



STAFF REPORT ACTION REQUIRED

650 - 652 Kingston Road and 2 Main Street - Official Plan Amendment, Zoning By-law Amendment, and Rental Housing Demolition and Conversion Applications – Final Report

Date:	September 29, 2017
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 32 – Beaches-East York
Reference Number:	15-215444 STE 32 OZ (Official Plan and Zoning By-law Amendments) 15-215445 STE 32 RH (Rental Housing Demolition and Conversion)

SUMMARY

Official Plan and Zoning By-law amendment applications have been submitted for 650 - 652 Kingston Road and 2 Main Street, to permit a 7-storey mixed use building containing 68 residential units. The site is located at the northwest corner of Kingston Road and Main Street. The existing apartment building at 650-652 Kingston Road and 2 Main Street contains 11 rental dwelling units and is proposed to be demolished.

An application for Rental Housing Demolition and Conversion under Section 111 of the *City of Toronto Act* (Chapter 667 of the Municipal Code) has been filed to permit the demolition of the 11 existing rental dwelling units at 650-652 Kingston Road and 2 Main Street. The applicant has proposed to replace all existing rental dwelling units within the proposed building and provide tenant relocation and assistance to all eligible tenants.



The City Planning Division is recommending approval of the proposed development based on planning and design attributes:

- (a) the site is appropriate for a *Mixed Use Areas* designation given the immediate location at the intersection of Kingston Road and Main Street which is already designated *Mixed Use Areas* at each of the other three corners;
- (b) the proposed non-residential uses will contribute to and support the animation of the intersection and the other active uses located at the other three corners;
- (c) the site is an appropriate location for intensification given its location on the corner of Kingston Road and Main Street. Kingston Road is identified as a Transit Corridor.
- (d) the height and massing of the proposed development is appropriate within the existing and planned context;
- (e) an Avenue Segment Review indicates that incremental redevelopments of the same general scale within the identified Avenue Segment will not negatively impact the adjacent neighbourhoods;
- (f) the proposed development satisfies the City's objectives with respect to maintaining affordable and mid-range rental housing by providing for 11 replacement rental dwelling units with affordable or mid-range rents; and
- (g) the proposed development achieves the Official Plan's public realm objectives, including desired sidewalk widths on Kingston Road and Main Street.

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 650 - 652 Kingston Road and 2 Main Street substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to the report (September 29, 2017) from the Director, Community Planning, Toronto and East York District.

2. City Council amend Zoning By-law 438-86, for the lands at 650 - 652 Kingston Road and 2 Main Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (September 29, 2017) from the Director, Community Planning, Toronto and East York District.
3. City Council amend Zoning By-law 569-2013, for the lands at 650 - 652 Kingston Road and 2 Main Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to the report (September 29, 2017) from the Director, Community Planning, Toronto and East York District.
4. City Council request the Chief Planner and Executive Director, City Planning, to secure, amongst others, the following matters in a Site Plan pursuant to Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act*:
 - i. An articulated north wall adjacent to 6 Main Street (Main Psychological Centre);
 - ii. A green wall on the north elevation adjacent to the rear yard of 8 Main Street;
5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
6. Prior to introduction of Bills, City Council require the owner to submit the following to the satisfaction of the Executive Director, Engineering & Construction Services:
 - i. Pay for and construct the improvements to the existing municipal infrastructure required to service the owner's Lands, as determined by and to the satisfaction of the Executive Director, Engineering & Construction Services;
7. Prior to introduction of Bills, City Council require the owner to submit a revised Functional Servicing Report to the satisfaction of the Executive Director, Engineering & Construction Services.
8. Prior to introduction of Bills, City Council require the owner to provide sufficient parking supply to the satisfaction of the Executive Director, Engineering & Construction Services.

9. Before the introduction of Bills, City Council require the owner to revise the plans to provide loading to the satisfaction of the Executive Director, Engineering & Construction Services.
10. City Council approve the application for a Rental Housing Demolition permit in accordance with Municipal Code Chapter 667 to allow the demolition of the existing 11 rental dwelling units located at 650 - 652 Kingston Road and 2 Main Street subject to the following conditions:
 - i. The owner shall provide and maintain 11 replacement rental dwelling units and 1 new market rental dwelling unit, comprising 3 bachelor and 9 one-bedroom units in the development for a period of at least 20 years as shown on the plans submitted to the City Planning Division dated August 4, 2017;
 - ii. The owner shall provide and maintain at least 1 bachelor and 6 one-bedroom replacement rental dwelling units at affordable rents and, 2 bachelor and 2 one-bedroom replacement rental dwelling units at mid-range rents for a period of at least 10 years, beginning from the date of first occupancy. The owner shall also provide and maintain at least 1 one-bedroom new market rental dwelling unit at unrestricted rents;
 - iii. The owner shall provide and maintain a common laundry room on the second floor which shall be equipped with at least 2 washer and 2 dryers as generally illustrated in the plans submitted to the City on June 6, 2017;
 - iv. The owner shall provide tenants of the replacement rental dwelling units with access to all indoor and outdoor amenities on the site at no extra charge. Access and use of these amenities shall be on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as customary practices for private bookings;
 - v. The owner shall provide at least 2 resident parking spaces to tenants of the replacement rental dwelling units;
 - vi. The owner shall provide tenants of the replacement rental dwelling units with access to all bicycle parking and visitor parking on the same terms and conditions as any other resident of the building;
 - vii. The owner shall provide tenant relocation and assistance to all eligible tenants of the existing rental dwelling units, all to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

- viii. The owner shall enter into and register on title one or more Agreement(s) to secure the conditions outlined in (i) through (vii) above to the satisfaction of the Chief Planner and Executive Director, City Planning; and
 - iv. The owner shall enter into and register on title, a Section 118 Restriction under the Land Titles Act (to the satisfaction of the City Solicitor) agreeing not to transfer or charge those parts of the lands, comprising the 11 replacement rental dwelling units and 1 new market rental dwelling unit, without the written consent of the Chief Planner and Executive Director, City Planning or their designate, to assist with securing the Section 111 Agreement against future owners and encumbrances of the lands until such time as the City Solicitor determines that its registration on title is no longer required to secure the provisions of the Section 111 Agreement.
11. City Council authorize the Chief Planner and Executive Director, City Planning Division to issue a preliminary approval for the application under Municipal Code Chapter 667 for the demolition of the 11 rental dwelling units at 650 - 652 Kingston Road and 2 Main Street after all of the following have occurred:
- i. Satisfaction or securing of the conditions in Recommendation 10 above;
 - ii. The Official Plan Amendment has come into force and effect;
 - iii. The Zoning By-law Amendments have come into full force and effect;
 - iv. The issuance of the Notice of Approval Conditions for site plan approval by the Chief Planner or their designate, pursuant Plan to Section 114 of the City of Toronto Act, 2006;
 - v. The issuance of excavation and shoring permits for the approved development of the site; and
 - vi. The execution and registration of a Section 37 Agreement pursuant to the *Planning Act* securing Recommendation 10 (i) through (vii) and any other requirement of the Zoning By-law Amendment.
12. City Council authorize the Chief Building Official to issue a Rental Housing Demolition permit under Municipal Code Chapter 667 after the Chief Planner and Executive Director, City Planning Division has given

the preliminary approval referred to in Recommendation 10 for the existing residential rental dwelling units.

13. City Council authorize the Chief Building Official to issue a demolition permit under Section 33 of the *Planning Act* for the existing residential building at 650 - 652 Kingston Road and 2 Main Street no earlier than the issuance of the first building permit for the excavation and shoring of the development and after the Chief Planner and Executive Director, City Planning Division has given the preliminary approval referred to in Recommendation 10, which permit may be included in the demolition permit for Chapter 667, under Chapter 363-11. 1 of the Municipal Code, on condition that:
 - i. The owner erect a residential building on site no later than 3 years from the day demolition of the buildings is commenced; and
 - ii. Should the owner fail to complete the new building within the time specified in Condition (i) above, the City Clerk shall be entitled to enter on the collector's roll, to be collected in a like manner as municipal taxes, the sum of twenty thousand dollars (\$20,000.00) for each dwelling unit for which a demolition permit is issued, and that each sum shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On, November 10, 2015 the Toronto and East York Community Council adopted a Preliminary Report dated October 20, 2015, from the Director, Community Planning, Toronto and East York District and adopted the recommendations of that report which can be found at:

<http://www.toronto.ca/legdocs/mmis/2015/te/bgrd/backgroundfile-85262.pdf>

ISSUE BACKGROUND

Proposal

The proposal consists of a 7-storey mixed use building containing 68 units with a total gross floor area (GFA) of 5,949 m² and a density of 4.79 times the lot area. A total of 31 vehicle parking spaces plus one car-share space are proposed in two levels of underground parking. The development will require the demolition of the existing 2.5-storey apartment building which contains 11 rental dwelling units. The applicant proposes to replace all existing rental dwelling units in the new development. The development will have an overall height of 24 metres (including mechanical penthouse).

