

622-646 Kingston Road – Official Plan Amendment and Zoning Amendment Applications – Final Report

Date:	May 29, 2015
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 32 – Beaches-East York
Reference Number:	14 200168 STE 32 OZ

SUMMARY

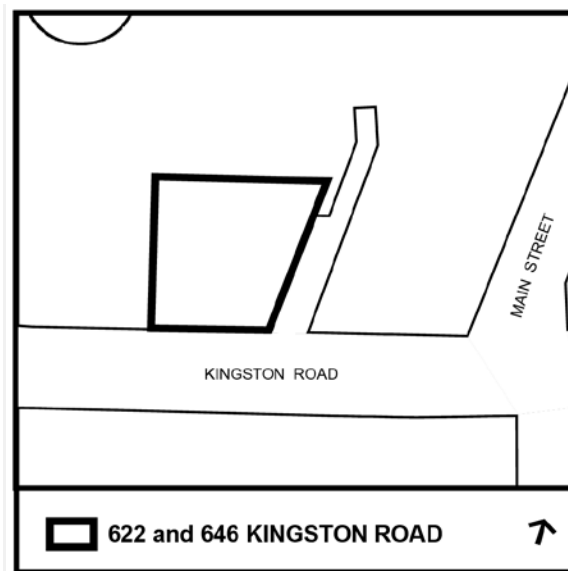
The proposal seeks to construct a seven-storey apartment building at 622-646 Kingston Road. The development proposes 58 residential units (5,485 m² of gross floor area (GFA)) and 43 on-site parking spaces in a two level underground garage. An additional 15 parking spaces will be provided off-site at 663-691 Kingston Road.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-laws.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 622-646 Kingston Road substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 7 to the report (May 29, 2015) from the Director, Community Planning, Toronto and East York District.
2. City Council amend Zoning By-law 438-86, for the lands at 622-646 Kingston Road substantially in accordance with the draft Zoning By-law Amendment to be



provided prior to the Toronto and East York Community Council meeting of June 16, 2015.

3. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 622-646 Kingston Road substantially in accordance with the draft Zoning By-law Amendment to be provided prior to the Toronto and East York Community Council meeting of June 16, 2015.
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendments as may be required.
5. Prior to the introduction of bills, City Council require the owner to revise the drawings to provide loading space dimensions, associated turning radii, and associated details to the satisfaction of Solid Waste Management to enable garbage pick-up.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Toronto and East York Community Council (TEYCC) adopted a Preliminary Report at its meeting of January 13, 2015 recommending that staff schedule a community consultation meeting to discuss the proposal with area residents. The Preliminary Report can be accessed at this link:

<http://www.toronto.ca/legdocs/mmis/2015/te/bgrd/backgroundfile-74230.pdf>.

ISSUE BACKGROUND

Proposal

The proposal seeks to construct a seven-storey (5,485 m² of GFA) residential building at 622-646 Kingston Road. Due to the decreasing grade towards the north side, the rear elevation will have eight-storeys. Since the time of writing the Preliminary Report, the applicant has made the following changes to the plans:

- add a seventh floor walk-up to the rear of the mechanical penthouse
- remove all non-residential GFA in the development
- increase the overall GFA from 4,249 m² to 5,485 m²
- increase the Floor Space Index (FSI) from 3.4 to 3.71
- increase the number of residential units from 51 to 58
- increase the on-site parking spaces from 34 to 43
- increase the indoor amenity space from 0 m² to 36 m²

The proposed building will have an overall height of 24.75 metres (including mechanical penthouse). The overall density for the proposed development would be 3.71 times the area of the lot, excluding hazard lands on the site. A total of 43 on-site parking spaces will be provided on two levels of underground parking. All on-site parking will be for residents. Visitor parking will be provided in the proposed development at 663-691 Kingston Road which is being processed under file No. 14 200116 STE 32 OZ. The applicant proposes to register both developments as one condominium corporation to provide shared facilities. Proposed on-site bicycle parking consists of 35 resident and 9 visitor spaces.

Project information is provided on the Application Data Sheet, Attachment No. 6.

Site and Surrounding Area

The property is located on the north side of Kingston Road, west of Main Street. The property has a 32.61 metre frontage on Kingston Road and a public laneway flanks the easterly side of the site. A portion of the laneway is in private ownership. The 1,638 m² site is relatively even on Kingston Road with decreasing grades towards the north (rear). The site is occupied by a converted detached dwelling that is presently used by Beaches Child Care Centre Inc. (BCCCI) as a day care facility. There is a large black locust tree located on the southwest portion of the site adjacent to the laneway. The rear of the site has an unstable slope feature.

Land uses and form of development surrounding the property include the following:

North: A parcel of land in private ownership immediately to the north. Further to the north is a back-to-back relationship with the residential neighbourhood on Glen Davis Crescent. The residences on Glen Davis Crescent are two to three-storey detached dwellings.

West: An eight-storey apartment building with 68 residential units on the west side of the site.

East: A public laneway on the east property line which is used by the adjacent properties, including detached dwellings fronting on Main Street. A portion of the laneway is in private ownership. A single storey automotive repair garage abuts the east side of the public laneway opposite the site.

South: A five-storey mixed use residential and commercial building on the south side of Kingston Road.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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 have reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The southern portion of the property along Kingston Road is designated *Neighbourhoods* and the rear (north) is designated *Natural Areas* in the Official Plan.

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

The Official Plan contains development criteria for assessing new development in *Neighbourhoods*. Specifically, Policy 5 states that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- a) patterns of streets, blocks and lanes, parks and public building sites;
- b) size and configuration of lots;
- c) heights, massing, scale and dwelling type of nearby residential properties;
- d) prevailing building type(s);
- e) setbacks of buildings from the street or streets;
- f) prevailing patterns of rear and side yard setbacks and landscaped open space;
- g) continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- h) conservation of heritage buildings, structures and landscapes.

Further, Policy 5 states that no changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the neighbourhood. The policies state that the prevailing building type will be the predominant form of development in the neighbourhood and that some *Neighbourhoods* will have more than one prevailing building type.

The rear of the property is designated *Natural Areas* in the Official Plan. Section 4.3 of the Plan indicates that *Natural Areas* will be maintained primarily in a natural state, while allowing for:

- a) compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and
- b) conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impacts on natural features and functions.

The property is identified as being in the Natural Heritage System on Map 9 of the Official Plan. Section 3.4 of the Plan contains policies related to the Natural Environment. The Plan identifies that a careful assessment of impacts of new developments in areas near the natural heritage system is required. The Plan identifies that the City's natural environment should not be compromised by growth, insensitivity to the needs of the environment or neglect.

The Official Plan states that proposals for new development falling within the Natural Heritage System may need to be accompanied by a study, when appropriate, to assess a proposed development's impact on the natural environment and propose measures to reduce negative impacts on and where possible improve the natural environment.

Where the underlying land use designation provides for development in or near the natural heritage system, development will:

- recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
- minimize adverse impacts and when possible, restore and enhance the natural heritage system.

Policy 8 in Section 3.4 of the Official Plan states that development will be set back by at least 10 metres, or more if warranted by the severity of existing or potential natural hazards, from locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property.

Zoning

This site is zoned R4 Z1.0 in the former City of Toronto Zoning By-law 438-86 which permits a residential apartment building up to a density of 1.0 times the lot area. The maximum permitted height is 14 metres.

This site is also zoned R (d1.0) (x683) in the new Zoning By-law 569-2013 which is currently under appeal. The R (d1.0) (x683) zone permits a residential apartment building and limited non-residential uses including day care centre. The total permitted density for all uses is 1.0 times the area of the lot. The height limit is 14 metres. Excerpts from the zoning maps from By-laws 438-86 and 569-2013 as they relate to the subject site, are shown on Attachments 3 and 4, respectively.

Site Plan Control

The applicant has submitted a Site Plan Control application (file No. 14 200171 STE 32 SA) which is being processed concurrently with the Official Plan and Zoning By-law amendments. The most recent site plan drawings are shown on Attachments 1 and 2. The site plan drawings are conceptual and subject to change.

Mid-Rise Design Guidelines

In July 2010, Toronto City Council adopted the Avenues and Mid Rise Design Study and directed City Planning staff to monitor implementation. Although the site is not located on an *Avenue* as identified on Map 2 - Urban Structure of the Official Plan, the Avenues and Mid Rise Design Study provide a set of performance measures for evaluating mid rise developments to ensure they fit within their context and minimize their local impacts. As such, they are a useful tool to assist in the evaluation of this proposal; however, consistency with the guidelines is not alone sufficient to determine whether the proposed building type and built form are appropriate for the site.

