Rezoning from office/commercial to residential to permit 78 unit stacked townhouse development.

Applicant:	Agent:	Architect:	Owner:
INAUGURAL SOURCE RON HERCZEG		CHANDLER GRAHAM ARCHITECTS & DESIGNERS INC.	LOCALS 001 & 513 COMMUNICATION ENERGY & PAPER EMPLOYEES ASSOC.

PLANNING CONTROLS

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

PROJECT INFORMATION

Site Area (sq. m):	7138.14	Height:	Storeys:	4
Frontage (m):	101.82		Metres:	13.5
Depth (m):	86.2			
Total Ground Floor Area (sq. m):	2587.2			Total
Total Residential GFA (sq. m):	7807		Parking Spaces:	102
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	7807			
Lot Coverage Ratio (%):	36.2			
Floor Space Index:	1.09			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	18
2 Bedroom:	12
3 + Bedroom:	48
Total Units:	78

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	7807	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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