

3560 St Clair Avenue East – Zoning Amendment Application – Final Report

Date:	October 29, 2013
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 35 – Scarborough Southwest
Reference Number:	13 123512 ESC 35 OZ

SUMMARY

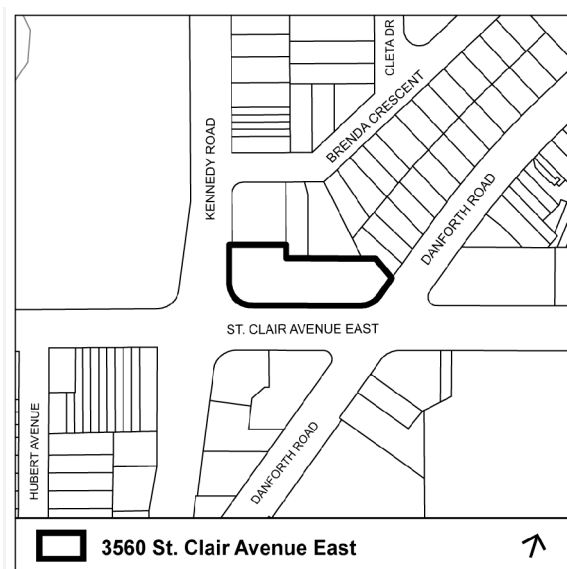
This application proposes to amend the Zoning By-law to permit the construction of a four storey residential "L" shaped condominium building on a parcel of vacant land on the north side of St. Clair Avenue East, between Kennedy Road and Danforth Road. A total of 96 residential dwelling units are proposed in a variety of one to three bedroom layouts. The proposed height of the building is 13.6 metres (45 feet), excluding the 5 metre (16 foot) high mechanical penthouse. Ninety-one residential and 10 visitor parking spaces are provided in an underground parking garage accessed via a two-way driveway on Kennedy Road. Three additional visitor parking spaces are also proposed at grade, for a total of 104 parking spaces.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Kennedy Park Zoning By-law No. 9276, for the lands at 3560 St. Clair Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to



report dated October 29, 2013.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

A preliminary report for this rezoning application was adopted by Scarborough Community Council at its April 9, 2013 meeting. The report provided background information on the proposal and recommended that a community consultation meeting be held and that notice be given according to the regulations of the Planning Act. The preliminary report is available online at the following link below:

<http://www.toronto.ca/legdocs/mmis/2013/sc/bgrd/backgroundfile-56870.pdf>.

ISSUE BACKGROUND

Proposal

The application as initially submitted proposed a four storey residential "L" shaped condominium building with a total gross floor area of 7,701 square metres (82,893 square feet) and a total of 92 residential dwelling units. The overall development density was 2.09 times the lot area with a total of 103 parking spaces.

During the review of the development application, the applicant revised the proposal by adding four additional dwelling units to the south-east corner of the building, resulting in minor increases to unit count, density and parking. The revised application proposes a four storey residential "L" shaped condominium building with a total gross floor area of 7,961 square metres (85,691 square feet) or 2.17 times the lot area. A total of 96 residential dwelling units are proposed in a variety of one to three bedroom layouts. The proposed height of the building is 13.6 metres (45 feet), excluding the 5 metre (16 foot) high mechanical penthouse.

Ninety-one residential and 10 visitor parking spaces are proposed in an underground parking garage accessed via a two-way driveway on Kennedy Road. The underground parking garage also contains 67 resident bicycle parking spaces. Loading and moving facilities are located at grade and are screened from public view at the rear of the building. Three additional visitor parking spaces are also proposed at grade, for a total of 104 parking spaces.

Indoor residential amenity area is proposed at a rate of 3.1 square metres per unit for a total of 300 square metres (3,229 square feet), which includes a party room, lounge and gym on the ground floor. Common outdoor residential amenity area is proposed at a rate of 4.1 square metres per unit for a total of 397 square metres (4,273 square feet), which includes 153 square metres (1,647 square feet) on the roof top. An additional 424 square

metres (4,564 square feet) of soft landscaping (decorative planting areas) is also proposed at grade around the frontages of the building.

Refer to Site Plan – Attachment No. 1, Elevations – Attachment Nos. 3 and 4, and the Application Data Sheet – Attachment No. 6 for additional project information.

Site and Surrounding Area

The site is bounded by St. Clair Avenue East to the south, Kennedy Road to the west and Danforth Road to the east with a frontage of approximately 74 metres (243 feet) along St. Clair Avenue East, and a depth varying from approximately 32 metres (105 feet) to approximately 41 metres (135 feet) between Danforth and Kennedy Roads respectively. The site has an approximate area of 3,677 square metres (39,579 square feet) with a flat topography and an irregular shape. The site was previously used as a gas station. The site is currently vacant, except for the recently constructed sales pavilion and related parking.

The surrounding land uses in the vicinity of the site can be described as follows:

North: commercial lands used for an automotive sales facility and low density residential uses, including three single-family residential lots which abut the subject lands to the north;

East: gas bar and institutional uses across from Danforth Road and further east on the south side of St. Clair Avenue East is the Scarborough GO Station approximately 350 metres (1,150 feet) from the subject lands;

South: auto repair and sales and retail/commercial uses across from St. Clair Avenue East; and

West: Pine Hills Cemetery across from Kennedy Road.

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 by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site is designated as a 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, open space and utilities.

Development within Mixed Use Areas will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- provide for new jobs and homes;
- 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, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- 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 in every significant multi-unit residential development.

