

**3310, 3312 and 3314 Kingston Road
Zoning Amendment Application - Preliminary Report**

Date:	May 17, 2016
To:	Scarborough Community Council
From:	Acting Director, Community Planning, Scarborough District
Wards:	Ward 36 – Scarborough Southwest
Reference Number:	16 119194 ESC 36 OZ

SUMMARY

This Zoning By-law amendment application is to permit a 4-storey, stacked townhouse development with commercial uses on the ground floor. The proposal includes 104 residential units having a gross floor area of 9 233 square metres (99,383 square feet) and 776 square metres (8,353 square feet) of commercial space on the ground floor. This application is for three properties (3310, 3312 and 3314 Kingston Road) that occupy the northeast corner of Kingston Road and Mason Road. The current zoning for these properties does not permit residential uses.

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 to include a community consultation meeting for the third quarter of 2016. Provided all required information is submitted in a timely manner and all issues raised during the review process and consultation process have been satisfactorily resolved, a final report will be prepared and a public meeting is targeted for the last quarter of 2016.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 3310, 3312 and 3314 Kingston Road 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 of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

There have been no previous planning applications on these properties.

The property at 3306 Kingston Road, which is located immediately west of the subject properties had, until recently, operated as a motel. In March 2016, the City acquired the former motel site for a 120 bed shelter to be operated by the City's Shelter, Support and Housing Administration in accordance with the requirements of the Municipal Shelter By-law No. 138-2003.

The City Council decision can be accessed through the following website link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX10.12>

The related staff report can be accessed through the following website link:

<http://www.toronto.ca/legdocs/mmis/2015/ex/bgrd/backgroundfile-85964.pdf>

Pre-Application Consultation

At first, numerous pre-application consultation meetings were held with the applicant to discuss complete application submission requirements for a mid-rise, mixed use building. Once the owners became aware of the potential shelter location, the proposal was modified to a lower scale development for a 4-storey, stacked townhouse development with commercial uses on the ground floor. Due to the "Mixed Use Areas" designation of the property and the policies in the City's Official Plan for greater intensification along land parcels located along arterials identified as, "Avenues", staff consistently recommended that the applicant continue the pursuit of a mid-rise building.

At the last pre-application consultation meeting, on December 1, 2015, the following issues were identified, including: proposed built form, access, setbacks, step backs, refuse and recycling operations, underground operations and facilities, access of the residential units to a public street, appropriate "building" separation distances, landscaping, barrier

free elements such as ramps and walkways, porosity of the site/views into the site, parking, bicycle parking and relationship to the street.

ISSUE BACKGROUND

Proposal

The proposed development is for a 104 unit (six 1-bedroom, ninety four 2-bedroom and three 3-bedroom units), residential, mixed-use building with 776 square metres (8,353 square feet) of commercial space on the ground floor of the structure (Attachment 1: Site Plan, Attachment 2: Elevations (North, East and South and Attachment 3: Elevations (West)). Nine commercial units are proposed along Kingston Road and Mason Road. The average residential unit proposed is 96 square metres (1,033 square feet) with a minimum unit area of 52 square metres (560 square feet). The gross floor area for the entire development is approximately 10 009 square metres (1,076,488 square feet) which represents a floor space index of 1.92 with a coverage of 54% of the total lot area.

Access to the development is proposed off Mason Road approximately 32 metres (105 feet) from the intersection of Kingston Road and Mason Road. The development is wholly located above a one-level underground structure containing 128 vehicular parking spaces, 72 bicycle parking spaces (with an additional 13 bicycle parking spaces at-grade), storage lockers, a commercial storage area, waste/recycling storage and pick-up facilities.

