

1376-1386 Kingston Road – Zoning Amendment – Request for Directions Report

Date: June 11, 2018

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 36 - Scarborough Southwest

Planning Application Number: 16 271540 ESC 36 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit the development of a 9-storey residential building containing 50 units at 1376 -1386 Kingston Road with a total gross floor area of 5,837 square metres and a density of 4.98 times the lot area. The proposal includes 50 parking spaces in a three level underground parking garage and 38 bicycle parking spaces.

On March 19, 2018, the applicant appealed the application to the Ontario Municipal Board (now constituted as the Local Planning Appeal Tribunal) due to Council's failure to make a decision within the time prescribed by the *Planning Act*.

The purpose of this report is to seek City Council's direction with respect to the City's position at the Local Planning Appeal Tribunal (the "LPAT") hearing. This report recommends that Council authorize staff to continue discussions with the applicant to address a number of issues; however, if unresolved, to attend Local Planning Appeal Tribunal to oppose the proposal in its current form. A hearing date has not yet been scheduled.

The proposed development is not consistent with the Provincial Policy Statement (2014) and does not conform with the Growth Plan for the Greater Golden Horseshoe (2017) and the Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct City Staff to continue discussions with the applicant to address outstanding issues.
2. City Council authorize the City Solicitor, together with City Planning staff and any other appropriate staff, to oppose the proposed development and attend any Local Planning Appeal Tribunal hearing in opposition to such appeal, and retain experts as the City Solicitor may determine are appropriate.

3. In the event that the Local Planning Appeal Tribunal allows the appeal, in whole or in part, City Council direct the City Solicitor to request the Local Planning Appeal Tribunal withhold its final Order on the Zoning By-law Amendment until:

a) A draft Zoning By-law amendment is submitted to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor;

b) The owner submits an acceptable Functional Servicing Report and Hydrogeological Report to the satisfaction of Chief Engineer and Executive Director of Engineering and Construction Services; and

c) The owner be required to make satisfactory arrangements with the City for the design and construction of any improvements to the municipal infrastructure by the owner at no cost to the City should it be determined that the improvements to such infrastructure is required to support the development, to the satisfaction of Chief Engineer and Executive Director of Engineering and Construction Services.

4. City Council authorize the City Solicitor and necessary City staff to take such steps as may be necessary to implement Council's decision.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

Kingston Road (Birchcliff) Revitalization Study

In 2010, Council approved amendments to the Official Plan, Zoning By-law and associated Urban Design Guidelines as part of the Kingston Road (Birchcliff) Revitalization Study. The Kingston Road Revitalization Study was initiated in 2005 with the purpose of developing a revitalization strategy for Kingston Road that would result in a vibrant, mixed-use, pedestrian-oriented main street with beautiful streetscapes, high quality architecture, compatible development and economic prosperity. The study area for the Kingston Road Revitalization Study includes the lands immediately north and south of Kingston Road and spans from Victoria Park Avenue to the west to the Kingston Road and Danforth Avenue intersection to the east.

The implementing Zoning By-law amendment for the Kingston Road Revitalization Study introduced a Commercial-Residential (CR) zone providing for a wide range of commercial and residential uses with provisions that will among other matters, regulate height, density, building setbacks, angular plane provisions and bicycle parking standards. In particular, allowable heights within the CR zone range from a minimum of 2-storeys to a maximum of 8-storeys depending on the location and surrounding context of the properties.

Six sub-areas were identified in the Concept Plan of the Kingston Road Revitalization Study. The subject site is located within the Hunt Club Area and the Urban Design Guidelines provide specific guidance as to how this area should be designed to respond

to and enhance the scenic character of the Golf Course. The Concept Plan also identifies an east-west rear public laneway along the north property line between Cornell Avenue and Audrey Avenue.

The Final Report on this Study can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.SC31.21>

Preliminary Report

A pre-application meeting was held in 2016. The current application was originally submitted on December 29, 2016, which proposed a 7-storey residential building containing 52 units with a total gross floor area of 6,115 square metres and a floor space index (FSI) of 5.2. The proposal was subsequently revised and resubmitted on November 16, 2017. A Notification of Complete Application was subsequently issued on December 12, 2017 deeming the application complete as of November 16, 2017.

A Preliminary Report on the application was adopted by Scarborough Community Council on April 4, 2018, authorizing staff to conduct a community consultation meeting with an expanded notification area. The community consultation meeting was held on May 8, 2018. The Preliminary Report can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC29.6>

ISSUE BACKGROUND

Original Proposal

As noted, the original rezoning application was first received on December 29, 2016 which proposed a 7-storey residential building containing 52 units with a total gross floor area of 6,115 square metres and a floor space index (FSI) of 5.2. The proposed height of the building was 24.3 metres, exclusive of the mechanical unit.