Reasons for the Application

An Official Plan amendment is required because the proposed seven-storey apartment building does not comply with the *Neighbourhoods* designation, which permits apartment buildings up to four-storeys. An Official Plan amendment is also required because the proposed structure is located less than the prescribed 10 metres from a slope instability feature.

Zoning By-law amendments are required for the former City of Toronto Zoning By-law 438-86 and the new City wide Zoning By-law 569-2013 that is presently under appeal. The proposed development does not comply with the provisions of the R4 Z1.0 zone in By-law 438-86, or the corresponding R (d1.0) (x683) zone in By-law 569-2013. Both By-laws permit an apartment building with a height up to 14 metres and a density up to 1.0 times the lot area. The proposal requires amendments to both By-laws to permit a 24.75 metre building and a density of 3.71 times the lot area.

Community Consultation

On February 5, 2015, Planning held a Community Consultation meeting for the proposed developments at 622-646 Kingston Road and 663-691 Kingston Road, at the Beaches Community Centre. 646 Kingston Road Inc. is the proponent of both developments and the two properties are in close proximity. Approximately 70 members of the public attended the meeting.

City Planning staff presented an overview of the planning process and the applicant presented their proposal. Issues were raised by the public with respect to potential shadow impact, overlook, use of the public lane for access to parking and loading, traffic issues in the area, on-street parking, and the cumulative impact of development on Kingston Road. Several members of the public submitted electronic comments.

At the request of attendees, the Ward Councillor arranged a second Community Consultation meeting that was held on May 25, 2015 at Community Centre 55. Approximately 27 members

of the public attended the follow-up meeting. Planning staff outlined the evaluation process and the applicant presented the changes that were made to the proposed development since the February 5, 2015 meeting. Staff from the City's Transportation Services and Right of Way Management Divisions were also in attendance to answer questions asked by those in attendance.

The main issues that were raised by the attendees were: on-street parking in the surrounding area resulting from insufficient on-site parking; impact of the seventh storey walk-up on adjacent land uses; and vehicular access from Kingston Road. All of these issues are addressed in the Height and Built Form and Access and Parking sections 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 Official Plan and Zoning By-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the proposal and determined that it is consistent with the PPS as it redevelops an underutilized site to a form that is consistent with the area context and provides appropriate on site transitions to adjacent *Neighbourhoods to the north*. The proposed development does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The City's Official Plan designates the subject property as *Neighbourhoods* and a portion of the site in the rear as *Natural Areas*. The property is also identified as being in the Natural Heritage System on Map 9 of the Official Plan.

The southern portion of the site is designated *Neighbourhoods*. While interspersed walk-up apartments that are not higher than four-storeys are permitted, new apartment buildings in excess of four-storeys are not permitted in *Neighbourhoods*. An Official Plan Amendment is required to permit an increase in height beyond the prescribed four-storeys.

The proposal will not have negative impacts on the properties designated *Neighbourhoods* and will not destabilize nearby residential areas. The proposed Official Plan Amendment does not set a precedent for redesignating other properties in the *Neighbourhoods* due to its unusual location on Kingston Road. The proposed seven-storey residential apartment is consistent and compatible with the mix of housing types that exist on this segment of Kingston Road. This includes two seven-storey residential apartment buildings at 485 and 501 Kingston Road, and an eight-storey apartment building at 600 Kingston Road. An Official Plan Amendment to permit a seven-storey apartment building is appropriate in this instance.

The rear of the property is designated *Natural Areas* which are intended to be maintained primarily in a natural state. The Natural Environment policies of the Official Plan specify that development will be set back at least 10 metres from slope instability, erosion, or other physical conditions that present a significant risk to life or property. The applicant has submitted a

geotechnical study which has been peer reviewed by the Toronto and Region Conservation Authority (TRCA). TRCA does not object to the proposed location of the structure and a reduced setback from the slope instability feature.

The applicant has submitted a Natural Heritage Impact Study (NHIS) as required in Section 3.4 of the Official Plan. TRCA and Parks Forestry and Recreation (PF&R) have reviewed the NHIS and are satisfied that the proposed development meets the intent of the Natural Environment policies of the Official Plan. In view of the foregoing, staff are of the opinion that the proposed Official Plan amendment to reduce the setback from the slope instability feature is appropriate in this instance. The TRCA has requested that the land below slope instability (the ravine feature) be zoned open space. The Natural Environment policies of the Official Plan are discussed in greater detail in the Natural Heritage Impacts section of this report.

One of the objectives of the Official Plan is to create healthy neighbourhoods. Where reinvestment through redevelopment is contemplated, the key is to ensure that new development respects the character of the area, demonstrates a high degree of transition in height and scale to adjacent lower scale development and serves to reinforce the stability of the neighbourhood.

In the case of this development, the building is configured to preserve the large black locust tree and the ravine feature in the rear (north). By preserving and enhancing the site's natural features the proposed development demonstrates respect for the character of the area which includes a significant natural environment component.

The applicant has massed the structure towards the south end of the site and preserved the north portion which adjacent to the *Neighbourhoods*. In addition to a substantial rear yard setback, the building is terraced at the seventh floor to meet the rear angular plane. The cumulative effect of these design considerations demonstrates a high degree of transition in height and scale to the lower scale development to the north and serves to reinforce the stability of the neighbourhood.

Policy 5.3.1.3 of the Official Plan states that when considering a site specific amendment to the Official Plan, Council must be satisfied that any development permitted under an amendment to the Plan, is compatible with its physical context and the planning review must examine whether the application should be considered within the immediate context of whether a broader review is appropriate. Staff have reviewed the applicant's request to amend the Official Plan within the area context and are of the opinion that a broader review beyond the context and the Segment Review (SR) discussed below is not required in this instance.

The subject site known as 622-646 Kingston Road is an appropriate location to consider an amendment to the Official Plan *vis-a-vis* a site and area specific policy for the *Neighbourhoods* designation. A site and area specific policy will permit the requested building height and location less than 10 metres from a slope instability feature.

Staff have reviewed the application to amend the Official Plan to permit a seven-storey apartment building located less than 10 metres from a slope instability feature and are of the opinion that it is appropriate in this instance. This report recommends the adoption of a site and area specific policy as shown in Attachment 7 – Draft Official Plan Amendment of this report.

Segment Review

This portion of Kingston Road is not identified as an *Avenue* on the Urban Structures Map 2 of the Official Plan. Thus, an Avenue Segment Review was not required to process the Official Plan Amendment and Rezoning applications. Due to the multiple applications in the area, staff determined that a SR would be helpful to assess the applications within the local context. The applicant submitted a scoped SR in support of the proposed developments at 622-646 Kingston Road and 663-691 Kingston Road focused on review of development, planning, and built form issues. The SR includes properties largely fronting on Kingston Road between Brookside Drive and Waverly Road to the west, and Walter Street and Winthorpe Road to the east.

The purpose of the SR was to provide a background review of relevant policies and an inventory of existing built form, which helps to inform the impacts that incremental development may have on this segment of Kingston Road. The SR identified and reviewed eight "soft sites" that could have potential for redevelopment, plus the two developments currently under review. Soft sites were identified based on the following criteria:

- does not contain an existing building five or more storeys;
- substantial parcels of land with unified ownership;
- lands with substantial depths (generally greater than 30 metres deep); and
- sites with no or low number of rental units.

The consultants provided a conceptual redevelopment potential for each soft site based on principles contained in the City's Avenues and Mid-Rise Buildings Study. The SR anticipates that heights of developments would range between three to seven-storeys and densities between 1.5 to 5.0 times the lot area. A full build out of all eight soft sites, excluding the two developments under review, would result in approximately 361 residential units (34,475 m² of residential GFA) and 671 m² of at-grade retail space.

Staff have reviewed the SR with the supplemental information and agree with the conclusion that incremental development within the defined segment on Kingston Road will have no adverse impacts within the area context. The proposed development at 622-646 Kingston Road is in keeping with the development scenario envisioned in the SR and represents a building type that already exists on this segment of Kingston Road.