The principle access to the residential units will be from Main Street. Retail entrances will be from Kingston Road and Main Street. There will be two accesses to separate parking areas from the public laneway at the western end of the site.

When the application was initially submitted in 2015 the proposal consisted of a 7-storey mixed use building containing 75 units with a total gross floor area (GFA) of 6,226 m² and a density of 5.5 times the lot area. Since the time of writing the Preliminary Report, the applicant has made the following changes to the plans:

- reduced the massing facing the intersection;
- reduced the massing in the rear adjacent to the *Neighbourhoods*;
- reduced the overall GFA from 6,226 m² to 5,949 m²;
- reduced the Floor Space Index (FSI) from 5.5 to 4.79; and
- reduced the number of residential units from 75 to 68.

Project information is provided on the Application Data Sheet, Attachment No. 5.

Site and Surrounding Area

The property is located on the northwest corner of Kingston Road and Main Street. The property has a 44.35 metre frontage on Kingston Road and a public laneway flanks the western boundary of the site. The topography of the 1,130 m² site is relatively level along Kingston Road and slopes down northward in the public laneway. The grade increases northward along Main Street. The site has an existing 2.5-storey rental apartment building containing 11 rental dwelling units (3 bachelor and 8 one-bedroom units) and a vacant automotive repair garage. At the time of application, all 11 existing rental dwelling units were occupied and either had affordable or mid-range rents.

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

North: There is an existing 2-storey commercial building (Main Psychological Centre) and 2-storey detached dwellings further to the north on Main Street. Detached dwellings fronting on Main Street have vehicular access from the public laneway in the rear.

East: There is a 5-storey mixed use building on the opposite side of Main Street.

West: There is a public laneway on the western property line which is used by the surrounding properties including detached dwellings fronting on Main Street north of the subject site. On July 9, 2015 Toronto City Council approved a 7-storey apartment building at 622 - 646 Kingston Road. The loading area for the development at 622 - 646 Kingston Road will be constructed in the public laneway, adjacent to the subject development's parking access.

South: There is a 2-storey mixed use building opposite Kingston Road.

Provincial Policy Statement (the "PPS") and Growth Plan for the Greater Golden Horseshoe (the "GP")

The Provincial Policy Statement (2014) provides policy direction Province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;

- Provide an appropriate range of housing types and affordability to meet projected requirements of current and future residents;
- recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the PPS. The PPS states that the Official Plan is the most important vehicle for its implementation.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the GP builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the GP take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation

provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the GP.

Official Plan

The Official Plan policies in the Built Form and Public Realm and Healthy Neighbourhood sections state that new development will:

- be massed and its exterior façade designed to fit harmoniously into its existing and/or planned context and limit its impact on neighbouring streets, parks, open spaces, and properties;
- provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and public gathering places;
- provide gradual transition of scale and density;
- provide for adequate light and privacy;
- preserve existing mature trees and incorporate them into landscaping designs; and
- attenuate resulting traffic and parking impacts.

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure, and affordability, and the protection of rental housing units. Policy 3.2.1.6 requires that new development that would result in the loss of six or more rental housing units which have affordable or mid-range rents will not be approved unless the following are secured:

- at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
- for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
- an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship.

The site is designated in the Official Plan as *Neighbourhoods*. *Neighbourhoods* are considered to be physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and apartments that are no higher than four storeys.

New small-scale retail, service and office uses that are incidental to and support *Neighbourhoods* and that are compatible with the area and do not adversely impact adjacent residences may be permitted through an amendment to the Zoning By-law, where required, on major streets shown on Map 3.

Section 4.1.5 of the Plan requires new development to respect and reinforce the existing physical character of the neighbourhood, with specific regard for size and configuration of lots, heights, massing, scale and dwelling type, prevailing building type(s), setbacks from the street, prevailing rear and side yard setbacks and landscaped open space and conservation of heritage buildings, structures and landscapes.

Section 5.3.1 of the Official Plan states that it is a statutory document and amendments to the Plan that are not consistent with its general intent will be discouraged and that Council will be satisfied that any development permitted under a Plan amendment will be compatible with its physical context and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies in the Plan. When considering a site specific amendment to this Plan, at the earliest point in the process the planning review will examine whether the application should be considered within the immediate planning context or whether a broader review and possible area specific policy or general policy change are appropriate.

Section 5.6 of the Official Plan states that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

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

www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The site is zoned R4 Z1.0 in Zoning By-law 438-86 and R (d1.0) (x683) in Zoning By-law 569-2013. Both Zoning By-laws permit residential uses. Residential units are permitted in an apartment building. The total permitted density for all uses is 1.0 times the area of the lot and the height limit is 14 metres.

Site Plan Control

The proposed development is subject to Site Plan Control. The applicant has submitted a site plan control application under file no. 17 141161 STE 32 SA that is being processed concurrently with the Official Plan and Zoning By-law amendment application.

Rental Housing Demolition and Conversion By-law

Section 111 of the *City of Toronto Act, 2006* authorizes City Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law, implements Section 111. Chapter 667 prohibits the demolition or conversion of rental housing units in buildings containing six or more residential dwelling units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner.

Pursuant to Chapter 667, Council may refuse an application, or approve the demolition and may impose conditions, including conditions that must be satisfied before a demolition permit is issued. These conditions further the intent of the City's Official Plan policies protecting rental and affordable housing. Pursuant to the City's demolition control by-law Chapter 363 of the Municipal Code, City Council approval of the demolition of residential dwelling units under Section 33 of the *Planning Act* is also required where six or more residential dwelling units are proposed for demolition, before the Chief Building Official can issue a permit for demolition under the *Building Code Act*.

Where an application for rezoning triggers an application under Chapter 667 for rental demolition or conversion and an application under Chapter 363 for residential demolition control, City Council typically considers both applications at the same time. Unlike *Planning Act* applications, decisions made by City Council under Chapter 667 are not appealable to the Ontario Municipal Board (OMB).

On August 31, 2015, the applicant submitted an application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code.

Avenues and Mid-Rise Buildings 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 provides 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.

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building

Design Guidelines, which is targeted for the fourth quarter of 2017. Refer to the Council Decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Reasons for Applications

An Official Plan amendment is required because the proposed 7-storey mixed-use development does not comply with the *Neighbourhoods* designation. The application contemplates a full range of residential and non-residential uses up to 7-storeys, whereas the *Neighbourhoods* designation permits an apartment building up to four storeys. Further, the proposed development is for a wide range of retail and service commercial uses whereas *Neighbourhoods* only permits small-scale retail, service and office uses that are incidental to and support *Neighbourhoods*.

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 of 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 metre building, a density of 4.79 times the lot area, and a full range of retail and service commercial uses.

The application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code for the demolition of the existing rental housing units is required as the subject lands contain six or more residential dwelling units, of which at least one is rental.

Community Consultation

On February 8, 2016, Planning held a Community Consultation meeting for the proposed development at 650 - 652 Kingston Road and 2 Main Street, at the Beaches Recreation Centre (6 Williamson Road). Approximately 75 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 massing, potential shadow impact, overlook, and traffic issues in the area. Several members of the public submitted written comments. The feedback received from the community was used to inform review and consideration of the proposal.

Tenant Consultation Meeting

On June 19, 2017, City Planning hosted a Tenant Consultation Meeting as required under the City's Rental Housing Demolition and Conversion By-law to review the City's housing policies, discuss the applicant's replacement rental proposal and outline the components of a typical Tenant Relocation and Assistance Plan. This meeting concluded

with a question and answer period. This meeting was attended by 5 tenant households, City Planning staff and the applicant.