Zoning

The subject property is zoned Highway Commercial (HC) in the Kennedy Park Community Zoning By-law No. 9276. The Highway Commercial zone permits day nurseries, places of worship, and highway commercial uses which include uses such as: automobile service stations, funeral homes, hotels and motels, libraries and art galleries, limited retail shopping, professional and business offices, and recreational uses. The existing density shall not exceed 40% of the area of the lot. Refer to Zoning Map – Attachment No. 5.

The site is not part of the new City of Toronto Zoning By-law No. 569-2013 enacted by City Council on May 9, 2013.

Site Plan Control

The development is subject to Site Plan Control. A site plan control application has been submitted by the applicant and is being reviewed concurrently with the Zoning By-law Amendment application.

Reasons for Application

The Zoning By-law Amendment application is required to permit the change of use from Highway Commercial to Residential to permit the proposed four storey condominium building with 96 residential units. Appropriate zoning standards are also recommended to accommodate the proposed development.

Community Consultation

A community consultation meeting was held on May 29, 2013. The Ward Councillor, the owner and project consultants, Community Planning staff, and three members of the public attended the meeting. Two residents live nearby on Brenda Crescent and one resident lives in one of the dwelling units north of the site, also on Brenda Crescent. This resident was interested in improvements to the fencing between the two properties. The owner indicated that fencing would be upgraded. Fencing details will be secured as part of final site plan approval. Generally, comments with respect to the development proposal were positive.

Another area resident located on Brenda Crescent immediately to the north of the site wrote an email to Planning staff raising concerns that some of the City's guidelines for mid-rise developments are not being met by the proposed design, and concerns with overlook and privacy.

The issues raised are addressed in the remainder of this report.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate zoning by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal supports the 2005 Provincial Policy Statement (PPS) direction of intensification to achieve growth and urban vitality while making efficient use of existing infrastructure. This application complies with the policies of the PPS that support intensification and require new development to be directed to appropriate locations for growth.

Policy 1.4.3 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 uses land, resources, infrastructure and public services facilities and support the use of public transit.

Policy 1.6.5.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation nodes.

The proposed development is consistent with the 2005 Provincial Policy Statement. The proposal allows for appropriate residential intensification on a site that has access to adjacent public transit.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe by proposing a building that would intensify a site that is adjacent to public transit.

Land Use

The site is designated as a Mixed Use Area in the City's Official Plan. Lands that are designated as Mixed Use Areas are intended to accommodate most of the anticipated growth in the City in terms of commercial employment as well as much of the new housing. The applicant is proposing a 4 storey residential condominium building that will provide for new housing opportunities compatible with the surrounding area. The proposed development will take advantage of existing public infrastructure and encourage additional ridership on public transit. The proposed development conforms to the land use provisions of the Official Plan and represents an appropriate residential intensification.

The subject property was previously used as a gas station. Limited retail would have been permitted in association with the former use. There are a number of nearby properties that are zoned for neighbourhood commercial and highway commercial which offer a variety of existing commercial uses and services to the surrounding area. Given the limited size of the site and the surrounding commercial context, a commercial component is not necessary to serve residents and the surrounding area.

Height, Massing and Density

The site abuts both a Mixed Used Area and a Neighbourhood designation to the north. The transition to the Neighbourhood to the north is an important consideration. To the north fronting onto Brenda Crescent are two, 2 storey, single family residential dwellings. The rear yards of these two dwellings abut the subject property to the south. The rear yards of these two residential properties are approximately 25 and 32 metres (82 to 105 feet) in length. To the north-east, a detached bungalow fronts onto Danforth Road. The side wall of the dwelling unit is located approximately 1.8 metres (6 feet) from the property line of the subject site.

The proposed height of the building is 4 storeys or 13.6 metres (45 feet), excluding the 5 metre (16 foot) high mechanical penthouse. The siting of the building has been concentrated along St. Clair Avenue East and Kennedy Road in an "L" shaped building.

The mechanical penthouse has also been situated on the south-west portion of the roof away from the residential neighbourhood to the north. The proposed building is also setback 7.5 metres (25 feet) from the rear property line of the residential properties fronting on Brenda Crescent to the north, thus providing an adequate separation distance to minimize overlook and privacy issues. The proposed building is setback 5.8 metres (19 feet) from the nearest point of the mutual side property line with the adjacent residential property on Danforth Road, creating a side to side building relationship. The rooftop amenity area has also been located along the Kennedy Road façade away from the neighbourhood to the north, overlooking Pine Hills Cemetery. As noted earlier in this report, common outdoor amenity area is proposed at a rate of 4.1 square metres per unit. This exceeds the City standard of 2 square metres per unit. The proposed density of 2.17 is appropriate for this highly accessible site.

The height, density and massing of the proposed building is appropriate for this site, designated Mixed Use Area, within the surrounding area context.

Avenues and Mid-Rise Buildings Guidelines

In 2010, Council adopted the Avenues and Mid-Rise Buildings Study. The study includes guidelines which are intended to encourage the construction of better designed mid-rise buildings on the City's Avenues where growth is expected and desirable.

These Guidelines apply to mid-rise developments which are proposed to be constructed on the Avenues. This site is not located on an Avenue on Map 2 of the Official Plan. The staff report on the Mid-Rise Buildings Study noted that although it was to provide performance standards and recommendations for mid-rise buildings on the Avenues, they may also be appropriate and useful to guide the review of proposals for mid-rise type buildings in Mixed Use Areas not on Avenues. The subject site is designated Mixed Use Areas. Although the guidelines do not apply to this site, the proposal was reviewed against the guidelines of the Avenues and Mid-Rise Buildings Study.