The SR is intended to address the proposed developments at 622-646 Kingston Road and 663-691 Kingston Road, and is not designed to encourage intensification in *Neighbourhoods*. The limitations of the SR should be recognized as it does not consider traffic impact or community services and facilities. The conclusions in the SR with respect to heights and massing are not considered to be conclusive in terms of future consideration of any development applications. Any future development applications submitted on this segment of Kingston Road will be evaluated on their own merit, with staff having the benefit of reviewing full and detailed development proposal submission materials.

Midrise Guidelines

The application has been reviewed against the performance standards contained within the Avenues and Mid-Rise Buildings Study. The applicant has substantially met the performance

standards contained within the study with some minor variation. Where there is variation from the performance standards there is no adverse impact on the surrounding properties.

Natural Heritage Impacts

The subject site is located on Map 9 the Natural Heritage System in the Official Plan. The applicant has submitted a NHIS which has been and accepted by both TRCA and PF&R. The applicant has also submitted a Ravine Stewardship Plan, planting plan, and landscape plan that are generally acceptable to PF&R.

The Ravine Stewardship plan outlines the specific vegetation to ensure that there is a net benefit to the environment. PF&R requires the installation of a barrier separating the ground level private amenity spaces from the ravine feature and TRCA requires the same ravine feature be zoned open space. Collectively these measures ensure that the lands in the rear are protected and meet the intent of the Natural Environment policies in the Official Plan.

By locating the structure on the southern portion of the site along Kingston Road, and protecting and renaturalizing the rear of the site, the proposed development meets the intent of the *Natural Areas* designation and the Natural Environmental policies the Official Plan.

Height and Built Form

The existing zoning on the site permits a building up to 14 metres in both Zoning By-laws 438-86 and 569-2013. The proposed building has a height of 24.75 metres (including mechanical penthouse), and steps back at the sixth and seventh stories on Kingston Road. The north elevation will read as an eight-storey structure due to the decreasing grade in the rear and will also be stepped back on the highest floor.

City policy generally seeks to implement mid-rise buildings with heights no greater than the width of the adjacent right-of-way. This 1:1 ratio permits a built-form that mitigates visual impacts on the public realm and adjacent land-uses with respect to shadow and overlook. On Kingston Road, which has a right-of-way width of 20 metres, a mid-rise building meeting this ratio can be 20 metres in height. The proposed building exceeds the 1:1 ratio but is acceptable for the following reasons:

- the seventh storey fits within the angular plane;
- the massing above 20 metres is a wrapped mechanical penthouse;
- the seventh storey is a partial storey that only contains bedrooms and terrace; and
- the existing context on Kingston Road includes seven and eight-storey buildings in the immediate area.

Performance Standard 5A of the Avenues and Mid-Rise Buildings study outlines the angular plane requirements for the rear of buildings on deep lots (over 41 metres deep). The purpose of this Performance Standard is to ensure that appropriate transition occurs to adjacent low-scale residential neighbourhoods and to mitigate against potential shadow, privacy and overlook concerns. The building is required to be set back 7.5 metres from the south lot line.

The rear yard set back for the proposed building varies significantly between 8.4 to 15.3 metres. Additionally, on site grading decreases from Kingston Road to the rear property line by 7.9 metres. Because of the significant grade variation, the applicant was permitted to measure the angular plane from average grade using the furthest point of the rear property line. An angular plane measured from grade at the rear property line would permit a two-storey structure resulting in an under developed site. A private parcel of land located between the subject site and the properties on Glen Davis Drive, provide additional buffering to the *Neighbourhoods*.

With respect to built form, the seventh storey is a mechanical penthouse on Kingston Road, and a second floor walk-up for units on the sixth storey. The proposed building is stepped at the sixth and seventh storeys (16.5 metres and 19.75 meters, respectively) on the Kingston Road frontage. A balcony railing on the seven-storey penetrates the rear angular plane but is considered to be acceptable. Both front and rear elevations are within the prescribed angular plane limits.

Staff considered the area context when evaluating appropriateness. The immediate area context is a mix of different building forms including two seven-storey apartment buildings at 485 and 501 Kingston Road, and an eight-storey residential apartment at 600 Kingston Road. Overall, Kingston Road has a context with a wide range of low-rise and mid-rise buildings. The proposed seven-storey mixed-use development is consistent with the context on this segment of Kingston Road.

In view of the foregoing, staff are of the opinion that the height and massing provide an appropriate relationship to Kingston Road and the *Neighbourhoods* to the north. The height and massing of the proposed building is appropriate.

Sun/Shadow

The applicant has submitted a sun/shadow study in support of the proposed development. The submitted drawings show that during the spring and fall equinox the proposed building casts a shadow on approximately three rear yards of the low-scale residential neighbourhood to the north. The greatest amount of shadow occurs during the mid-morning hours of 9:18 AM to 11:18 AM due in part to the higher elevation. There is no additional shadow on the low-scale residential neighbourhood after mid-day. Staff are of the opinion that the shadow impact is acceptable, given the achievement of other planning objectives on the site.

Privacy and Overlook

Staff have reviewed the drawings with respect to potential privacy and overlook concerns. The proposed building is located and massed toward Kingston Road thereby creating greater separation to the residential neighbourhood to the north.

Additional trees will be planted in the ravine feature in accordance with the Ravine Stewardship Plan. The existing vegetation with the additional planting will assist in creating a visual separation between the subject site and the *Neighbourhoods* to the north.

As previously mentioned the seventh-storey on the rear elevation (north) terraces away from the residential properties as it gets taller. This means that the distance between the units in the proposed building and the backyards associated with the dwellings on Glen Davis Crescent

increases on the highest floor. As an extra precaution the City will require screening on balconies and terraces to help prevent overlook as part of site plan approval.

Residential Amenity Areas

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Both Zoning By-laws require a minimum of 2 m² per unit of indoor and outdoor amenity space be provided, which in this case amounts to 116 m² of indoor space and 116 m² of outdoor space. The applicant proposes to provide approximately 36 m² of common residential indoor amenity space and no outdoor amenity space.

The applicant proposes to register the developments at 663-691 Kingston Road and 622-646 Kingston Road as one standard condominium corporation to enable share amenity space between the residents. Given that the proposed developments are less than 300 metres apart, sharing amenities is reasonable and will provide greater variety for future residents.

The combined required indoor amenity space for the two developments is 214 m²; whereas the applicant is providing a combined 156 m². 622-646 Kingston Road proposes 36 m² and 663-691 Kingston Road will have 120 m² of common indoor amenity space. Outdoor amenity space for both developments is proposed to be 0 m². However, almost all of the residential units in both proposed developments have private outdoor amenity areas. 663-691 Kingston Road has one unit without private amenity space and 622-646 Kingston Road will have four. The four units without private amenity space at 622-646 Kingston Road have direct access to at grade common area in the rear. Staff are willing to accept the deficiency of amenity space given the balance of other objectives achieved in the development, the overall size of the proposal, and with respect to outdoor amenity, the provision of private balconies and amenity space.

Staff have reviewed the indoor and outdoor amenity spaces in both proposed developments and are satisfied that a combined 156 m² of indoor amenity space and 0 m² of outdoor amenity space is acceptable in this instance.

Access and Parking

Pedestrian access is provided through the covered walkway from Kingston Road. Vehicular access for parking is from the public laneway to the east.

The proposal includes 43 on-site resident parking spaces and an additional 15 visitor parking spaces to be provided at 663-691 Kingston Road. The 15 off-site parking spaces are to be shared between the developments at 622-646 Kingston Road and 663-691 Kingston Road. Zoning By-law 569-2013 requires 53 on-site resident spaces and 9 visitor spaces.

Transportation Services staff have reviewed the proposed parking supply, off-site parking, and shared visitor parking to be provided at 663-691 Kingston Road, and are satisfied that parking supply is sufficient to meet the demand generated by the proposed development. Because required parking is provided off-site, staff recommends that before introducing the necessary Bills to Council for enactment, City Council require the owner to revise the drawings to provide

off-site loading space dimensions and associated turning radii to the satisfaction of Solid Waste Management to enable private garbage pick-up.

The proposal includes 35 resident bicycle spaces (long term) and 9 visitor bicycle spaces (short term) comply with the Zoning By-law requirements. All bicycle parking spaces will be provided on P1.

At the May 25, 2015 Community Consultation meeting residents requested that vehicular access be provided from Kingston Road. Transportation Services Division advises that access from Kingston Road may interfere with the Kingston Road streetcar resulting in unsafe operation. The proposed vehicular access from the laneway is the preferred option.