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 By-law standards.

COMMENTS

Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

Staff have considered the PPS and the GP in evaluating the proposed development. Policy 1.1.3.3 of the PPS refers to appropriate locations for intensification and redevelopment and Policy 1.1.3.4 refers to appropriate development standards to facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 4.7 of the PPS refers to the Official Plan as the most important vehicle for implementing the PPS and as such the development standards in the Official Plan have particular relevance. The Official Plan section of this report evaluates the appropriateness of a *Mixed Use Areas* designation and intensification on the site. Appropriate development standards are described in the Official Plan, the Avenues and Mid Rise Design Study, and the Mid-Rise Building Performance Standards Addendum.

Guiding Principle 1.2.1 of the GP supports the achievement of *complete communities* and among other principles, supports a range and mix of housing options. Policy 2.2.1 states that the vast majority of growth will be directed to *settlement areas* and within *settlement areas* growth will be focused in *delineated built-up areas*. Policy 2.2.2.4 b) refers to identifying the appropriate type and scale of development and transition of built form to adjacent areas. Details of staff's evaluation are contained in the Official Plan and the design criteria sections of this report.

Staff have reviewed the proposal and are of the opinion that the location is appropriate for intensification and the mid-rise form is appropriate at this location. Redevelopment of the site takes into account existing areas and the structure provides the appropriate scale and transition to adjacent areas. In this respect the proposed development is consistent with the Provincial Policy Statement (2014) and does not conflict with the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan

The City's Official Plan designates the subject property as *Neighbourhoods*. New apartment buildings in excess of four storeys are not permitted in *Neighbourhoods*. The application also contemplates a wide range of retail and service commercial uses. Because the *Neighbourhoods* designation permits apartment buildings no higher than four storeys and only small-scale retail, service and office uses, an amendment to the plan is required to permit the proposed development.

The *Mixed Use Areas* designation is the most appropriate designation to permit the proposed development given the immediate context. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan provides development criteria for *Mixed Use Areas* that include:

- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this 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;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- provide an attractive, comfortable and safe pedestrian environment;
- 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.

Kingston Road is serviced by streetcar and identified as a Transit Corridor on Map 4 in the Official Plan. The existing context on this segment of Kingston Road are apartment buildings and mixed use buildings with commercial uses at-grade. At the intersection of Kingston Road and Main Street, three of the four corners are designated *Mixed Use Areas*.

An amendment to the plan will help animate the intersection and reinforce its commercial character of this intersection. A plan amendment will not set a precedent for redesignating other properties in the adjacent *Neighbourhoods* areas due to the site's prominence on the corner of Kingston Road and Main Street. Low density *Neighbourhoods* in proximity to the subject lands will continue to be protected by the plan. In this respect, the proposed mixed-use development is consistent with the planned context and the commercial character of the intersection.

Staff have also considered recently approved developments nearby including:

- 580-592 Kingston Road - 6-storey apartment building (built)
- 622-646 Kingston Road - 7-storey apartment building (under construction)
- 663-691 Kingston Road - 7-storey mixed-use building (under construction)

In view of the above, staff are of the opinion that the subject site known as 650 - 652 Kingston Road and 2 Main Street is an appropriate location for a *Mixed Use Areas* designation.

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 or whether a broader review is appropriate.

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 (the "ASR") was not required to process the Official Plan and Zoning By-law amendment application. However, due to the multiple planning applications in the area, staff determined that an ASR would be helpful to assess the applications within the local context.

Staff have reviewed the proposed development within the context of an ASR by Bousfields Inc., dated March 2015. The ASR reviews sites fronting onto Kingston Road between Waverly Road/Brookside Drive to the west and Winthorpe Road/Walter Street to the east. The consolidated lands at 650 - 652 Kingston Road and 2 Main Street were identified as a soft site in the ASR.

The purpose of the ASR 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 ASR identified and reviewed 8 "soft sites" that could have potential for redevelopment. Soft sites were identified based on the following criteria:

- does not contain an existing building 5 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 ASR provided a conceptual redevelopment potential for each soft site based on principles contained in the City's Avenues and Mid-Rise Buildings Study. The ASR anticipates that heights of developments would range between 3 to 7-storeys and densities between 1.5 to 5.0 times the lot area. A full build out of all 8 soft sites 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 ASR 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 650 - 652 Kingston Road and 2 Main Street is in keeping with the development scenario envisioned in the ASR and represents a building type that already exists on this segment of Kingston Road.

The ASR was intended to address the proposed developments at 622-646 Kingston Road and 663-691 Kingston Road, and was not designed to encourage intensification in *Neighbourhoods*. The limitations of the ASR should be recognized as it does not consider traffic impact or community services and facilities. The conclusions in the ASR 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.

In accordance with section 5.3.1.3 of the Official Plan staff have reviewed the existing and planned context and are of the opinion that a broader review beyond the ASR is not required in this instance. The application to amend the Official Plan to permit a 7-storey mixed-use development is appropriate in this instance. This report recommends changing the land use maps in the Official Plan as it relates to the subject site from *Neighbourhoods* to *Mixed Use Areas* as per Attachment 7 – Draft Official Plan Amendment of this report. A site and area specific policy is also recommended to ensure development does not exceed seven storeys.

Midrise Design 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. The following sections examine compliance with the Avenues and Mid-Rise Buildings Study in greater detail.

Height and Built Form

The applicant has massed the proposed development towards the intersection and gradually reduced the massing adjacent to the *Neighbourhoods*. The building is terraced on the 4th to 7th floors to meet the rear angular planes. 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.

The current zoning on the site permits a building up to 14 metres in both applicable Zoning By-laws. The proposed building has a height of 24 metres (including mechanical penthouse), and steps back at the 6th and 7th storeys on Kingston Road. The south elevation will appear as an 8-storey structure due to the decreasing grade in the front along Kingston Road, but will appear as a 7-storey structure from the east.

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 (excluding the mechanical penthouse). The proposed building exceeds the 1:1 ratio but is acceptable for the following reasons:

- the 7th storey fits within the angular planes and is not visible from Kingston Road;

- the 7th storey is a partial storey that contains the mechanical penthouse, indoor common amenity space, and 1 suite overlooking the intersection; and
- the existing context on Kingston Road includes buildings of similar heights.

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. Staff considered the irregular shape and orientation of the site and abutting land-uses when applying this performance standard to the proposed development. The following sections examine the existing context for the site which is then used to determine appropriate massing for the development.

Massing close to Main Street

The adjacent property at 6 Main Street is occupied by a legal non-conforming medical office. 6 Main Street is designated *Neighbourhoods* and zoned for residential use with an as-of-right height of 14 metres. In the event this site is redeveloped, the largest permitted building type in the *Neighbourhoods* designation is a 4-storey apartment building. The proposed development is 4-storeys with the 5th and 6th floors stepped back 4.5 metres from the common property line adjacent to Main Street. The massing is sensitive to the adjacent land use and is appropriate.

Massing close to laneway

The subject lot is irregular, where a portion of the north elevation extends northward. This portion of the lot is behind 6 Main Street and close to the rear yard of 8 Main Street. The dwellings on Main Street are designated *Neighbourhoods* in the Official Plan, which contains policies to protect them.

The relationship between the proposed development and the existing detached dwellings on Main Street is back-to-side where the rear of the proposed development will face the side of the amenity spaces for the dwellings on Main Street.

Grading in the laneway adjacent to the site is depressed and approximately 4.5 metres lower than Main Street. The main floors for the dwellings on Main Street are oriented towards the street so the rear amenities are higher than the subject site. Massing for the proposed development must consider the back-to-side relationship as well as the difference in grade.

The proposed structure is three stories where it is adjacent to the laneway. The massing is stepped back 6.0 metres at the 4th and 5th floors and another 2.0 metres on the 6th and 7th stories. The planter and railing on the 7th floor penetrates the rear angular plan but is considered to be acceptable. In effect the massing of the development near the laneway will be level with the rear amenity of the dwellings on Main Street with adequate separation. The rear main wall will not have fenestration but will include a "green living wall" to ensure privacy and to soften the transition. The elevation and living wall will be

secured by the associated site plan control application. The massing adjacent to the laneway is sensitive to the adjacent land uses and is appropriate.