The Mid-Rise Guidelines include various building performance standards. The performance standards which are relevant to this application have generally been met through the design of the proposed building, including maximum allowable height, the alignment of the front façade in relation to the frontage, providing minimum sidewalk zones and high quality exterior building material and streetscapes.

The 45 degree angular plane at this location intersects a small section of the fourth floor of the proposed building at the rear. A small portion of the north-east end of the fourth floor is also within the 45 degree angular plane at this location. The 45 degree angular plane is a recognized urban design tool to help ensure proper scale of buildings, limit shadow impacts, and provide adequate transition to surrounding lower scale buildings. In order to provide an appropriate transition to the adjacent low-rise Neighbourhood, the building has been setback 7.5 metres (25 feet) from the north property line and the mechanical penthouse has been located away from the residential neighbourhood. The proposed 4 storey building is a modest intensification resulting in a building scale appropriate for the area context. As identified in the sun/shadow study, there is a minor

incremental shadow impact in the spring and fall equinoxes on the three adjacent residential properties with a slight infringement into the 45 degree angular plane at the fourth floor of the proposed building. The additional shadow impact is minor and planning staff are satisfied with the transition between the proposed 4 storey building and adjacent neighbourhood to the north and the intent of the mid-rise guidelines has been met at this site and at this location.

Sun/Shadow

The Toronto Official Plan specifies that development in Mixed Use Areas will locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes. A shadow study was submitted and reviewed by City Planning staff. Staff examined the potential for shadow impacts on the three adjacent residential properties to the north and north-east.

North of the site fronting onto Brenda Crescent are two, 2 storey, single family residential dwelling units. The rear yards of these two dwelling units abut the subject property to the south in a rear yard to rear yard relationship. The rear yards of these two residential properties are approximately 25 and 32 metres (82 and 105 feet) in length from the rear wall of the dwellings to the mutual property line. To the north-east, a detached bungalow fronts onto Danforth Road. The side wall of this dwelling unit is located approximately 1.8 metres (6 feet) from the property line of the subject site.

For the spring and fall equinoxes, the south end of the rear yards of the residential properties located to the north are affected by limited shadow from approximately 9:00 am to 2:00 pm at which time the shadow intrudes to a maximum of 5.6 metres (18 feet) into the rear yards. On March 21st at 3:00 pm there is a shadow impact of 6.7 metres (22 feet) into the south end of the adjacent rear yards. At 4:00 pm the shadow increases to approximately 21 metres (69 feet) for one of the properties to the north fronting onto Brenda Crescent. At 5:00 pm this shadow impact increases to 21.5 metres (71 feet) into the rear yard for both of the properties to the north due to the massing of the building along Kennedy Road, however by 6:00 pm the shadow impact retreats to between 12.4 metres (41 feet) and 14.5 metres (48 feet). The fall equinox shadows are similar. At no time does the shadow come closer than approximately 3.5 metres (11 feet) to 10.5 metres (34 feet) to the two dwellings on Brenda Crescent as a result of the proposed building.

The property located on Danforth Road adjacent to the proposed development has shadow impact on the side of the dwelling beginning at 12:00 pm at the spring and fall equinoxes. This gradually increases to include the front yard. For most of the day, up until 5:00 pm at the spring and fall equinoxes the rear yard amenity space remains unaffected by shadow.

The 7.5 metre (25 foot) minimum distance separation assists in limiting shadow impacts upon the amenity spaces of the residential properties located to the north. The shadow study demonstrates that the surrounding three residential properties will not be unduly impacted by shadows for the spring and fall equinoxes. There is virtually no shadow impact during the summer months on the Brenda Crescent properties.

Traffic Impact and Parking

The applicant has submitted a traffic impact study in support of the development application. This study was circulated to Transportation Planning and Transportation Services for review. Overall, the proposed development will have a negligible impact on the operations of signalized intersections within the study area compared to future background conditions. Site traffic can be adequately accommodated at the existing area signalized intersections.

The Toronto Transit Commission (TTC) has reviewed the plans and the associated traffic study and their comments indicate that City staff should consider the provision of a westbound right turn lane on St. Clair Avenue East at Kennedy Road extending back to Danforth Road because of anticipated delays to transit and other traffic at the intersection of St. Clair Avenue East and Kennedy Road. Transportation Services and Planning staff have reviewed TTC's comments and advise that the additional right turn lane is not required. Furthermore, it would have a negative impact on the streetscape along St. Clair Avenue East. This portion of St. Clair Avenue East has an existing right-of-way of 30 metres, consistent with the City's Official Plan requirement.

The applicant proposes a total of 101 vehicle parking spaces to serve residents and visitors consisting of 91 residential and 10 visitor parking spaces in an underground parking garage accessed via a two-way driveway off of Kennedy Road. Three additional visitor parking spaces are also proposed at grade, for a total of 104 parking spaces.

The proposed vehicular parking supply of 104 spaces is appropriate because the subject site is well served by bus services operated by the Toronto Transit Commission (TTC) on St. Clair Avenue East, Kennedy Road and Danforth Road. Bus stops are located on St. Clair Avenue East, Kennedy Road and Danforth Road immediately adjacent to the site. In addition, the site is located within walking distance (approximately 350 metres or 1,150 feet) of Scarborough Station on the Lakeshore East Go train line. Trains operate 7 days a week, with service approximately every 15 to 60 minutes during the weekday and approximately every 60 minutes during the weekend. Furthermore, the site is located within short bus rides of Warden Station (approximately 1.6 kilometres or 5 minutes by bus, served by three bus routes) and Kennedy Station (approximately 2 kilometres or 6 minutes by bus, served by one bus route) on the Bloor-Danforth subway lines. The draft zoning by-law amendment attached to this report incorporates the parking rates which reflect the site's highly accessible location. In addition, 46 below grade bicycle parking spaces and 21 bicycle parking spaces are to be provided at grade for a total of 67 bicycle parking spaces.