At the May 25, 2015 Community Consultation meeting attendees requested that future residents of the proposed development be excluded from on-street parking permissions. On-street parking is a community issue that is beyond the scope of the proposed development. Restriction to the parking permit system may be initiated by the local Ward Councillor and is administered by the Transportation Services Division.

Servicing

One Type G loading space is required to be provided on-site in both Zoning By-laws. The applicant is proposing to locate the Type G loading space entirely within the public laneway to the east.

The laneway is constrained due to the large black locust tree, private ownership for a portion of the laneway, proposed vehicular access, and a steep slope from Kingston Road. As a result, it is not possible to locate a functional type G loading space in the public laneway. In this particular instance the following options are available for waste collection:

1. private collection with smaller servicing vehicles;
2. a system relying on rolling tote bins; or
3. off-site loading.

At the time of writing this report, the applicant was unable to secure an acceptable location for servicing which may result in changes to the site plan drawings. Staff recommends that before introducing the necessary bills to Council for enactment, the Executive Director of Engineering and Construction Services advise the Chief Planner and Executive Director that a satisfactory arrangement for solid waste management has been achieved. Any solution for solid waste management must not be at the expense of the City and born entirely by the applicant.

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 local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.78 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is located in a parkland priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application proposes to construct one new building with 5,485 m² of residential space and 58 units. At the alternative rate of 0.4 hectares per 300 units in Chapter 415, the required parkland dedication would be 773 m² or 47% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. The total parkland dedication requirement is 164 m².

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The actual dollar amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Streetscape

Policy 3.1.2.4 of the Official Plan requires that new development enhance the existing streetscape by massing new development to define the edges of streets, parks and open spaces at good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realms.

Performance Standard 7A of the Avenue and Mid-Rise Building study calls for new developments to provide a 4.8 metre minimum sidewalk width. The 4.8 metre dimensions allows for the including of a curb edge, a 1.83 metre continuous tree trench, a 2.1 metre pedestrian clearway, and additional space adjacent to the building.

The proposed structure will be setback 4.8 metres from the curb and 2.29 metres from the front property line on Kingston Road. The 4.8 metre setback is sufficient to provide landscaping and a pedestrian walkway and is consistent with the approved development at 580 Kingston Road that is presently under construction. PF&R requires the installation of three trees on Kingston Road. Additional landscape and public realm details will be secured through the site plan approval process.

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. Compliance with the TGS can be achieved through the site plan approval process.

Tenure and Share Facilities

The proposed tenure is a standard condominium. The applicant intends to register the proposed developments at 622-646 Kingston Road and 663-691 Kingston Road being processed under file No. 14 200116 STE 32 OZ as one condominium corporation. From a planning perspective, this approach provides a structure to support shared amenities and facilities.

Because the development at 622-646 Kingston Road is dependent upon the development at 663-691 Kingston Road for parking and amenity space, Planning recommends that the implementing zoning by-laws not proceed to Council for approval unless the development at 663-691 Kingston Road is approved.

Density

The existing zoning permits a density of 1.0 in both Zoning By-laws 438-86 and 569-2013. The applicant is proposing approximately 5,485 m² of residential gross floor area resulting in a density of 3.71 times the area of the lot. Staff are of the opinion that the proposed 3.71 times the area of the lot is appropriate.

Beaches Child Care Centre

Beaches Child Care Centre Inc. (BCCC) operates a not-for-profit day nursery and is the current tenant at 646 Kingston Road. The City subsidizes 10 day nursery spaces in BCCC through the Children's Services division.

Redevelopment of the subject lands will displace the BCCC from its current location. On December 4, 2014 the president of BCCC sent correspondence to the Ward Councillor and to Children's Services requesting logistical support to relocate the day nursery and financial support from the City and the developer for the transition. Children's Services Division is supportive of maintaining paid day nursery services in the locale and have been actively engaged in relocating BCCC to a proposed Queen Street location. The applicant has provided assistance to BCCC by providing real estate and design assistance.

The Official Plan provides for the use of Section 37 of the Planning Act to secure community benefits when a proposed development has more than 10,000 m² of gross floor area where the zoning amendment increases the permitted density by at least 1,500 m². Given the small size of the proposed development, the City is not able to secure the day nursery as a community benefit.

Conclusion

Staff have reviewed the application to amend the Official Plan for 622-646 Kingston Road and are satisfied that the proposed seven-storey residential apartment building located less than 10 metres from the slope instability feature is appropriate. Staff recommends approval of the proposed Official Plan amendment.

Staff have also reviewed the application to amend the Zoning By-laws for 622-646 Kingston Road and are satisfied that the proposed seven-storey residential apartment building is appropriate. Staff recommends approval of the proposed Zoning By-law amendment. However, staff support is subject to the applicant satisfying the outstanding matters indicated in this report.

The proposed development at 622-646 Kingston Road is not viable without the proposed development at 663-691 Kingston Road. Should Toronto and East York Community Council recommend refusal of 663-691 Kingston Road, then staff would recommend that it defer consideration of the subject proposal, to allow the applicant opportunity to make necessary revisions.

CONTACT

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Fax No. (416) 392-1330
E-mail: dwong3@toronto.ca

SIGNATURE

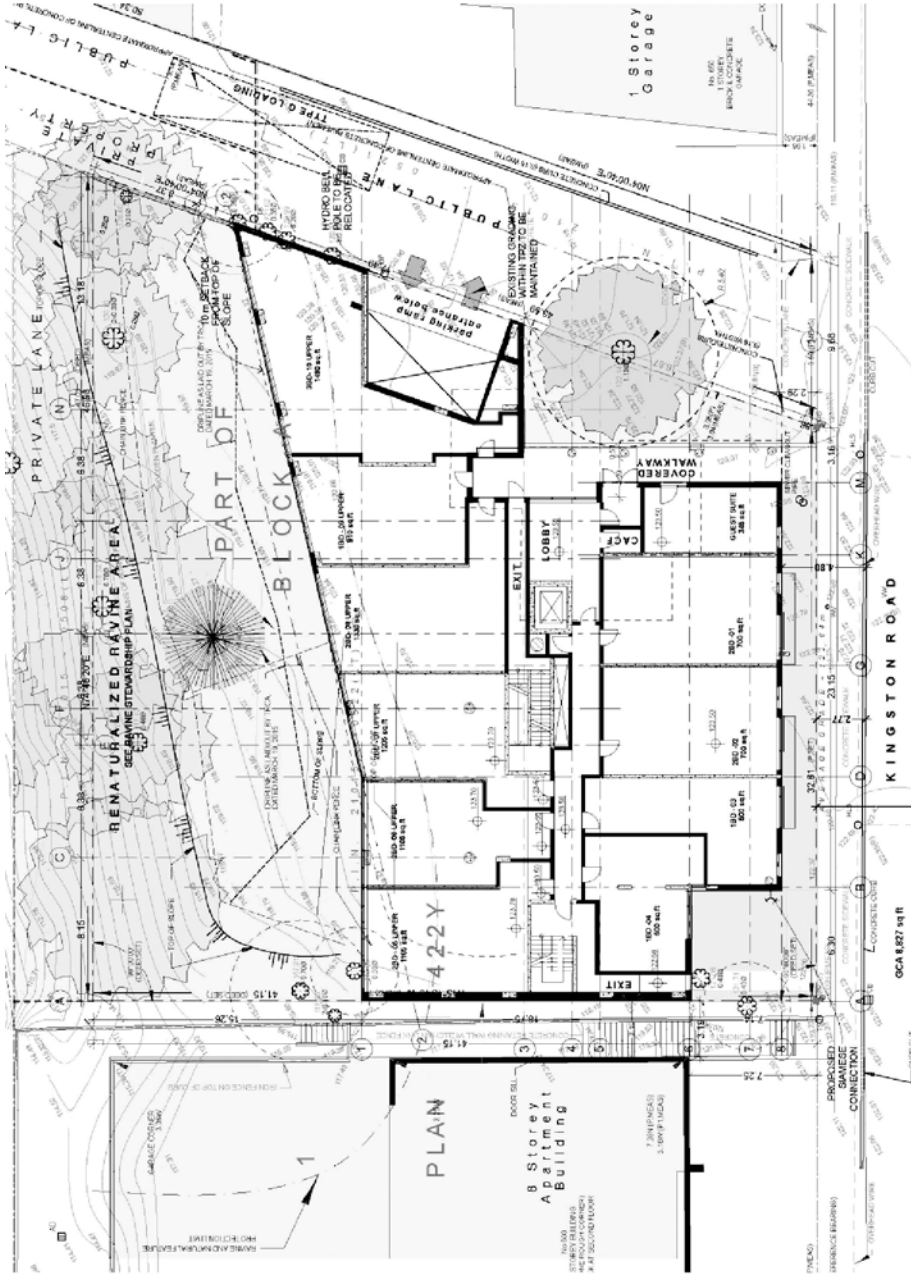
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning 438-86
Attachment 4: Zoning 569-2013
Attachment 5: Official Plan
Attachment 6: Application Data Sheet
Attachment 7: Draft Official Plan Amendment
Attachment 8: Draft Zoning By-law Amendment to 438-86
Attachment 9: Draft Zoning By-law Amendment to 569-2013