Massing adjacent to intersection

The structure was designed to be robust where it faces the intersection of Kingston Road and Main Street. Floors 5 and 6 on the southeast elevation have slight penetrations into front angular plane, but the infraction is minor and does not have any impact on either privacy or shadow. These slight penetrations help to create interest in the corner and break up the massing of the building.

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

Density

The existing zoning permits a density of 1.0 times the area of the lot. The proposed development is 5,565 m² of residential and 661 m² of retail resulting in a total density of 4.79 times the area of the entire site. The proposed density is comparable to similar developments that Council has approved on this segment of Kingston Road. Staff are of the opinion that the site can accommodate a development of this size, scale, and form and the proposed 4.79 times the area of the lot is appropriate.

Sun/Shadow

The applicant has submitted a sun/shadow study in support of the proposed development. The sun/shadow drawings show that the proposed development will not cast a shadow on Kingston Road. Shadow impact on Main Street will be between 3:18PM to 6:18PM during the spring equinox.

Shadow on the *Neighbourhoods*

The sun/shadow drawings show that during the spring and fall equinox the proposed development will cast a shadow on the rear yards of two dwellings on Glen Davis Crescent. 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 Glen Davis Crescent neighbourhood after mid-day.

The existing building at 652 Kingston Road and 2 Main Street cast a shadow on the parking lot of 6 Main Street which is the medical office. 8 Main Street is the detached dwelling to the north of 6 Main Street. Although both addresses are designated *Neighbourhoods*, 6 Main Street is a lawfully existing commercial use whereas 8 Main Street is a detached dwelling. Staff endeavoured to protect the rear amenity space of the dwelling at 8 Main Street. Much of 8 Main Street is already shaded by 6 Main Street. The stepped massing in the rear of the proposed development ensures that the majority of shadow impact on 8 Main Street disappears by 3:18PM. Staff are of the opinion that the shadow impact of the proposed development 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.

The rear elevation (north) of the development terraces away from the neighbourhood as it gets taller. The separation distances that are created are adequate given the grade difference. Additionally, the main walls adjacent to the medical office and the laneway will not have windows, will have an articulated façade, and a "green living wall" to ensure privacy and to soften the transition. The City will require screening on balconies and terraces to prevent overlook and further mitigate the adjacency. These design details will be secured through the associated site plan approval process.

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 112 m² of indoor space and 112 m² of outdoor space.

The proposed development will have 43 m² of indoor space and 209 m² of outdoor space. Although the indoor amenity space is deficient, outdoor amenity space is in excess of the Zoning By-law requirements. The residential portion of the development will be purpose built rental with a common laundry facility available to all residents. This common laundry facility is in addition to the 43 m² of indoor space. Both indoor and outdoor amenity space have well designed views and are located on the 7th floor. Staff are satisfied that the proposed development provides sufficient indoor and outdoor amenity space for future residents of the development.

Access and Parking

The main access for residents will be from Main Street and additional pedestrian accesses are in the rear of the building (see Attachments 2a and 2c). The pedestrian access for the commercial space is from the Kingston Road and Main Street intersection.

Vehicular access will be from the public laneway that parallels the west property line. There is a separate vehicular access for parking levels 1 and 2. The parking standards in Zoning By-law 569-2013 require 56 resident spaces, 11 visitor spaces, and 9 commercial spaces for a total required parking of 76 spaces. The applicant submitted a parking and loading study conducted by LEA Consulting Ltd. which concludes there is a shortfall of 4 visitor and 6 retail spaces that can be accommodated in the immediate area.

Transportation Services staff have reviewed the proposed parking supply and are satisfied that there is sufficient residential parking, but do not agree with the report's conclusion with respect to visitor and commercial parking. At the time of writing this report, the applicant was unable to confirm sufficient parking supply for visitors and the commercial uses. Staff recommend 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 parking has been achieved.

Long-term bicycle parking spaces are proposed in parking level 2. In summary, pedestrian access, vehicular access, bicycle, and residential vehicular parking are appropriate in the proposed development. The owner will be required to prove sufficient visitor and commercial parking prior to Council enacting the bills.

Servicing

The applicable Zoning By-laws would require one on-site loading space. The proposed development will not have any loading space but proposes to locate a loading space entirely within the public laneway to the east.

On-site loading access cannot be achieved from either Kingston Road or Main Street due to safety concerns. Moreover, City solid waste removal from the laneway is not possible due to the steep grade. The laneway also has other constraints including:

- a large black locust tree protected by the tree by-law;
- private ownership in the rear of the laneway;
- vehicular access for the proposed development and the neighbouring development at 622-646 Kingston Road; and
- existing loading space in the laneway that was previously approved for 622-646 Kingston Road.

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 recommend 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 and ensure free access to all parties that access the laneway.

Other options for solid waste collection are not supported by Solid Waste staff. These include: private collection from the adjacent laneway or a system relying on rolling tote bins.

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 0.79 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.

At the alternative rate of 0.4 hectares per 300 units, the parkland dedication requirement is 1,000 m² or 99.01% 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 while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 103.4m².

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as the parkland dedication of 103.4 m² would not create a substantial park and the site does not abut an existing park which could be expanded through this dedication. However, this site is approximately 505 metres west of Glen Stewart Park, a 78,731 m² park with access points from Kingston Road and Beech Avenue.

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 Mid-rise guidelines calls for new developments to provide for a minimum 4.8 metre sidewalk width. The 4.8 metre dimensions allows for a curb edge, a 1.83 metre continuous tree trench, a 2.1 metre pedestrian clearway, and additional space adjacent to the building for uses such as cafes and marketing space.

The proposed structure will be set back 4.8 metres from the curb and 1.9 metres from the front property line on Kingston Road. The structure will also be set back 4.9 meters from Main Street. Main Street has been identified as a Quiet Street cycling route in the Council approved Ten Year Cycling Network Plan. The Transportation Services division is in the process of designing this corner of Kingston Road and Main Street which will result in a wider pedestrian realm in front of the development. Changes to the pedestrian walkway will be coordinated with the development and secured through the associated site plan control application.

Parks Forestry and Recreation has requested the installation of additional street trees on Kingston Road and Main Street. Landscape changes in the public realm will be secured through the associated site plan control application. The proposed development achieves these objectives with respect to the streetscape in the public realm.

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

The proposed tenure is rental housing. From a planning perspective, the proposed development satisfies the Official Plan's objectives with respect to providing and maintaining a full range of housing in terms of form, tenure and affordability.

Rental Housing

The applicant's rental housing replacement proposal and tenant relocation and assistance plan conform with the Official Plan and will help preserve the City's existing stock of

affordable and mid-range rental housing and lessen the hardship experienced by affected tenants.

Replacement Rental Dwelling Units

The applicant proposes to provide and maintain 11 replacement rental dwelling units (3 bachelor and 8 one-bedroom units) and 1 new market rental unit (1 one-bedroom). These replacement rental units are similar in size to the 11 existing rental dwelling units.

The applicant has proposed to provide future tenants of the replacement rental dwelling units with access to a common laundry room on second floor. Tenants of the replacement dwelling units will also be provided with at least 2 vehicle parking spaces and have access to all indoor and outdoor amenities, bicycle parking and visitor parking on the same terms and conditions as residents of the remainder of the building.

The Section 111 agreement would secure all details regarding the minimum unit sizes and future tenants' access to all facilities and amenities.

Tenure and Rents for the Replacement Rental Dwelling Units

The applicant has agreed to provide and maintain the 11 replacement rental dwelling units and 1 new market rental dwelling unit as rental dwelling units for at least 20 years, beginning from the date that each replacement or new rental dwelling unit is first occupied and until the owner obtains approvals for a Zoning By-law Amendment removing the requirement for the replacement or new market rental dwelling units to be maintained as rental units.

The applicant has also agreed to secure the rents for the 11 replacement rental dwelling units for at least 10 years, beginning from the date of first occupancy. The new market rental dwelling units would have unsecured rent.