Access/Driveways/Loading/Service Areas

Access to the underground parking garage, loading and service area is proposed to be located off of Kennedy Road and screened from public view at the rear of the building to reduce the impact on the public realm along St. Clair Avenue East. This supports the development criteria of the Mixed Use Area policies of the Official Plan to locate and

screen service areas to minimize impact on the adjacent streets and residences. The detailed design of the loading and service areas, including appropriate acoustical fencing adjacent to the residential lot lines, will be finalized as part of the site plan approval process.

Servicing

A Site Services and Stormwater Management Report was submitted by the applicant in support of the proposed development. The reports were reviewed by Engineering and Construction Services staff and found to be acceptable. Refinements to the report will be made as part of the site plan approval process.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows the local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 + 0.79 hectares of local parkland per 1,000 people. The subject site is located in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The applicant is proposing to construct a four storey residential building having a total of 96 residential units within a site area of 0.3677 hectares (3,677 m²). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020 – 2010, the parkland dedication would be 0.128 hectares (1,280m²), which equates to 34% of the site. However, a cap of 10% applies and hence the parkland dedication would be 0.0367 hectares (367m²).

The applicant is required to satisfy the parkland dedication through a cash-in-lieu payment. The parkland dedication for the subject site is too small to be functional. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. This parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process.

Urban Design

The proposed development will revitalize this vacant site, formerly used as a gas bar, and result in a high quality living environment consistent with the development criteria of the City's Official Plan. Development in Mixed Use Areas is required to locate and mass new buildings to frame the edges of streets. The proposed building provides appropriate street walls along St. Clair Avenue East, Kennedy Road and Danforth Road that will assist in defining the street edges. The St. Clair Avenue East, Kennedy Road and Danforth Road frontages will be improved by the proposed development through building massing, landscaping, tree plantings, and sidewalk improvements. Landscaping will encompass both the public boulevard and private property, thereby enhancing the pedestrian environment.

The proposed building has been designed in a contemporary fashion using many different materials such as brick veneer, panels of different texture and colour, aluminum louvers, and glass railings. The south-west corner of the proposed building at St. Clair Avenue East and Kennedy Road has been designed to give prominence to this corner. Refer to Perspective Drawing – Attachment No. 2. Further details regarding urban design and the streetscape will be addressed through the associated site plan approval process.

Tree Protection and Planting

Urban Forestry comments indicate that five private trees will be removed to allow for the development proposal. The applicant is proposing to plant sixteen new trees within the City road allowance. The applicant is also looking for additional opportunities to plant private trees along the rear of the property and within the adjacent residential properties with consent from the property owners. Further improvements to the landscape plan will be pursued as part of the associated site plan application.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. Applicable TGS performance measures will be secured through the Site Plan Approval process.

Development Charges

It is estimated that the development charges for this project will be \$984,696.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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SIGNATURE

Raymond David, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Perspective Drawing