Attachment 1: Site Plan



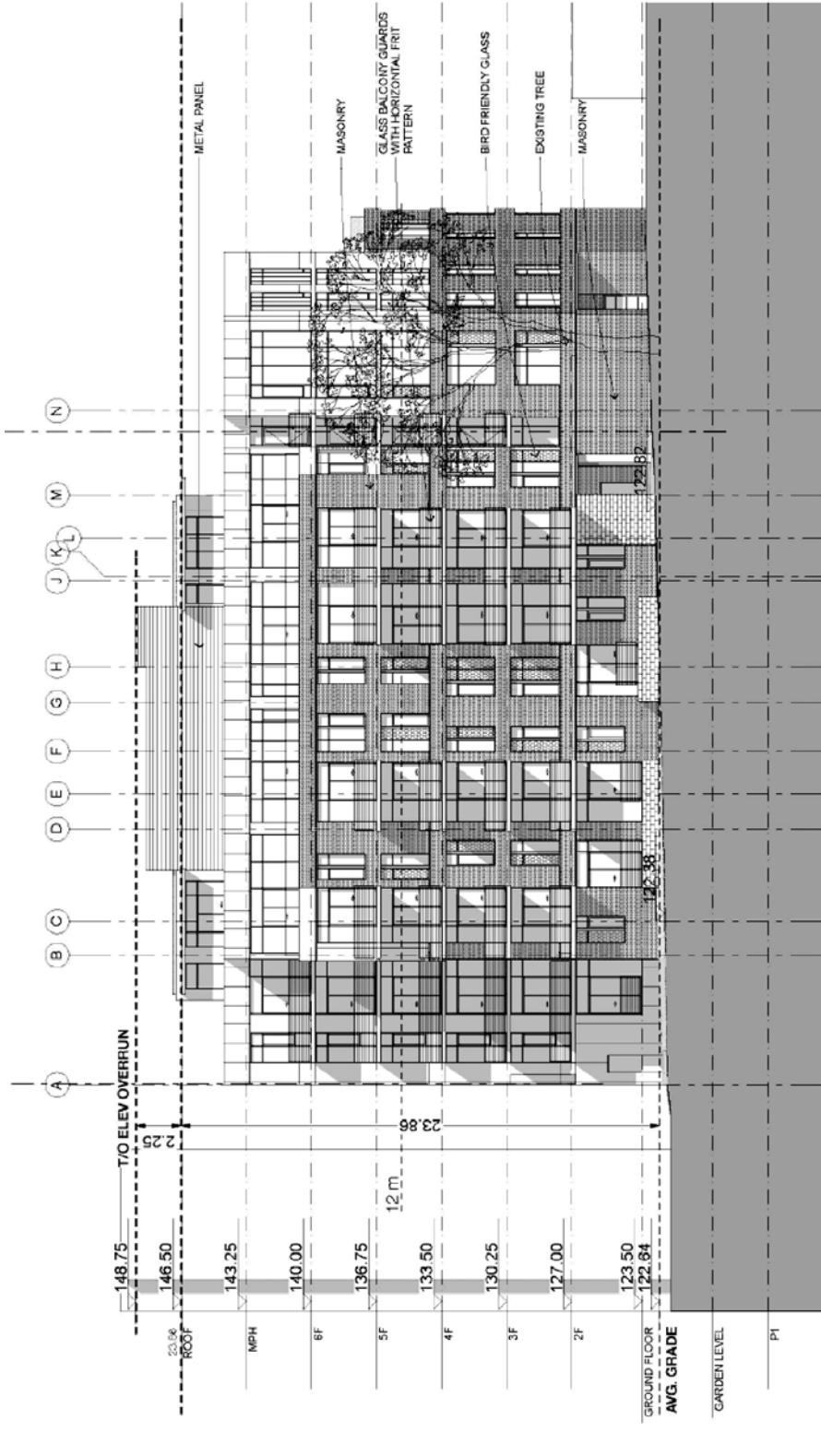
622 and 646 Kingston Road

Site Plan
 Applicant's Submitted Drawing

Not to Scale
 05/15/2015

File # 14_200168_STE 32.0Z

Attachment 2a: Elevations



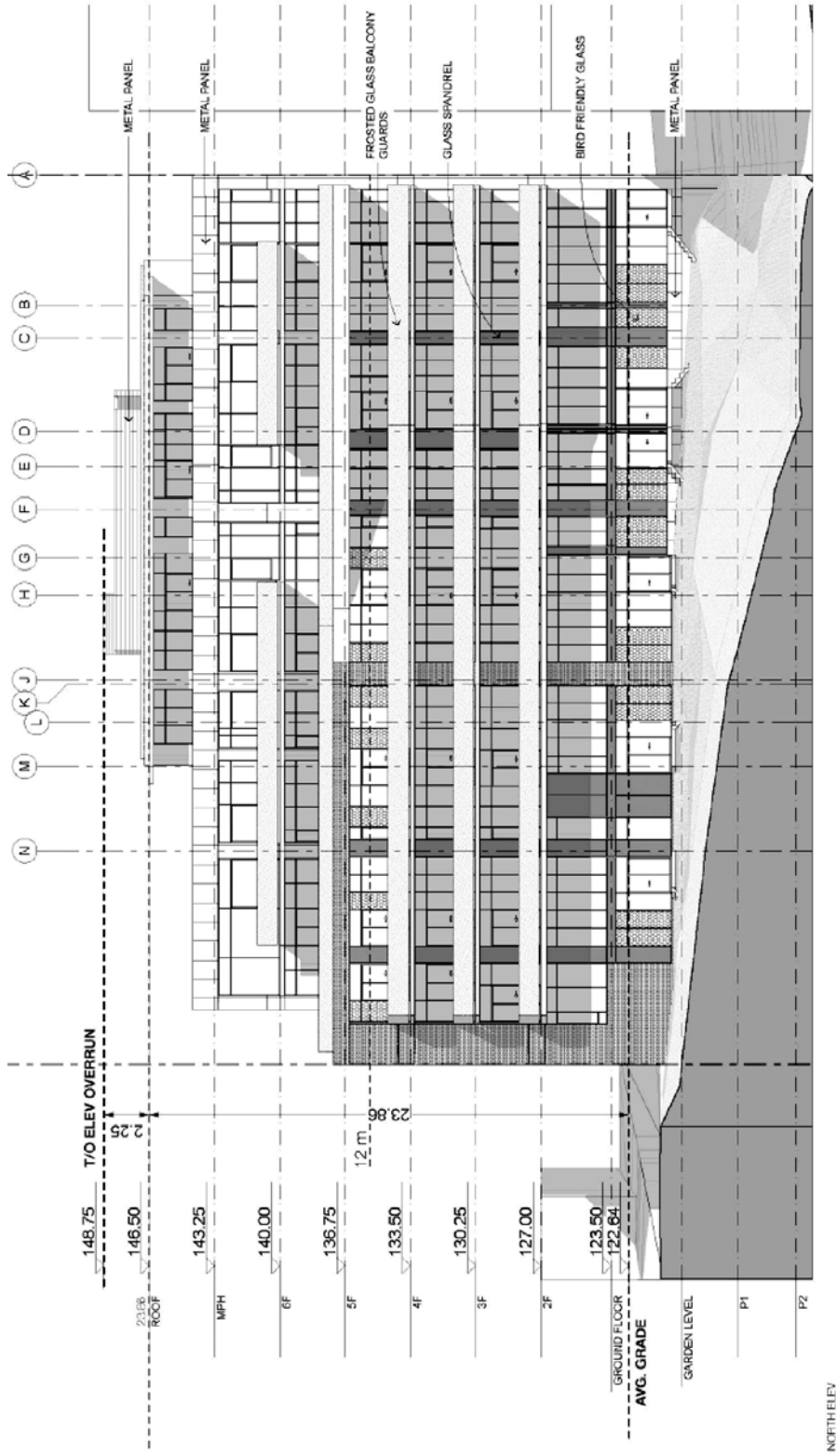
622 and 646 Kingston Road

South Elevation
 Applicant's Submitted Drawing

File # 14_200168_STE 32 0Z

Not to Scale
 05/15/2015

Attachment 2b: Elevations