Tenant Relocation and Assistance Plan

The applicant has agreed to provide tenant relocation and assistance to all eligible tenants, all to the satisfaction of the Chief Planner and secured through the Section 111 agreement with the City. The Tenant Relocation and Assistance Plan would assist tenants in finding and securing alternative accommodations. As part of this plan, all eligible tenants would receive:

- At least 5 months notice of the date that they must vacate their rental unit and
- Compensation equal to 3 month's rent pursuant to *the Residential Tenancies Act*

In addition to the financial compensation outlined above, all pre-application eligible tenants would receive:

- The right to return to one of the replacement rental dwelling units in the new building at similar rents;

- A move-out moving allowance and a move-back moving allowance if they exercise their right to return to a replacement rental dwelling unit;
- Additional compensation based on length of tenure; and
- Any special needs compensation as determined by the Chief Planner.

Section 37

As a matter of legal convenience and to secure all conditions of approval for the Rental Housing Demolition and Conversion in the zoning by-law amendment, the 11 replacement rental dwelling units, the securing of rents and tenure for the replacement units, and the Tenant Relocation and Assistance Plan are recommended to be secured through a Section 37 Agreement. In accordance with Policy 5.1.1.5 (b) a Section 37 Agreement may be used to secure replacement rental dwelling units and associated housing matter.

Conclusion

Staff have reviewed the application to amend the Official Plan for 650 - 652 Kingston Road and 2 Main Street and are satisfied that the proposed 7-storey mixed-use development is appropriate for this location. Staff recommend approval of the proposed Official Plan amendment.

Staff have reviewed the application to amend the Zoning By-laws for 622-646 Kingston Road and are satisfied that the proposed 7-storey mixed-use development is appropriate. Staff recommend approval of the proposed Zoning By-law amendment; however, staff support is subject to the applicant satisfying the outstanding matters indicated in this report.

Staff is also recommending that Council approve the demolition of the residential rental building at 650-652 Kingston Road and 2 Main Street containing 11 rental dwelling units subject to the conditions set out in the recommendations in this report.

CONTACT

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Jeremy Kloet, Senior Planner
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E-mail: jeremy.kloet@toronto.ca

SIGNATURE

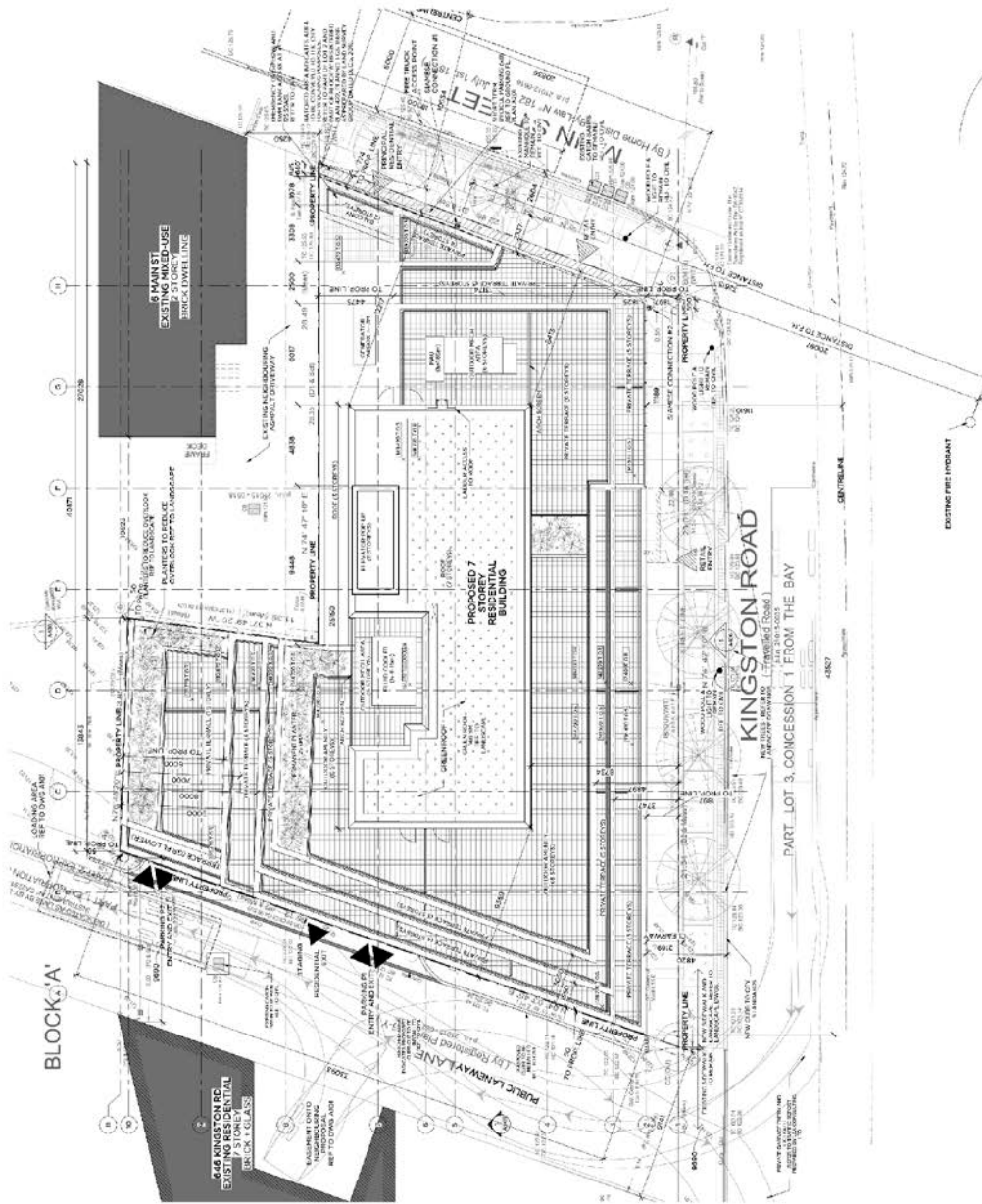
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

(P:\2017\Cluster B\pln\TEYCC\22935098033.doc) – smc/vc

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2a: South Elevation
- Attachment 2b: West Elevation
- Attachment 2c: North Elevation
- Attachment 2d: East Elevation
- Attachment 3: Official Plan
- Attachment 4: Zoning 569-2013
- Attachment 5: Application Data Sheet
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment to 438-86
- Attachment 8: Draft Zoning By-law Amendment to 569-2013