Attachment 3: North and South Elevations

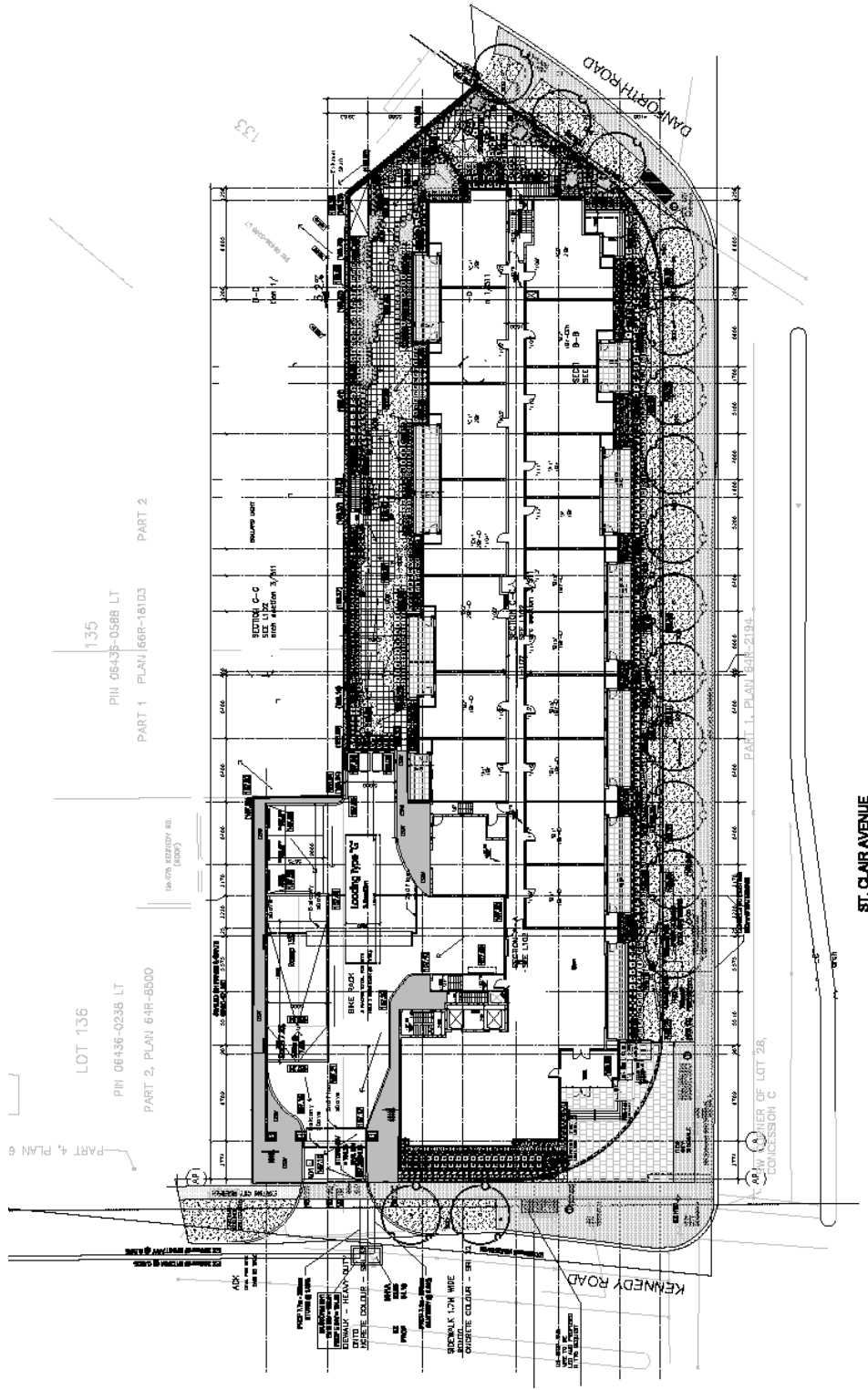
Attachment 4: East and West Elevations

Attachment 5: Zoning

Attachment 6: Application Data Sheet

Attachment 7: Draft Zoning By-law Amendment

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

North Arrow

10/15/13

3560 St. Clair Avenue East

File # 13 123512 ESC 35 0Z

Attachment 2: Perspective Drawing



Perspective

Applicant's Submitted Drawing

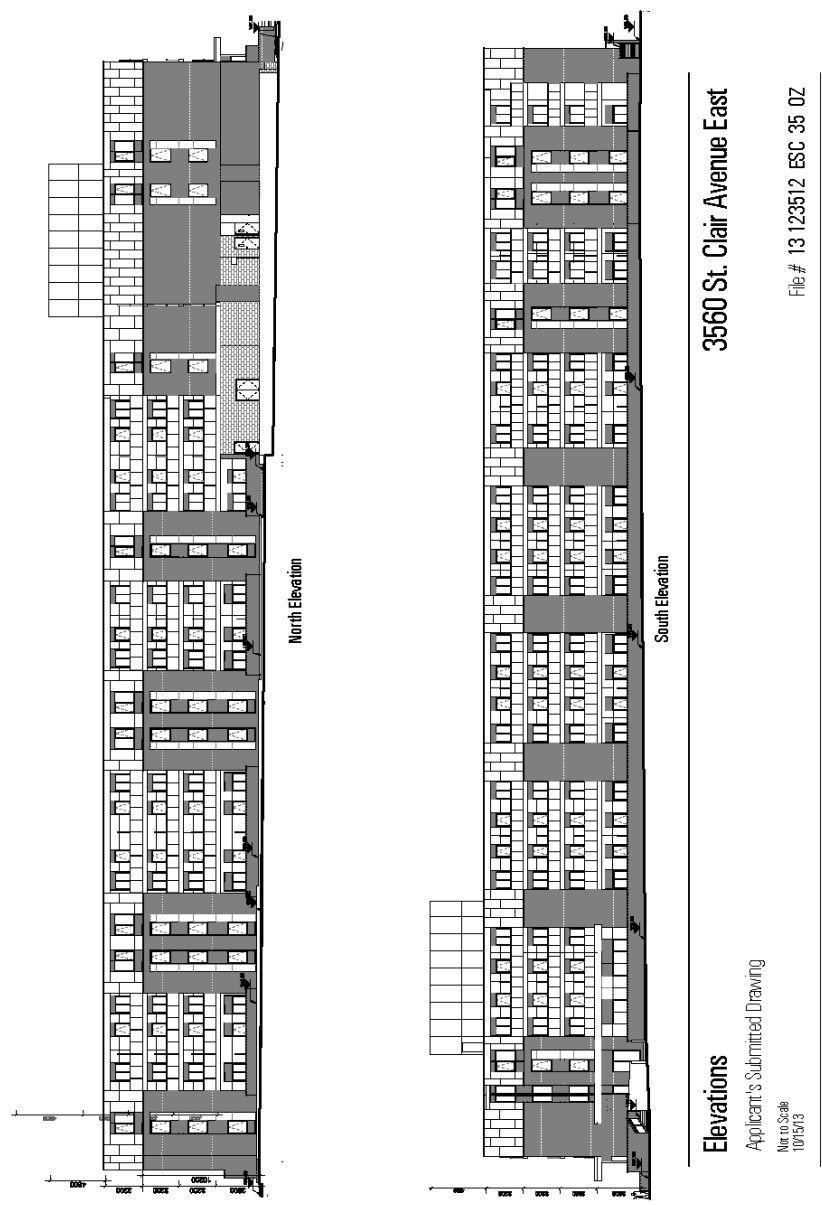
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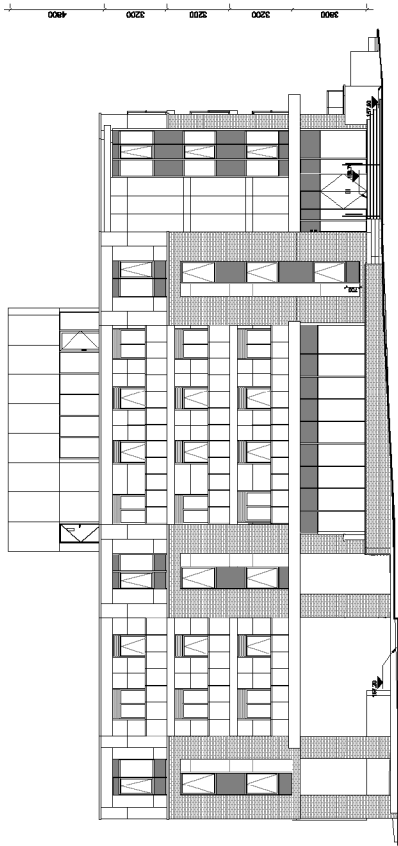
3560 St. Clair Avenue East