622 and 646 Kingston Road

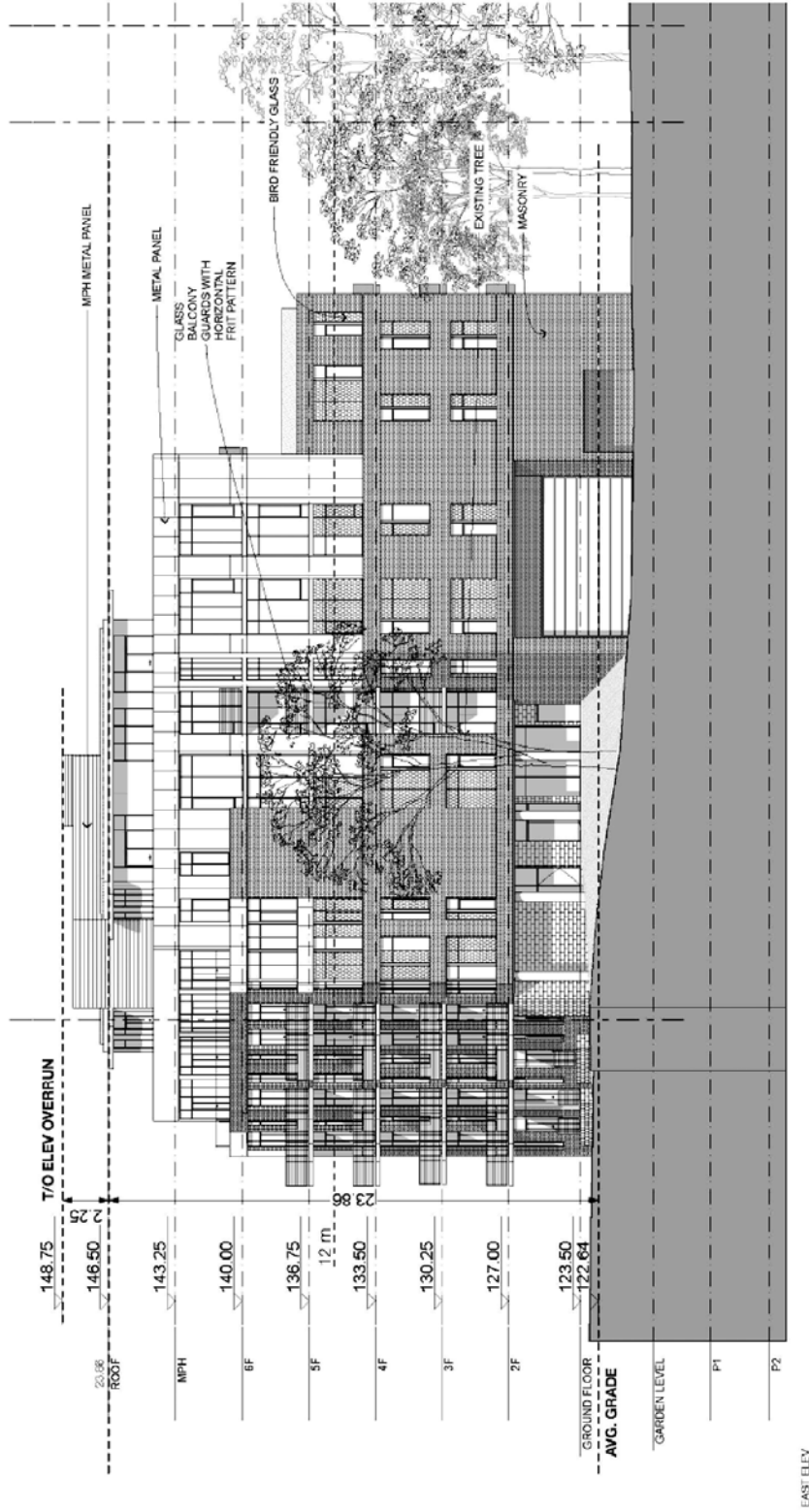
File # 14_200168_STE 32 0Z

North Elevation

Applicant's Submitted Drawing

Not to Scale
05/15/2015

Attachment 2c: Elevations



622 and 646 Kingston Road

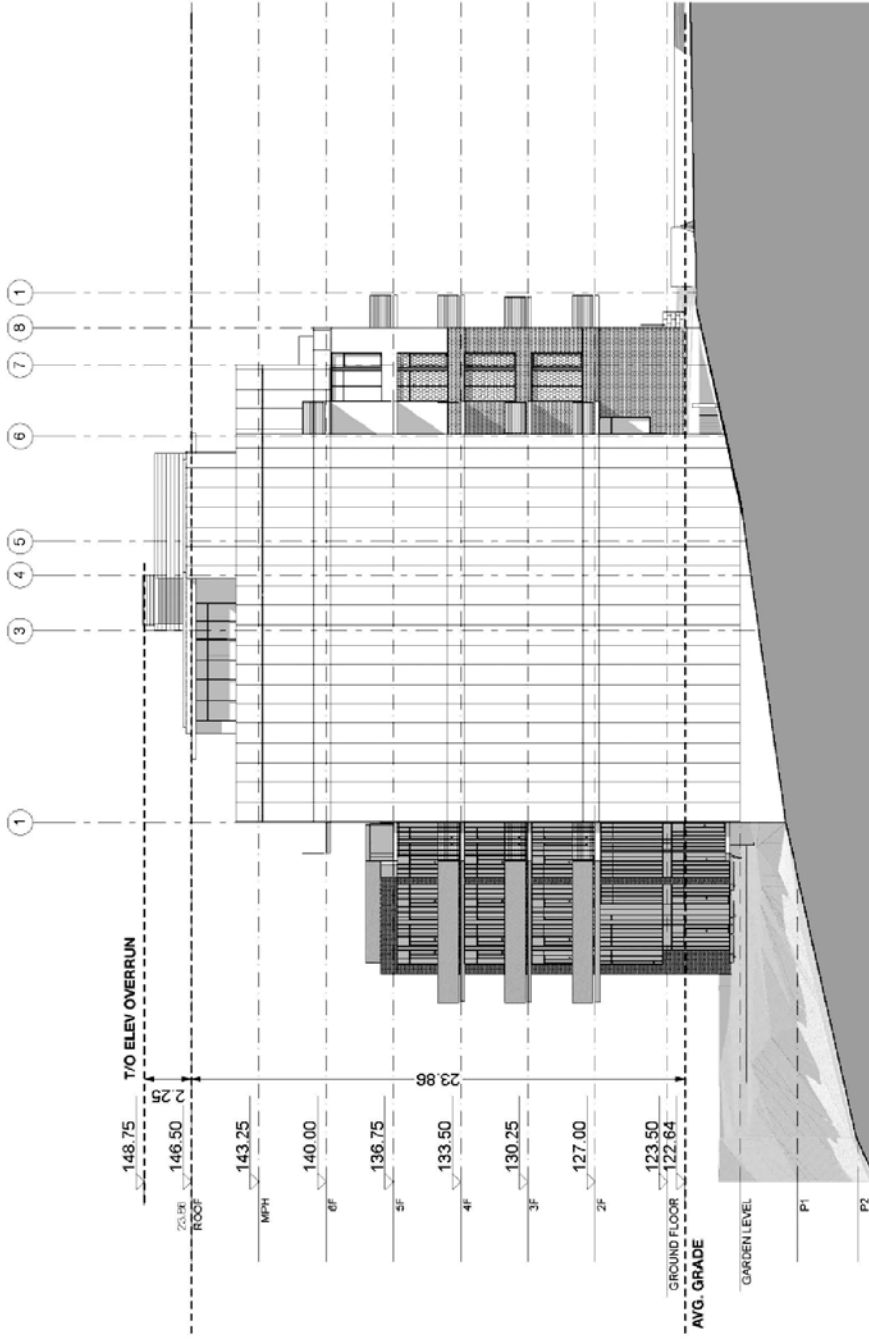
File # 14_200168_STE 32 0Z

East Elevation

Applicant's Submitted Drawing

Not to Scale
05/15/2015

Attachment 2d: Elevations



622 and 646 Kingston Road