The development includes one building that is E-shaped which frames the site's Kingston Road and Mason Road frontages as well as the westerly property limits. There is one extension of the building located mid-way along Kingston Road, parallel to the west and east property boundaries (Attachment 1: Site Plan and Attachment 2: Elevations (North, East and South)). The building wall along Kingston Road has two alcoves or openings (one with a width of 8.6 metres (28 feet) and the other at 9.7 metres (32 feet)) to allow for views to courtyards, landscaped areas and entrances to the residential units. The building is cantilevered over these two openings with residential units on the second, third and fourth storeys. The internal building walls are each separated by a courtyard with building separation distances of 13.5 metres (44.3 metres) and 14 metres (46 feet) respectively. The two resulting courtyards will be landscaped and will include seating areas and a play structure.

Generally, the building sections will have residential units which are "stacked" and in a back-to-back configuration with units not only separated by a side wall but by another joint wall opposite of the entrance to the unit. At grade entrances are proposed for the units which comprise the first two levels of living space. A common corridor on the third level provides entrances to the dwelling units which comprise the third and fourth levels of living space, some of which will have direct access to rooftop decks (with mechanical penthouses) from their units. Second floor balconies are proposed for those units along Kingston Road and Mason Road. The exception to this configuration is on the "grade and upper level ground floor" where the western "wing" of the building contains 11, 1-storey, at grade residential units.

The proposed height of the building to the top of the roof structure is 12 metres (39 feet). The proposed setbacks from both Kingston Road and Mason Street is 1 metre (3.3 feet). The rear yard setback (opposite Kingston Road) ranges from 0.3 metres (1 foot) and 3.8 metres (12.5 feet). The side yard setback (opposite Mason Road) ranges from 0 metres (0 feet) to 7.5 metres (25 feet).

Refer to Attachment 5: Application Data Sheet for additional information.

Site and Surrounding Area

The subject property is located on the northeast corner Kingston Road and Mason Road between Bellamy Road and Markham Road and is in a community known as, the Scarborough Village Community. Scarborough Village has been identified as a Neighbourhood Improvement Area (NIA). The lands were previously occupied by a vehicular sales facility and vehicular repair shop, with two 1-storey, commercial buildings and a building that was formerly used as a detached dwelling. These operations have since been removed from the properties. Demolition of all existing structures on the properties is required to proceed with the proposed development. The existing structures are neither listed nor designated on the City's list of Heritage Properties.

The site is irregular in shape and is approximately 0.52 ha (1.3 acres) in size. The property has a frontage of 93 metres (305 feet) along Kingston Road and 32 metres (105 feet) on Mason Road.

- North: There is a 4-storey townhouse development immediately north of the property off Mason Road and a portion of the East Side Motel. North of the townhouses are detached dwellings ranging from 1-storey to 2-storeys in height on both sides of Mason Road. Mason Road Junior Public School is located on the east side of Mason Road, south of Adanac Drive.
- South: 2-storey, detached dwellings, two, 3-storey walk-up apartment buildings, a 14-storey condominium apartment, a 2-storey and 3-storey residential development is located at the southeast corner of Kingston Road and White Cap Boulevard with a 1-storey commercial plaza just east of this complex.
- East: Immediately east of Mason Road is a 2-storey detached dwelling, 3-storey and 4-storey townhouse development and a 6-storey co-op building.
- West: A former motel site, immediately west of the property recently purchased by the City for a 120 bed, men's shelter and two additional motel sites. At the northeast corner of Kingston Road and Bellamy Road is a 2-storey and 3-storey townhouse development. At the northwest corner of Kingston Road and Bellamy Road is Bliss Carman Senior Public School.

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 healthy 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, by the *Planning Act*, 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, as the case may be, 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 site is designated *Mixed Use Areas* on Map 23 – Land Use Plan of the Toronto Official Plan. The *Mixed Use Areas* designation permits a broad range of residential, commercial and institutional uses. The policies of this land use designation include development criteria which direct that new development: create a balance of land uses with the potential to reduce auto dependency and meet the needs of the community; provide additional employment and housing in the area; locate/mass new buildings to provide a transition between areas of different development intensity/scale; take advantage of nearby transit services; locate/mass new buildings to minimize shadow impacts; locate/mass new buildings to frame streets and parks with good proportion and maintain sunlight and comfortable wind conditions; have access and circulation and an adequate supply of parking for residents and visitors; locate and screen service areas; provide indoor and outdoor amenity space and provide attractive pedestrian environments.