File # 13 123512 ESC 35 02

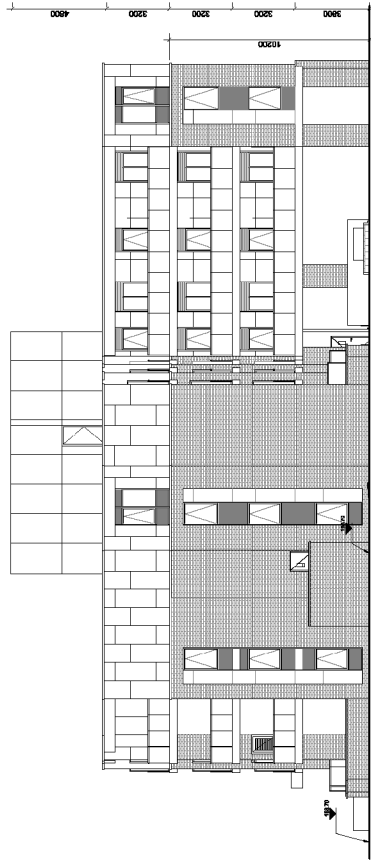
Attachment 3: North & South Elevations



Attachment 4: East & West Elevations



West Elevation



East Elevation

Elevations

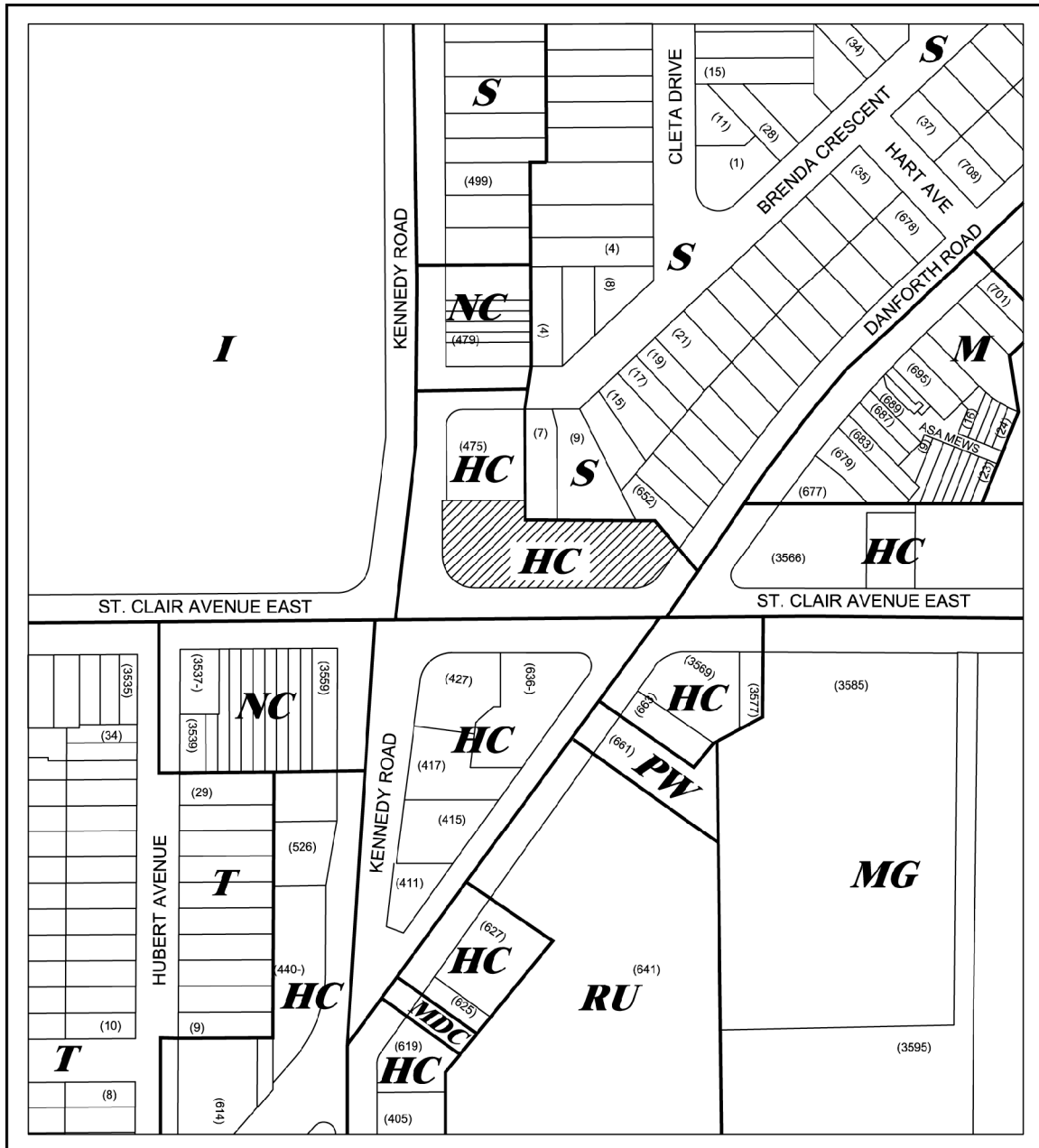
Applicant's Submitted Drawing

Not to Scale
10/15/13

3560 St. Clair Avenue East

File # 13 123512 ESC 35 0Z

Attachment 5: Zoning



Zoning Kennedy Park Community

3560 St. Clair Avenue East

File # 13 123512 ESC 35 0Z



Location of Application

S Single-Family Residential
T Two-Family Residential
M Multiple-Family Residential
NC Neighbourhood Commercial

HC Highway Commercial
I Institutional Uses
MDC Industrial District Commercial Zone
MG General Industrial Zone

PW Places Of Worship Zone
RU Recreational Zone



Not to Scale
3/5/13

Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	13 123512 ESC 35 OZ
Details	Rezoning, Standard	Application Date:	February 22, 2013

Municipal Address:	3560 ST CLAIR AVENUE EAST
Location Description:	CON C PT LOT 28 PLAN 3507 PT LOT 136 S30FT OF LOT 136 **GRID E3503
Project Description:	Proposed 4-storey, 96 unit residential condominium development.

Applicant:	Agent:	Architect:	Owner:
ARMSTRONG HUNTER AND ASSOCIATES			ST CLAIR BIRCH PROPERTIES INC

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):	3677	Height:	Storeys:	4
Frontage (m):	74.53		Metres:	13.6
Depth (m):	32 – 41			
Total Ground Floor Area (sq. m):	1720			Total
Total Residential GFA (sq. m):	7961		Parking Spaces:	104
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	7961			
Lot Coverage Ratio (%):	46			
Floor Space Index:	2.17			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	7961	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	51	Office GFA (sq. m):	0	0
2 Bedroom:	42	Industrial GFA (sq. m):	0	0
3 + Bedroom:	3	Institutional/Other GFA (sq. m):	0	0
Total Units:	96			

CONTACT:	PLANNER NAME:	Perry Korouyenis, Planner
	TELEPHONE:	(416) 396-4927

Attachment 7: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto
Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend the Kennedy Park Zoning By-law No. 9276, as amended,
with respect to the lands municipally known as,