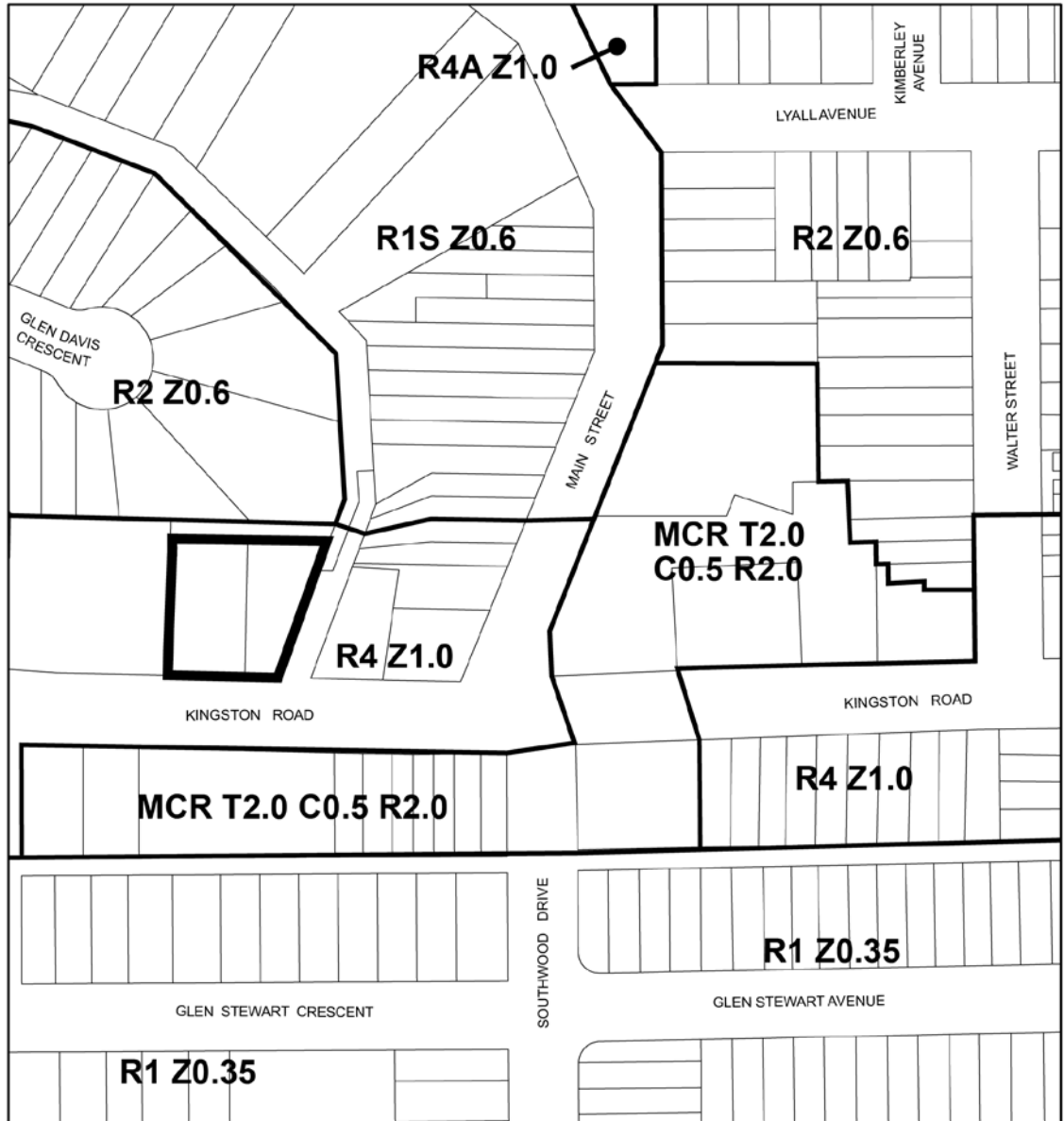
File # 14_200168_STE 32.0Z

West Elevation

Applicant's Submitted Drawing


Not to Scale
05/15/2015

Attachment 3: Zoning 438-86



Zoning By-Law No.438-86

622-646 Kingston Road
File # 14 200168 STE 32 0Z

 Location of Application

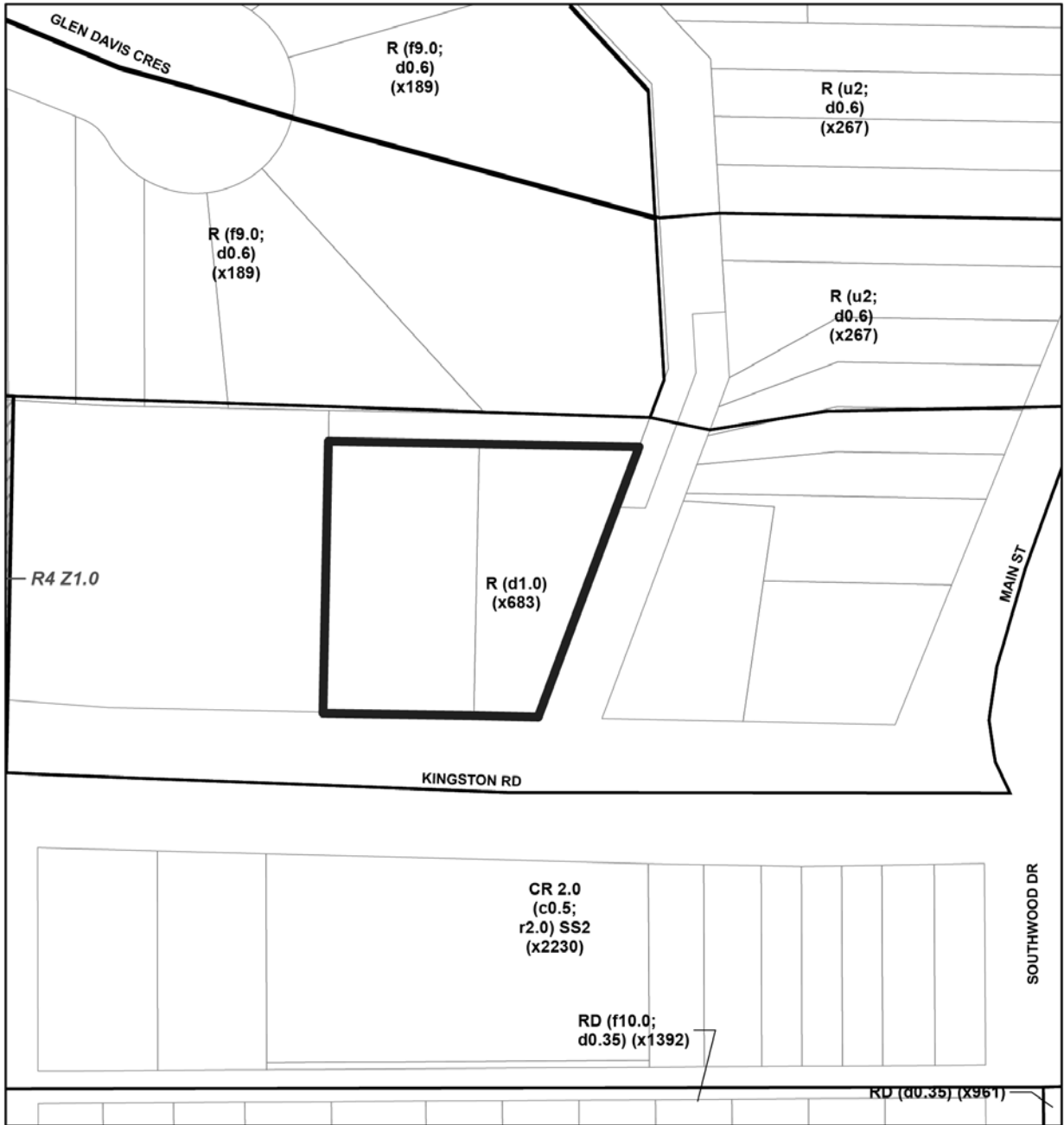
- R1 Residential District
- R1S Residential District
- R2 Residential District
- R4 Residential District
- R4A Residential District