Kingston Road is identified as an, "Avenue" on Map 2- Urban Structure of the Official Plan. *Avenues* are important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

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

This review will:

- i) include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- ii) consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- iii) consider whether the proposed development is supportable by available infrastructure; and
- iv) be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.

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

Development in *Mixed Use Areas* on *Avenues* that precedes the completion of an *Avenue* Study will: support and promote the use of transit; contribute to the creation of a range of housing options in the community; contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; provide universal physical access to all publicly accessible spaces and buildings; be served by adequate parks, community services, water and sewers, and transportation facilities; and be encouraged to incorporate environmentally sustainable building design and construction practices.

The applicant has filed a planning rationale which includes an *Avenue* Segment Study. This report has been circulated and is currently being reviewed by commenting agencies for comments.

Map 4 – Higher Order Transit Corridors – identifies Kingston Road as Transit Corridors for potential expansion. Map 5 – Surface Transit Priority Network – identifies Kingston Road to be “Transit Priority Segments”.

Section 3.1.1 of the Official Plan contains Public Realm policies that recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

The Built Form policies of the Official Plan, contained in Section 3.1.2, provide a number of policies related to the form of the new development, recognizing that for the most part future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. Among other things, these policies stipulate that new development will:

- i) be located and organized to fit with its existing and/or planned context;
- ii) development will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces;
- iii) locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces and;
- iv) be massed and its exterior face will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties; and preserve existing mature trees wherever possible and incorporate them into landscaping designs.

Section 3.2.1 of the Official Plan contains Housing policies, which state that a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, is to be provided and maintained to meet the current and future needs of residents. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

Section 5.1.1 of the Official Plan contains policies to secure public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 may be used to secure community benefits, provided the proposal represents good planning and is recommended for approval.

Staff will review the proposed development for consistency with the Official Plan.

The Toronto Official Plan is available on the City's website at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=03eda07443f36410VgnVCM10000071d60f89RCRD>

Zoning

The lands are also subject to City of Toronto Zoning By-law No. 569-2013, as amended, which was enacted by City Council on May 5, 2013. The lands are zoned Commercial Residential (CR) in this By-law (Attachment 4: Zoning). Generally, the CR zone permits a wide range of residential and non-residential uses. The zoning for these properties permits commercial uses to a maximum of 0.4 times the lot area but does not allow for residential uses. The properties are also subject to Exception 640 which regulates setbacks from the street and the rear of the properties and permits a maximum gross floor area of 0.4 times the area of the lot.

The lands are zoned Highway Commercial (HC) Zone in the Scarborough Village Community Zoning By-law No. 10100, as amended. Permitted uses include: Day Nurseries and Highway Commercial Uses.

Highway Commercial uses are defined in the By-law as:

- (i) Those which necessitate their location adjacent to a major traffic artery and may require channelization of off-street parking, and do not require large areas for sustained off-street parking, or
- (ii) Those which are not suited to locations in shopping centres, or
- (iii) Those which perform a specialized commercial function and may require limited processing of a product but are not essentially industrial in character, and shall include such uses as the following:
 - Automobile Sales, Service and Maintenance Uses excluding auto body repair and/or auto-wrecking yards
 - Funeral Homes
 - Fraternal Organizations
 - Hotels and Motels
 - Place(s) of Worship
 - Professional and Business Offices
 - Recreational Uses
 - Specialized Commercial Uses

The Scarborough Village Community Zoning By-law does not permit residential uses on the subject properties.

Site Plan Control

The property is subject to site plan control and both the site plan control application (Application No. 16 119198 ESC 36 SA) and the Zoning By-law amendment application were filed on February 22, 2016. These applications will be processed concurrently.