Attachment 1: Site Plan

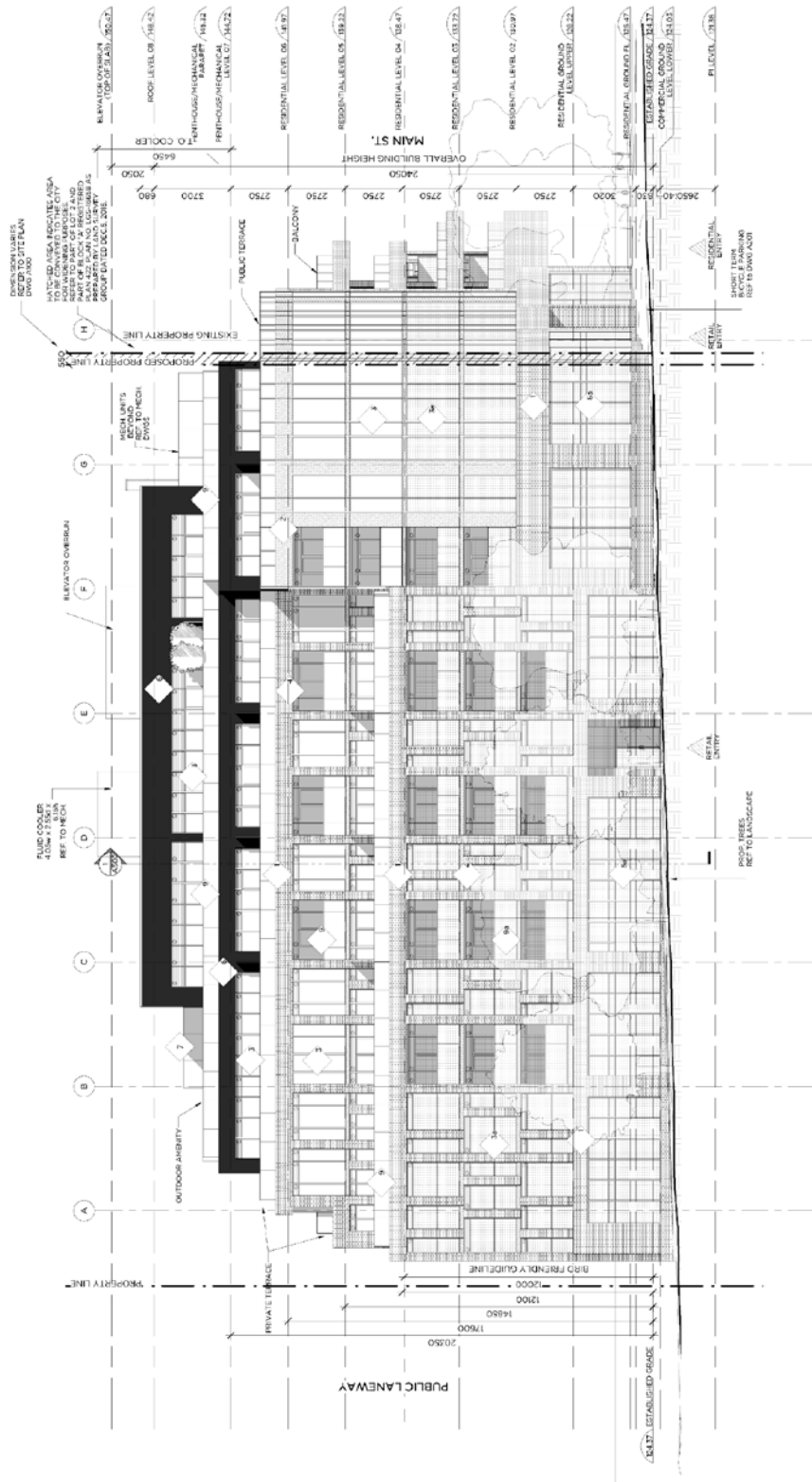


Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 08/16/2017

650-652 Kingston Road & 2 Main Street

File # 15 215444 STE 32 0Z

Attachment 2a: Elevations

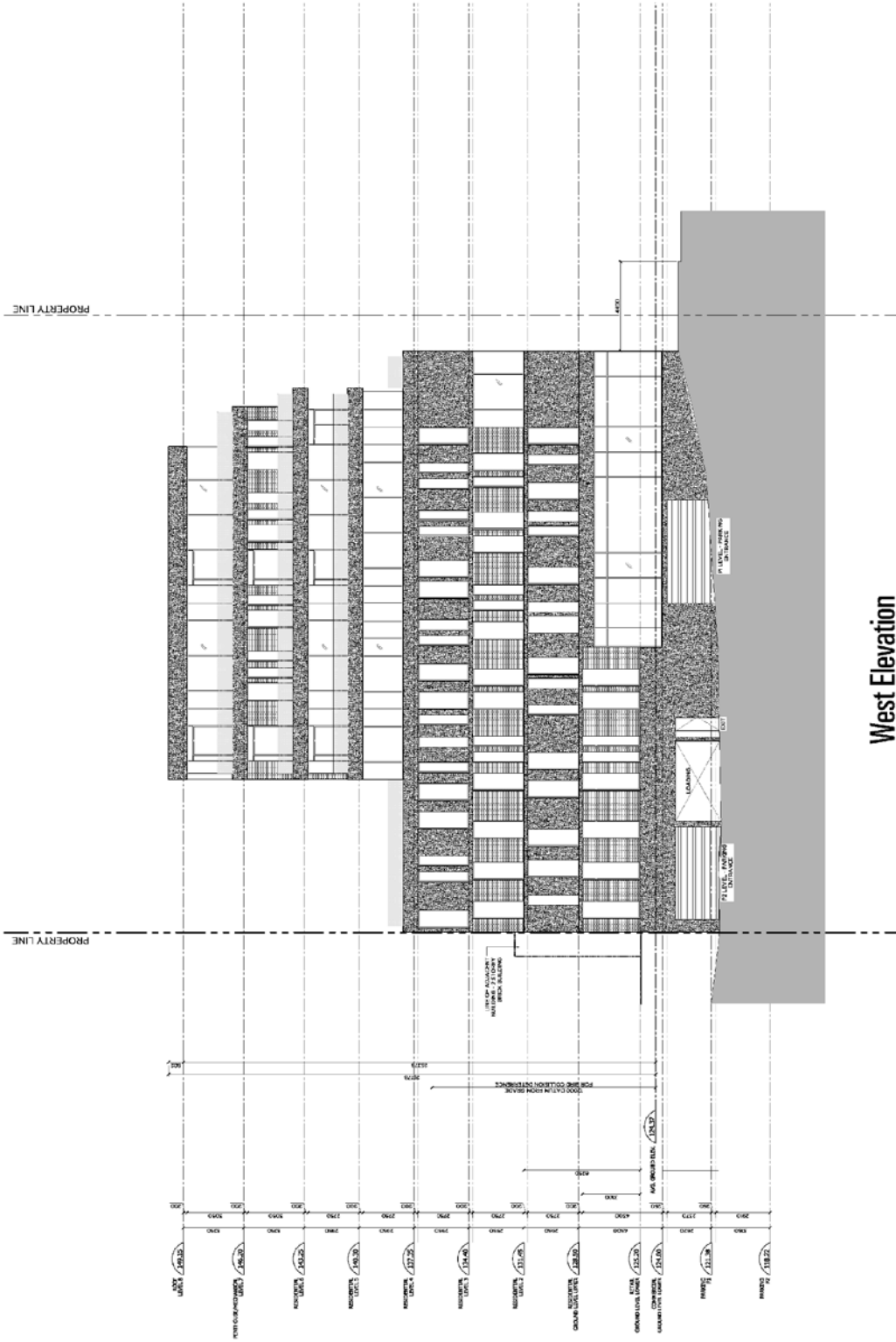


650-652 Kingston Road & 2 Main Street

South Elevation
 Applicant's Submitted Drawing
 Not to Scale
 08/16/2017

File # 15 215444 STE 32 0Z

Attachment 2b: Elevations



West Elevation

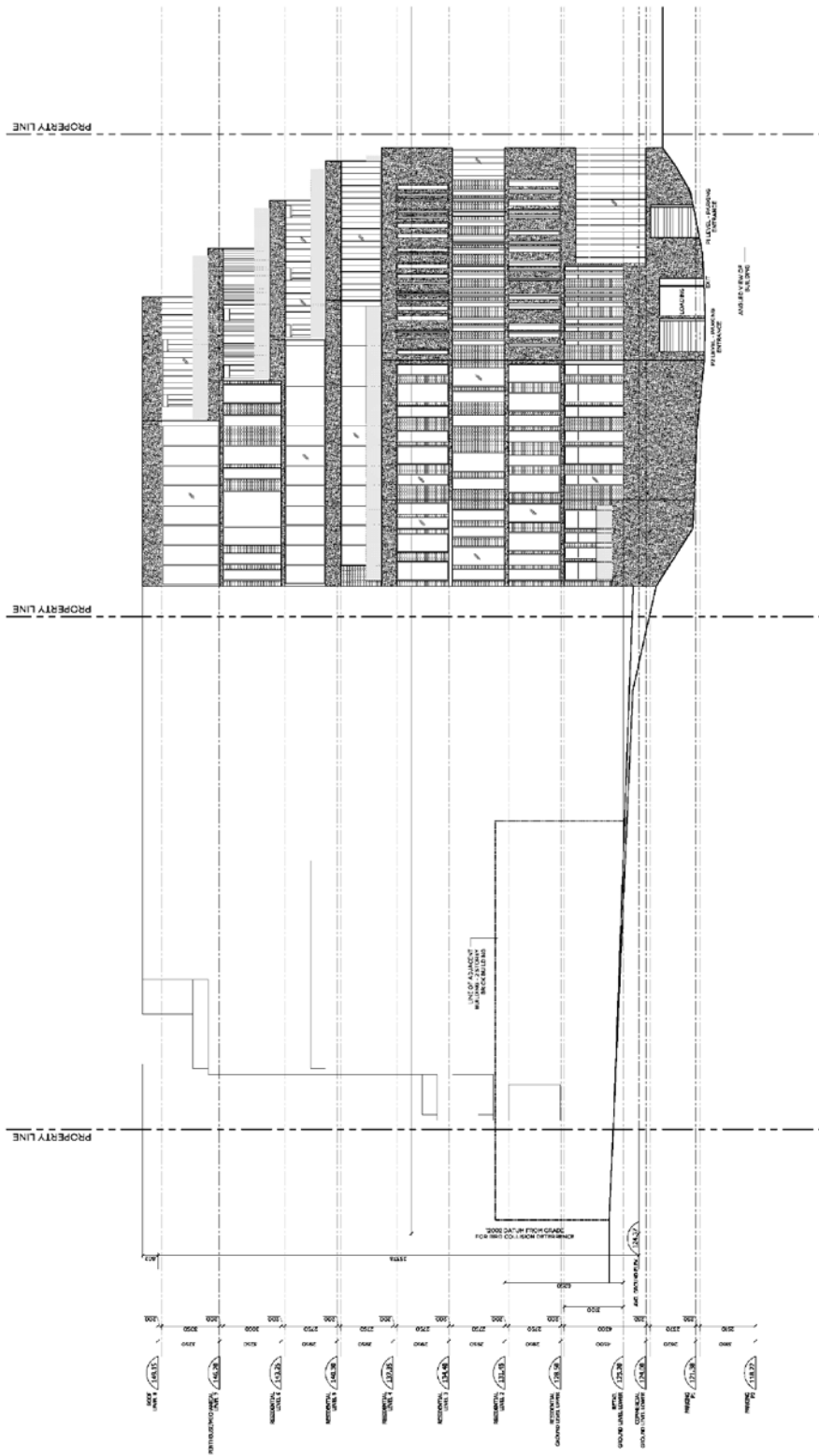
650-652 Kingston Road & 2 Main Street

Elevations
Applicant's Submitted Drawing

File # 15 215444 STE 32 0Z

Not to Scale
10/01/2015

Attachment 2d: Elevations



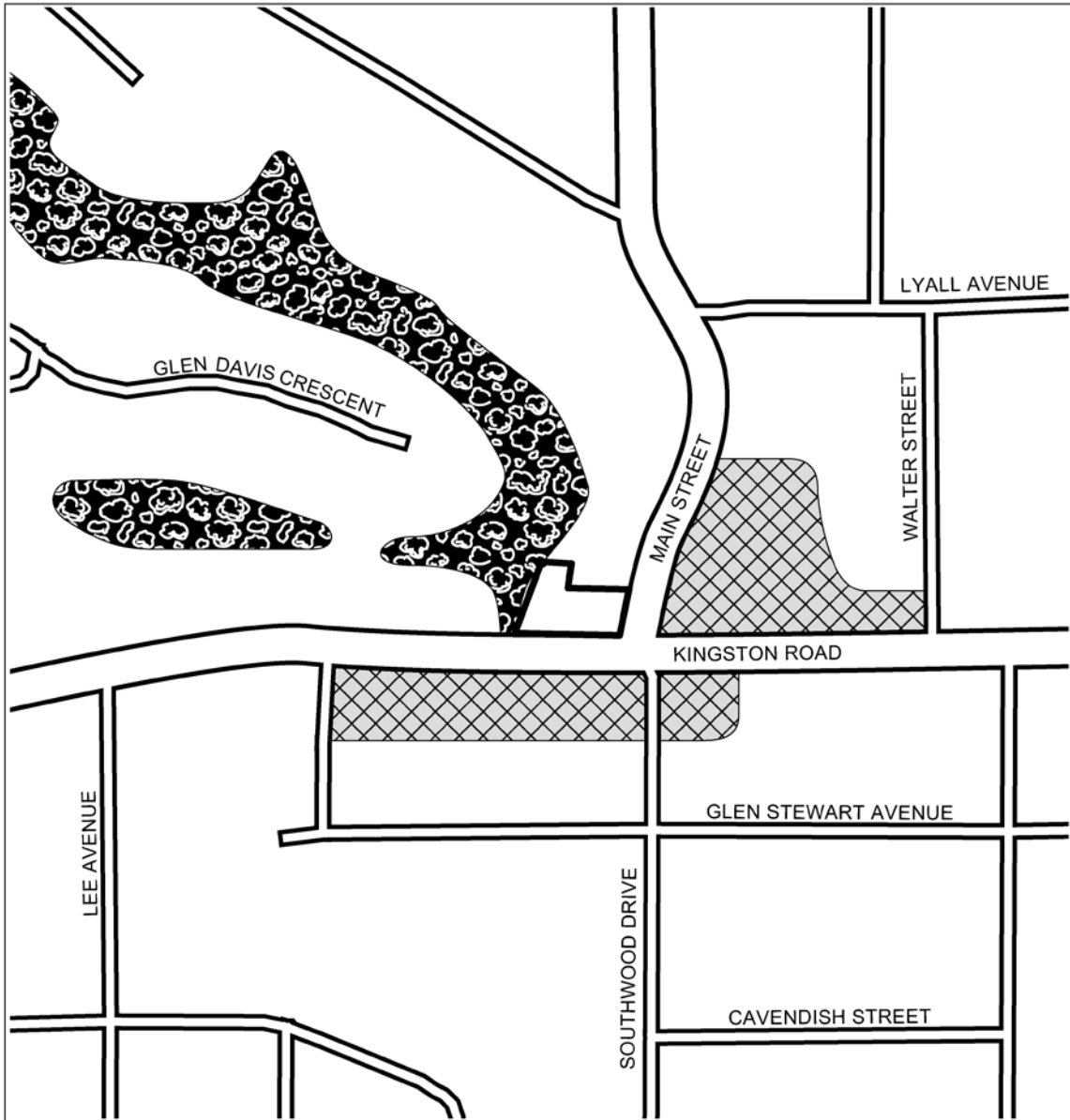
North Elevation

Elevations
 Applicant's Submitted Drawing
 Not to Scale
 10/01/2015

650-652 Kingston Road & 2 Main Street

File # 15 215444 STE 32 0Z

Attachment 3: Official Plan



650-652 Kingston Road & 2 Main Street

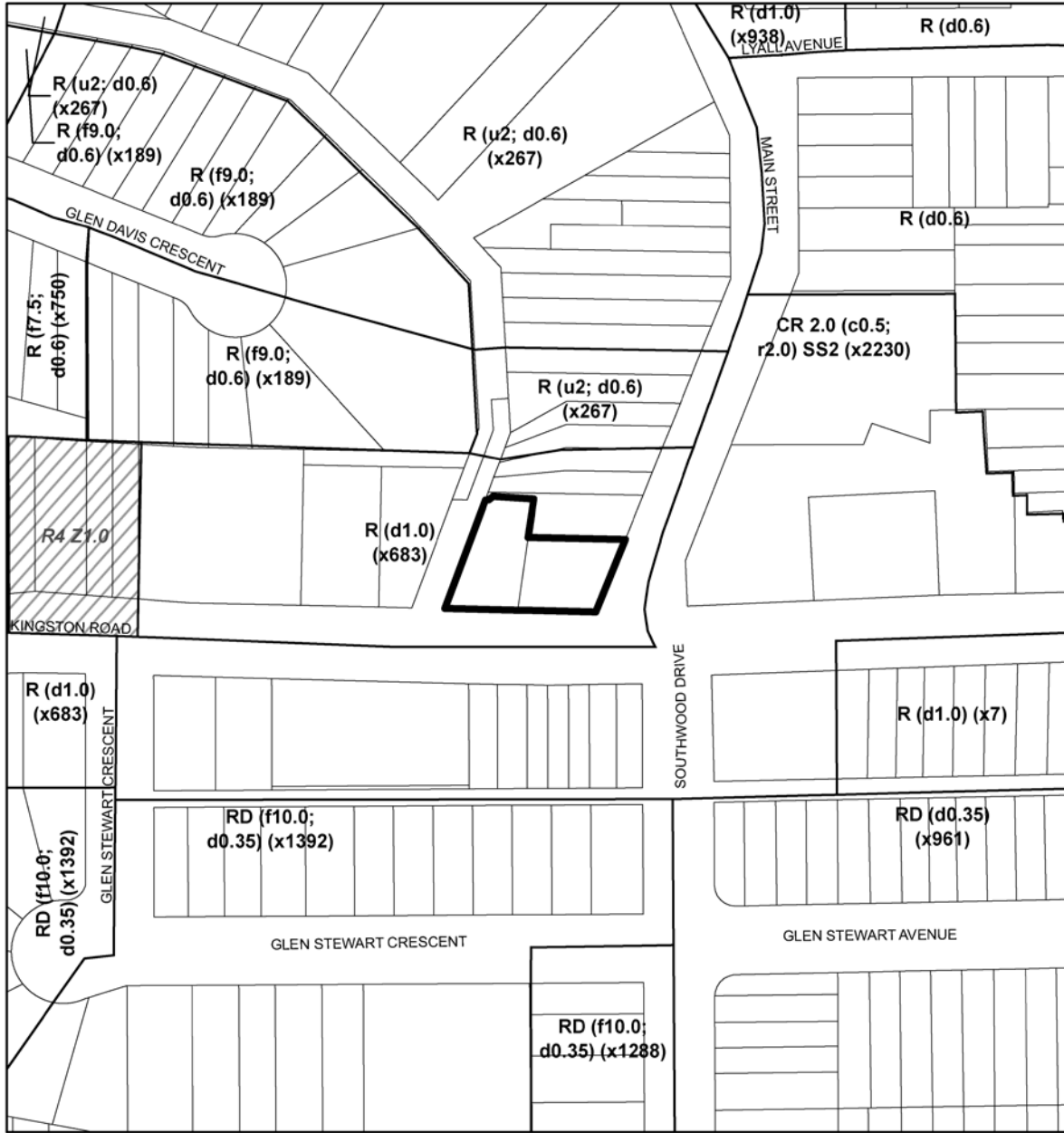
Extract from Official Plan

File # 15 215444 STE 32 0Z

- | | |
|---|--|
|  Site Location |  Parks & Open Space Areas |
|  Neighbourhoods |  Natural Areas |
|  Mixed Use Areas | |



Attachment 4: Zoning



Zoning By-Law No. 569-2013

650-652 Kingston Road & 2 Main Street

File # 15 215444 STE 32 0Z

Location of Application

See Former City of Toronto By-Law No. 438-86
R4 Residential District

R Residential RD Residential Detached
CR Commercial Residential



Not to Scale
Extracted: 10/02/2015

Attachment 5: Application Data Sheet