MCR Mixed Commercial Residential District



Not to Scale
Extracted: 05/19/2015

Attachment 4: Zoning 569-2013



Zoning By-law 569-2013

622 and 646 Kingston Road

File # 14 200168 STE 32 0Z

Location of Application

See Former City of Toronto Bylaw No. 438-86

R Residential
RD Residential Detached

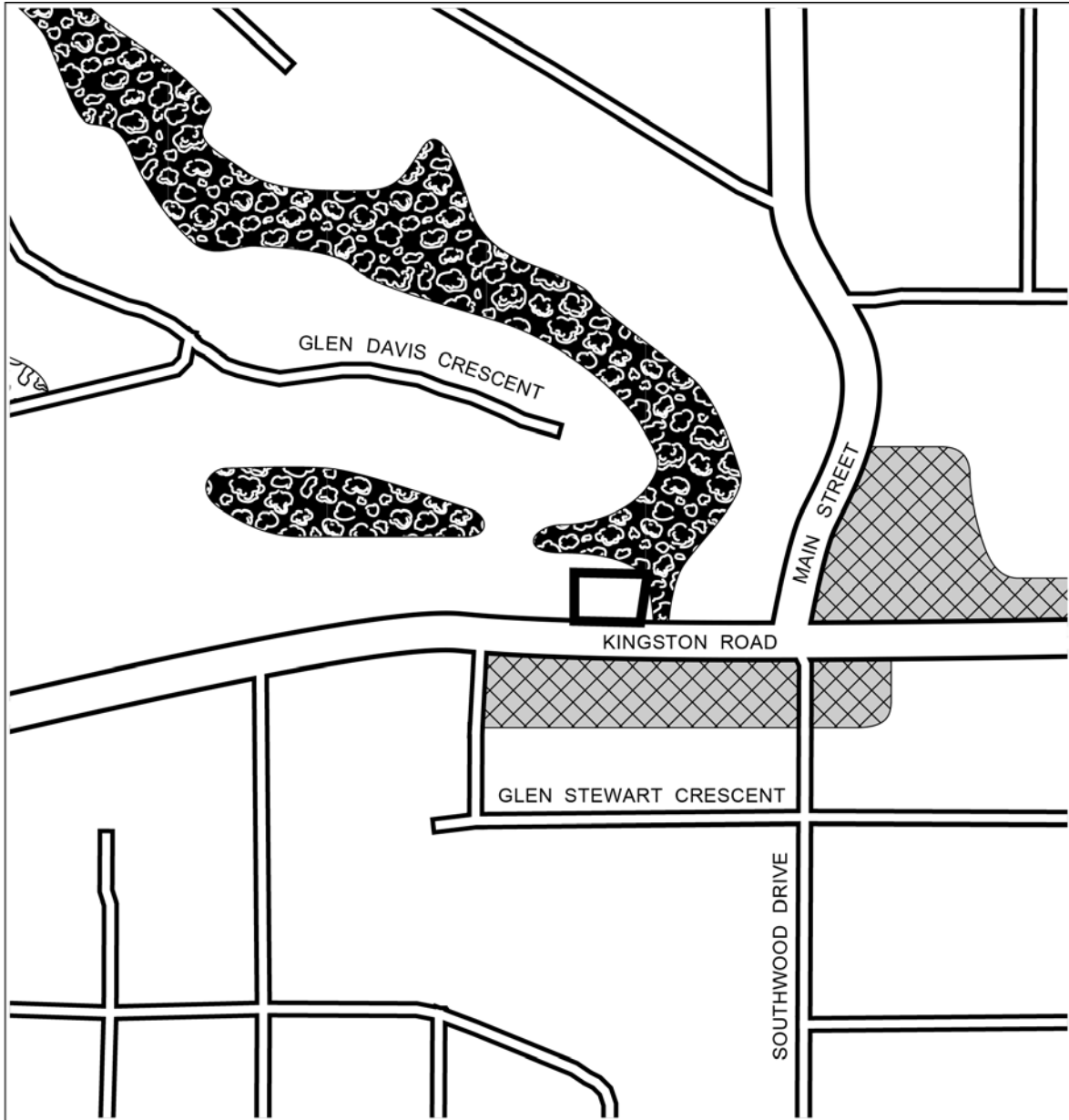
CR Commercial Residential

R4 Residential District



Not to Scale
Extracted: 09/08/2014

Attachment 5: Official Plan



TORONTO City Planning
Official Plan

622 and 642 Kingston Road

File # 14_200168_STE_32 OZ

 Site Location	 Natural Areas	 Institutional Areas	 Utility Corridors
 Neighbourhoods	 Parks	 Regeneration Areas	
 Apartment Neighbourhoods	 Other Open Space Areas	 Employment Areas	
 Mixed Use Areas			

↑
Not to Scale
09/08/2014

Attachment 6: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	14 200168 STE 32 OZ
Details	OPA & Rezoning, Complex	Application Date:	July 31, 2014
Municipal Address:	622-646 KINGSTON RD		
Location Description:	PLAN 422 PT BLK A **GRID S3205		
Project Description:	Proposed seven-storey residential building. A total of 58 residential units are proposed with 43 below grade parking spaces provided. An additional 15 parking spaces are proposed to be provided at 663-691 Kingston Road being process under file No. 14 200116 STE 32 OZ. Both developments will be registered as one condominium. City has requested the TRCA to assist in evaluating this development due to TOB feature in rear of site.		

Applicant:	Agent:	Architect:	Owner:
646 Kingston Road Inc		Tact Architecture Inc.	646 Kingston Road Inc

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	
Zoning:	R4 Z1.0	Historical Status:	
Height Limit (m):	14	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1638	Height: Storeys:	7
Frontage (m):	32.6	Metres:	24.75
Depth (m):	41.1		
Total Ground Floor Area (sq. m):		Total	
Total Residential GFA (sq. m):	5485	Parking Spaces:	43 + 50 at 663-691 Kingston Road
Total Non-Residential GFA (sq. m):	0	Loading Docks	0
Total GFA (sq. m):	5485		
Lot Coverage Ratio (%):	61.5 (not including area below TOB)		
Floor Space Index:	3.71		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	5485	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	11	Office GFA (sq. m):	0	0
2 Bedroom:	39	Industrial GFA (sq. m):	0	0
3 + Bedroom:	8	Institutional/Other GFA (sq. m):	0	0
Total Units:	58			

CONTACT:	PLANNER NAME:	Derrick Wong, Planner
	TELEPHONE:	(416) 392-0776

Attachment 7: Draft Official Plan Amendment

AMENDMENT NO. 312 TO THE OFFICIAL PLAN

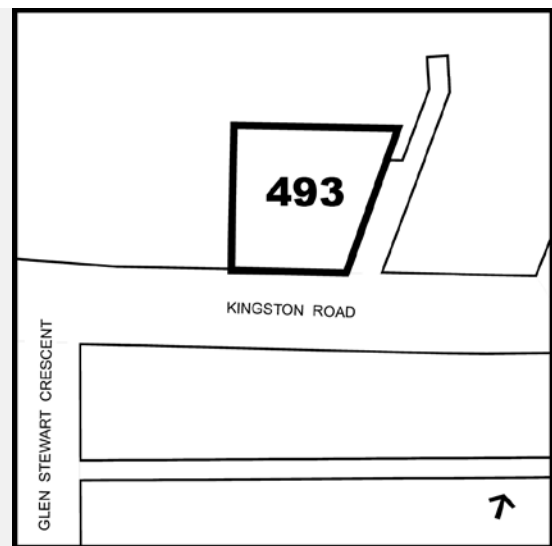
**LANDS MUNICIPALLY KNOWN IN THE YEAR 2014 AS
622 and 646 Kingston Road**

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 493 for the lands known municipally in 2014 as **622 and 646 Kingston Road**, as follows:

[493]. **622 and 646 Kingston Road**

A seven storey apartment building is permitted within 10 metres of the long-term stable top-of-bank.



2. Chapter 7, Map 32, Site and Area Specific Policies, is amended to add the lands known municipally in 2014 as 622 and 646 Kingston Road, as shown on the map above as Site and Area Specific Policy No. 493.

Attachment 8: Draft Zoning By-law Amendment to 438-86

To be distributed to the Toronto and East York Community Council Meeting

Attachment 9: Draft Zoning By-law Amendment to 569-2013

To be distributed to the Toronto and East York Community Council Meeting