Tree Preservation

An Arborist Report/Tree Inventory & Protection Plan was submitted in support of this application which identifies thirty trees within the property limits that are subject to the By-law. There are four trees located within 6 metres (20 feet) outside of the site's property boundaries which are to be retained. Sixteen trees are to be removed within the site and all sixteen trees qualify for protection under the City's Tree Protection By-law No. 248-2013, as amended. An arborist report and tree inventory/tree protection plan has been filed. This report has been circulated to commenting agencies for review and comment.

Infill Townhouse Guidelines

The Urban Design Guidelines for Infill Townhouses articulate and clarify the City's interest in addressing the impact of townhouse development, with a focus on improved integration and reducing impacts of new developments on existing housing patterns and character. There are direction on how to enhance streetscapes and active transportation connections between the private and public realms. These Guidelines provide a framework for built form and site design to achieve good urban design and an appropriate

scale and form of development for applications proposing low-rise, grade related, and townhouse developments.

The City-Wide Guidelines are available at:

http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/townhouseguideline.pdf

Townhouse and Low-Rise and Apartment Guidelines

Not all of the standards and guidelines contained in the, "Infill Townhouse Guidelines" address stacked townhouse development. The City is in the process of producing a City-wide, "Townhouse and Low-Rise Apartment Guidelines". The guidelines build upon and will ultimately replace the "Infill Townhouse Guidelines" which have been in use by the City of Toronto for over 10 years.

The purpose of these guidelines is to assist in achieving the appropriate design of low-rise, primarily residential buildings for a range of building types from townhouses, through to stacked and back-to-back townhouses and low-rise apartment buildings. The Guidelines will address infill townhouse developments, as well as, developments on larger sites that are more complex in terms of site context, site organization, building massing, detailed design and private and public realm.

Below is the link to the website:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=f3064af89de0c410VgnVCM10000071d60f89RCRD>

Reasons for the Application

The Zoning By-law Amendment application has been filed to rezone the lands from Highway Commercial (C) Zone to Commercial-Residential (CR) Zone to permit the proposed mixed-use building along with appropriate performance standards regulating, among other standards, minimum and maximum setback requirements, heights of the building, number of units, gross floor area, setbacks, building step backs, balconies, vehicular and bicycle parking spaces and amenity areas, especially rooftop areas.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale (includes an Avenue Segment Study Review)
- Traffic Impact Study
- Toronto Green Standard Checklist
- Archaeological Assessment
- Arborist Report/Tree Inventory & Protection Plan
- Geotechnical Investigation

- Phase One Environmental Site Assessment
- Phase Two Environmental Site Assessment
- Functional Servicing Report
- Stormwater Management Report

Notification of Incomplete Application issued on March 22, 2016 identifies the outstanding material required for a complete application submission as follows:

- Geotechnical Report
- Site Plan (with measurements)

The outstanding materials were received on May 4, 2016 and a Notification of Complete Application was subsequently issued on May 10, 2016.

Issues to be Resolved

The application has been circulated to City divisions and public agencies for comment. Planning staff will review and discuss with the applicant the issues below that have been identified on a preliminary basis:

- Compatibility and fit with the existing and planned physical character of the area
- Appropriate height, scale, massing and intensity of the proposed development with consideration of associated potential impacts within and between each building element/segment and on adjacent properties and streets (Kingston Road and Mason Road)
- Appropriate height of the building, appropriate transition to the 2-storey and 3-storey residential properties and consideration of a 45 degree angular plane
- Appropriate setbacks and stepbacks of all building components
- Appropriate site layout including building orientation, location and separation distances between each building segment, driveway entrance, parking spaces (for residents, visitors and customers), loading areas and at-grade outdoor amenity spaces
- Porosity of the site (building openings) and relationship of the building with the street
- Limited access and views to the residential units from a public street
- Possible requirement of a rear public lane for its potential westerly extension to Bellamy Road
- Adequacy of the supply of bicycle, vehicle and loading spaces
- Adequacy of the proposed indoor and outdoor amenity spaces, as well as, landscaping and soil volumes to establish a healthy tree system throughout the site
- Adequacy of the waste and recycling storage and pick-up facilities which must be designed to meet the requirements of the City of Toronto's Solid Waste Division
- Functionality and operations of the below grade level
- Location of grade related mechanical equipment and screening requirements
- Barrier-free access to some of the units and to walkways, amenity spaces and underground level