Application Type	Official Plan and Zoning By-law	Application Number:	15 215444 STE 32 OZ 15 215446 STE 32 RH
Details	OPA and Rezoning, complex	Application Date:	August 31, 2015
Municipal Address:	650-652 KINGSTON ROAD and 2 MAIN STREET		
Location Description:	PLAN 422 PT LOT 2 **GRID S3205		
Project Description:	The application proposes a 7-storey mixed-use building consisting of 68 residential units with 627 m2 of ground floor retail space. The proposed development density (floor space index) is approximately 4.79 times the lot area. Currently, the proposal consists of 12 rental replacement units and 56 purpose built rentals units.		

Applicant:	Agent:	Architect:	Owner:
Craig Hunter		Raw	2432953 Ontario Inc

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	
Zoning:	R (d1.0) (x683)	Historical Status:	
Height Limit (m):	14	Site Plan Control Area:	YES

PROJECT INFORMATION

Site Area (sq. m):	1130	Height:	Storeys:	7
Frontage (m):	44.35		Metres:	24
Depth (m):	33.15			
Total Ground Floor Area (sq. m):	968			Total
Total Residential GFA (sq. m):	5071		Parking Spaces:	31 (+ 1 car share)
Total Non-Residential GFA (sq. m):	627		Loading Docks	0
Total GFA (sq. m):	5949			
Lot Coverage Ratio (%):	85.7			
Floor Space Index:	4.79			

DWELLING UNITS

Tenure Type:	Rental
Rooms:	0
Bachelor:	7
1 Bedroom:	31
2 Bedroom:	26
3 + Bedroom:	4
Total Units:	68

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	5071	0
Retail GFA (sq. m):	627	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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