3560 St. Clair Avenue East**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. **SCHEDULE "A"** of the Kennedy Park Community Zoning By-law No. 9276 is amended for the lands outlined in the attached Schedule '1' by deleting the existing Highway Commercial (HC) zoning and replacing it with an Apartment Residential (A) Zone and the Performance Standards as shown on Schedule '1', so that the amended zoning shall read as follows:

A – 20E – 40A – 80E – 80F – 142 – 154 – 155 – 156 – 157 – 158 – 159 – 160 –
161 – 162 – 163

2. **Schedule "B", PERFORMANCE STANDARDS CHART**, is amended by adding the following Performance Standards as follows:

INTENSITY OF USE

20E. Maximum 96 **dwelling units**.

FRONT YARD

40A. Minimum 3.8 metres from St. Clair Avenue East.

FLOOR AREA

80E. **Gross floor area** of the building shall not exceed 2.17 times the lot area.

80F. Building **coverage** shall not exceed 47% of the lot area.

MISCELLANEOUS

- 154. Minimum 2.6 metres from Danforth Road.
- 155. Minimum 2.8 metres from Kennedy Road.
- 156. Minimum 5.8 metres from the property line adjacent to 652 Danforth Road.
- 157. Minimum 7.5 metres from the rear property line of the residential properties fronting onto Brenda Crescent.
- 158. Maximum building **height** of 13.6 metres, or 4 storeys, excluding the 5.0 metre high mechanical penthouse.
- 159. Indoor and outdoor amenity space to be provided at a rate of 7.0 square metres for each **dwelling unit**, of which:
 - (a) a minimum of 3.0 square metres for each **dwelling unit** must be indoor amenity space; and
 - (b) a minimum of 4.0 square metres for each **dwelling unit** must be outdoor amenity space.
- 160. The following provision of **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES** is not applicable:
 - 1.5.2 Yards
- 161. Vehicle **parking spaces** shall be provided as follows:

Residential:

- i) one-bedroom **dwelling unit**: minimum 0.8 spaces per **dwelling unit**;
- ii) two-bedroom **dwelling unit**: minimum 0.9 spaces per **dwelling unit**; and
- iii) three bedroom **dwelling units**: minimum 1.1 spaces per **dwelling unit**.

Visitor:

- iv) a minimum of 0.15 **parking spaces** per **dwelling unit** shall be provided for visitors.