- Clarification of amenity features, function of the residential units
- Proposed tree removal and tree replacement
- Conformity with Official Plan policies and Infill Townhouse Urban Design Guidelines, as well as, the Townhouse and Low-Rise Apartment Guidelines (draft)
- Identify and secure public benefits pursuant to Section 37 of the *Planning Act* should the proposal be recommended for approval
- Compliance with the Tier 1 performance measures of the Toronto Green Standard

The proposal is not subject to the City's Green Roof By-law No. 583-2009, as amended.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

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

CONTACT

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SIGNATURE

Paul Zuliani, Acting Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

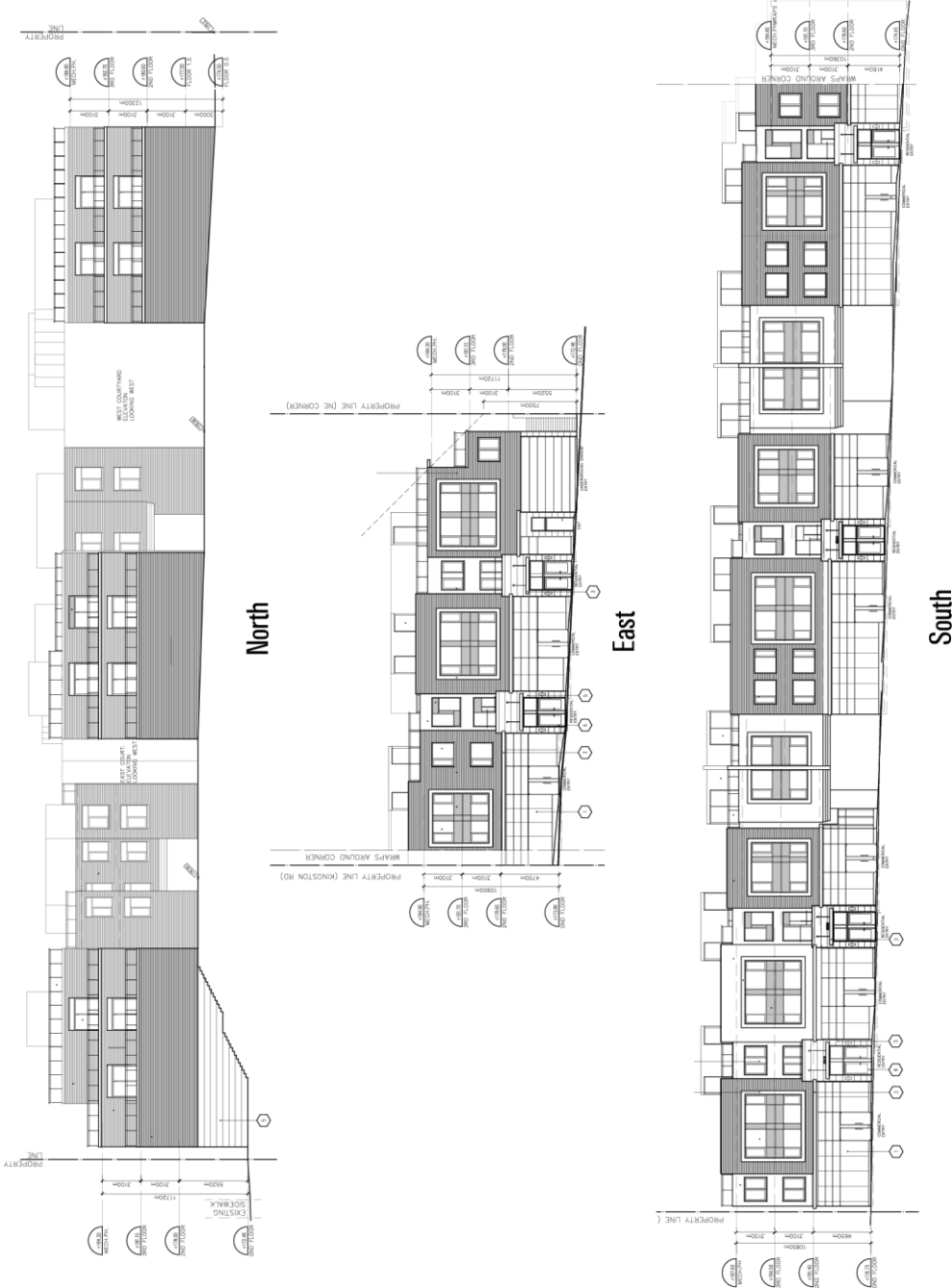
Attachment 2: Elevations (North, East and South)