Attachment 6: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2017

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2016, as
650 – 652 Kingston Road and 2 Main Street**

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

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. The attached Amendment No. 390 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

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

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

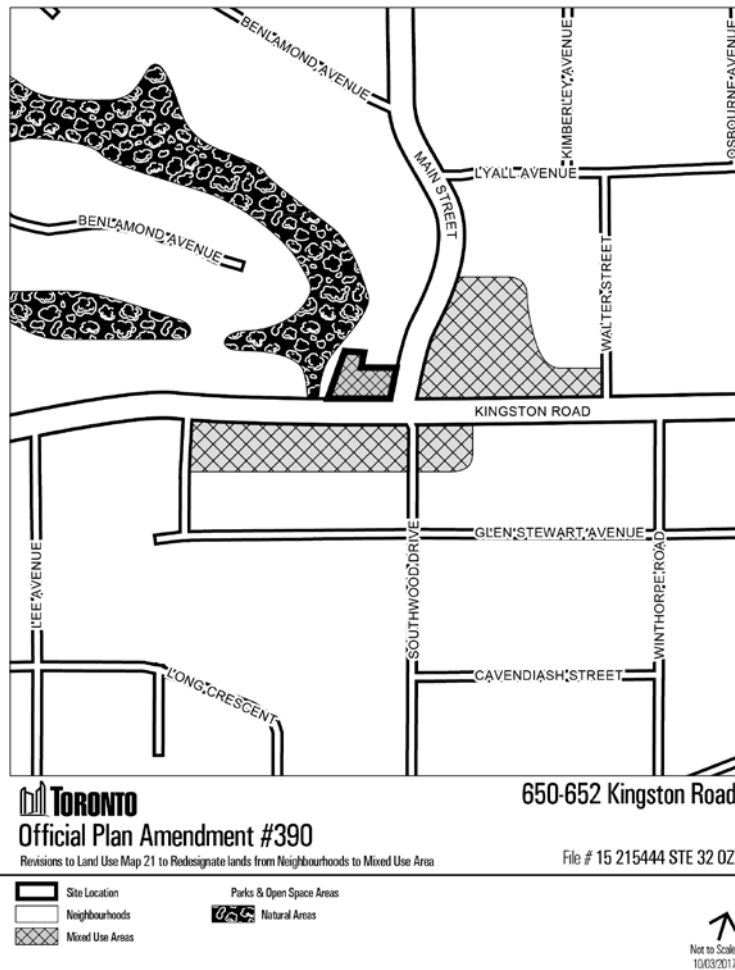
(Corporate Seal)

AMENDMENT NO. 390 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2016 AS
650 – 652 Kingston Road and 2 Main Street**

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

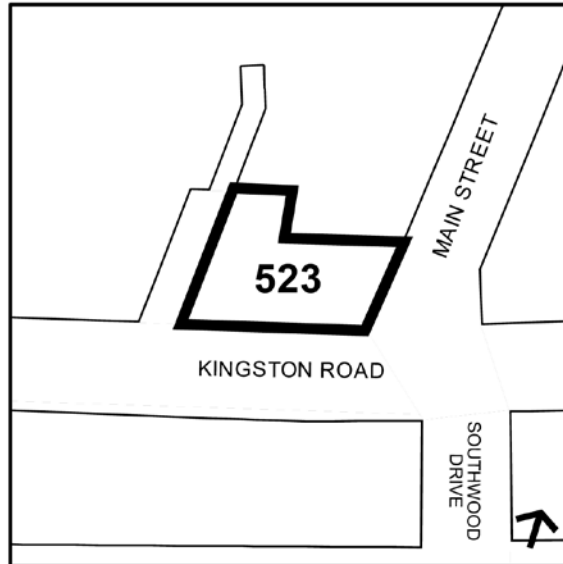
1. Map 21, Land Use Plan, is amended by re-designating the lands known municipally as 650 – 652 Kingston Road and 2 Main Street from *Neighbourhoods* to *Mixed Use Areas*, as shown on the map below.



2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 523 for lands known municipally in 2016 as 650 – 652 Kingston Road and 2 Main Street, as follows:

523. 650 – 652 Kingston Road and 2 Main Street

A seven storey mixed-use development is permitted



3. Chapter 7, Map 32, Site and Area Specific Policies, is amended to add the lands known municipally in 2016 as 650 – 652 Kingston Road and 2 Main Street shown on the map above as Site and Area Specific Policy No. 523.

Attachment 7: Draft Zoning By-law Amendment 438-86

To be provided

Attachment 8: Draft Zoning By-law Amendment 569-2013

To be provided