162. **Bicycle parking spaces** shall be provided at a rate of:

- (i)
 - (a) 0.47 long-term **bicycle parking spaces** within the building for each **dwelling unit**; and
 - (b) 0.21 short term **bicycle parking spaces** at grade for each **dwelling unit**.
- (ii) **Meaning of Long-Term and Short-Term Bicycle Parking Spaces:**
 - (a) Long-Term **bicycle parking spaces** are **bicycle parking spaces** for use by the occupants or tenants of a building; and
 - (b) Short-Term **bicycle parking spaces** are **bicycle parking spaces** for use by visitors to a building.
- (iii) A **bicycle parking space** must be located on the same lot as the use for which it is required.
- (iv) **Bicycle parking spaces** for a dwelling unit shall not be located:
 - (a) in a **dwelling unit**; or
 - (b) on a balcony; or
 - (c) in a storage locker.
- (v) Where the bicycles are to be parked in a horizontal position (on the ground), the space shall have horizontal dimensions of at least 0.6 m by 1.8 m per bicycle and a vertical dimension of at least 1.9 m.
- (vii) Where the bicycles are to be parked in a vertical position, the space shall have horizontal dimensions of at least 0.6 m by 1.2 m per bicycle and a vertical dimension of at least 1.9 m.

163. Notwithstanding the definition of **main wall**, the following Projections, to the maximum distance shown below, shall be permitted into the minimum required setback.

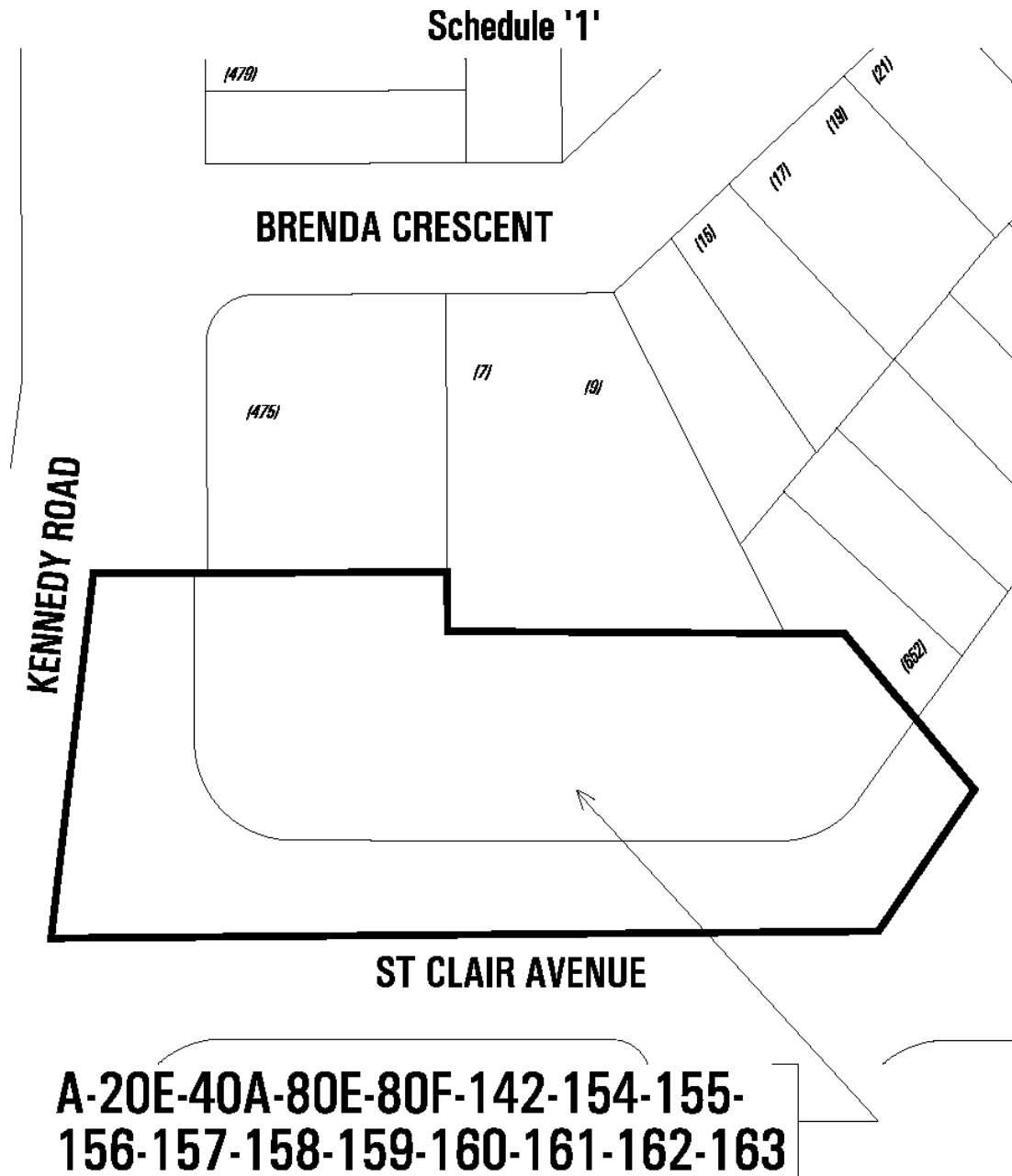
<u>Projections</u>	<u>Distance</u>
Balcony, or similar structure	0.3 metres
Exterior steps, ramps and/or terraces on the ground floor	No limit
Chimney, pilasters and projecting columns	0.3 metres from the main wall
Roof overhang	0.3 metres

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



Zoning By-Law Amendment

3560 St Clair Avenue East

File # 13-123512 ESC 02



Area Affected By This By-Law

Kennedy Park Community Bylaw
Not to Scale
10/29/13