Attachment 3: Elevations (West)

Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 2: Elevations (North, East and South)



3310-3314 Kingston Road

File # 16 119194 ESC 36 OZ, 16119197 ESC 36 SA

Elevations

Applicant's Submitted Drawing

Not to Scale
03/29/16

Attachment 3: Elevation (West)



West Courtyard Looking East



West Courtyard Looking West



West

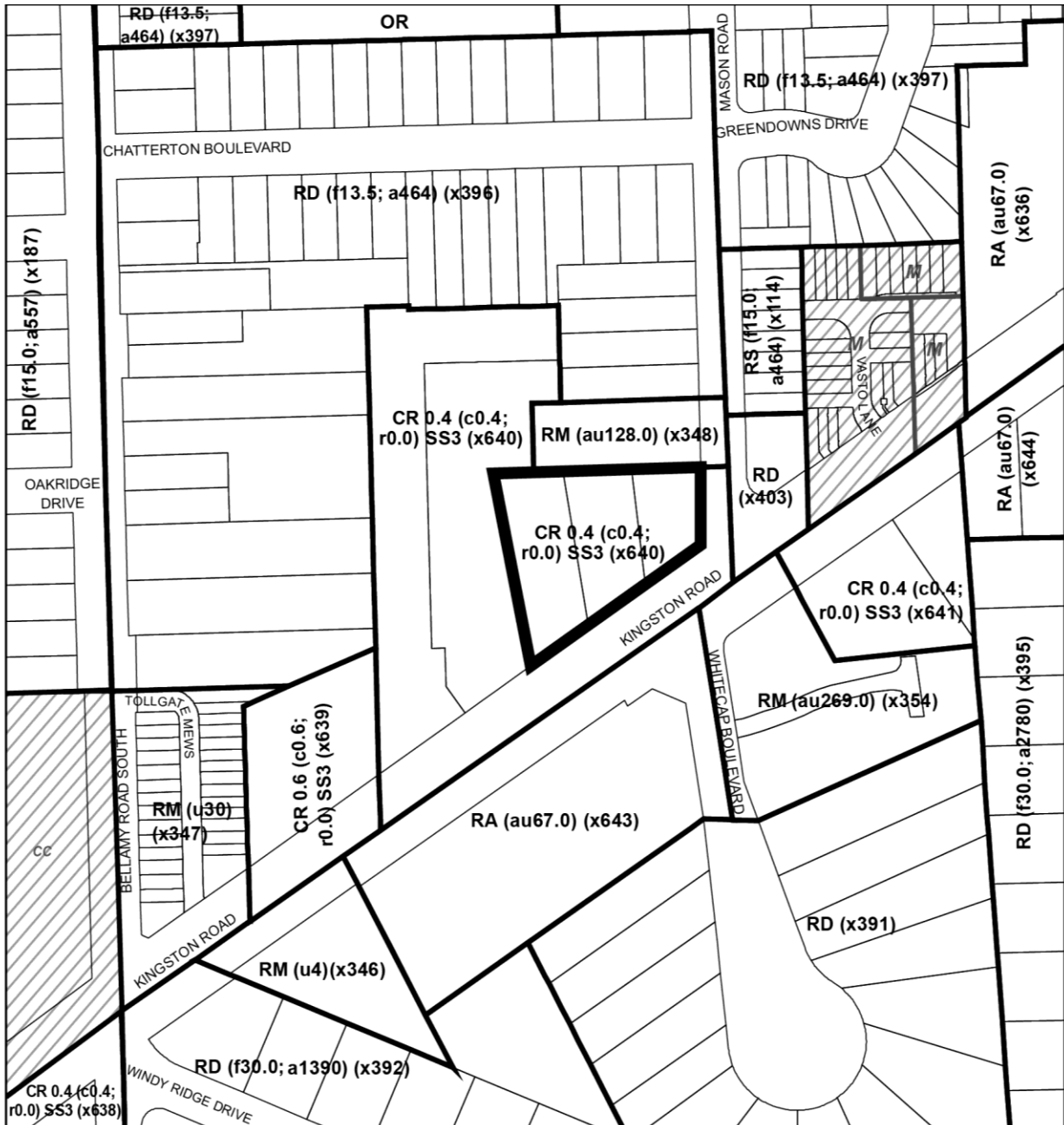
3310-3314 Kingston Road

Elevations
Applicant's Submitted Drawing

File # 16 119194 ESC 36 0Z, 16119197 ESC 36 SA

Not to Scale
03/29/16

Attachment 4: Zoning



Zoning By-Law No. 569-2013

3310-3314 Kingston Road

File # 16 119194 ESC 36 OZ, 16 119197 ESC 36 SA

Location of Application

See Former City of Scarborough Scarborough Village Community By-Law No. 10010

- RD Residential Detached
- RS Residential Semi-Detached
- RM Residential Multiple
- RA Residential Apartment
- CR Commercial Residential
- OR Open Space Recreation

- M Multiple-Family Residential
- CC Community Commercial



Not to Scale
Extracted: 03/22/2016

Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	16 119194 ESC 36 OZ
Details	Rezoning, Standard	Application Date:	February 22, 2016
Municipal Address:	3310 KINGSTON RD		
Location Description:	PLAN 1834 PT LOT 1 NOW RP 64R11365 PART 1 **GRID E3606		

Project Description: Rezoning application for a stacked townhouse development containing 104 units (1 to 3 bedrooms) and 776 square metres of ground floor retail uses along Kingston Rd. The average size of the residential units is 96 square metres. The building is located along the property's Kingston Road frontage and Mason Road frontage with two "alcoves" or openings on Kingston Road which allows views into the site as well as provide for pedestrian connections to the sidewalk/street. Parking for the development (128 parking spaces) is to be located entirely within the one level underground parking structure. 103 bicycle parking spaces are proposed. (refer to applicaiton 16 119197 ESC 36 SA).

Applicant:	Agent:	Architect:	Owner:
1296 KENNEDY DEVELOPMENT INC			3310 KINGSTON DEVELOPMENT INC.

PLANNING CONTROLS

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

PROJECT INFORMATION

Site Area (sq. m):	5220	Height:	Storeys:	3	
Frontage (m):	0		Metres:	12	
Depth (m):	0				
Total Ground Floor Area (sq. m):	2817				Total
Total Residential GFA (sq. m):	9233		Parking Spaces:	128	
Total Non-Residential GFA (sq. m):	776		Loading Docks	0	
Total GFA (sq. m):	10009				
Lot Coverage Ratio (%):	54				
Floor Space Index:	1.92				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	9233	0
Bachelor:	0	Retail GFA (sq. m):	776	0
1 Bedroom:	6	Office GFA (sq. m):	0	0
2 Bedroom:	94	Industrial GFA (sq. m):	0	0
3 + Bedroom:	4	Institutional/Other GFA (sq. m):	0	0
Total Units:	104			

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