The application submission did not provide all required documentation and only included the requirements of Ontario Regulation 545/06 under the *Planning Act*, Schedule 1. The application package included a completed rezoning application form, fees, completed data sheet, architectural drawings and letters prepared by the applicant's consulting engineers. The applicant advised in their covering letter that the remainder of required supporting documentation as per the City's Official Plan and as outlined in the Planning Checklist would be provided in early 2017. Accordingly, a Notice of Incomplete Application was issued to the applicant on January 13, 2017.

On July 19, 2017, the City Planning Division issued a Notice of Impending File Closure to the applicant advising that the file had been inactive for more than 6 months and that the required materials as outlined in the Notice of Incomplete Application had not been received. It was also advised that if the outstanding materials were not submitted within 120 days (November 16, 2017), the file would be closed.

On October 18, 2017, the applicant formally requested an additional 120 days to allow for the submission of materials in support of the rezoning application.

Current Proposal

On November 16, 2017, the applicant resubmitted a revised proposal to permit a 9-storey residential building containing 50 units with a total gross floor area of 5,837 square metres, a total height of 31.8 metres exclusive of the mechanical unit and a FSI of 4.98. The proposed building consists of residential units on the first eight floors. Indoor and outdoor amenity space areas and the mechanical unit are proposed to be located on the 9th floor. The proposed unit breakdown of the 50 residential units is as follows:

Table 1 proposed breakdown of unit types and sizes

Unit Type	Number of Units	Percentage	Unit size
Bachelor	2	4%	< 470 ft ²
1-bedroom	1	2%	470-650 ft ²
1-bedroom (plus den)	9	18%	650-800 ft ²
2-bedroom	3	6%	800-900 ft ²
2-bedroom (plus den)	23	46%	900-1000 ft ²
3-bedroom	12	24%	>1000 ft ²
Total	50	100%	

Stepbacks are proposed along the north side of the building starting from the 5th floor. Setbacks vary along the south, east and west sides of the building.

A total of 103.4 square metres of indoor amenity space (representing 2.1 square metres per unit) and 82.6 square metres of outdoor amenity space (representing 1.7 square metres per unit) are proposed on the 9th floor. *The proposal* also includes a 105 square metres green roof on the 9th floor.

Fifty (50) parking spaces are proposed on three levels of underground parking of which 46 spaces are provided for residents and 4 for visitors. Vehicular access into the site is proposed from Cornell Avenue via an overhead door into the underground garage which also leads to the internal garbage storage and loading area on the ground level. A total of 38 bicycle parking spaces are proposed of which 33 are provided for residents and 5 for visitors.

Ground level units at the pedestrian level will have direct access along Kingston Road. The residential lobby entrance is also proposed along the mid-point frontage of Kingston Road.

Please refer to Attachment 1: Application Data Sheet, Attachment 4: Site Plan, Attachments 5 and 6: Elevations and Attachments 7 and 8: Cross Sections for additional information on the proposal.

Site and Surrounding Area

The subject site which is located on the northwest corner of Kingston Road and Cornell Drive consists of 3 lots and is municipally known as 1376-1386 Kingston Road. The site is a parallelogram in shape and has a total lot area of approximately 0.12 hectares (0.29 acres). The site has approximately 40 metres of frontage along Kingston Road and 27

metres along Cornell Avenue. Kingston Road at this location has an existing right-of-way width of 23.2 metres.

The site is currently occupied by an auto garage, a place of worship and a residential dwelling. All existing buildings are proposed to be demolished to facilitate the proposed development.

The surrounding uses are as follows:

North: A mixture of single and semi-detached dwellings;

South: Kingston Road and beyond is the Toronto Hunt Club golf course;

East: Cornell Avenue and beyond are lands approved for a 7-storey residential building that is currently under construction; and

West: A mixture of commercial and residential uses along Kingston Road and beyond is Audrey Avenue and an approved 9-storey residential building under construction.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans
Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") 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;
- Residential development promoting a mix of housing; 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent

with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth 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.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of this Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

Avenues

The subject site is also located on an *Avenue* on Map 2 of the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit services for community residents. The Plan recognizes that *Avenues* will be transformed incrementally, that each is different and that there is no one size fits all approach to reurbanizing them.

Policy 2.2.3.1 of the Plan states that "reurbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed-use segments of the corridors shown on Map 2". The framework for new development on each Avenue will be established through an Avenue Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. The site is located within the Kingston Road (Birchcliff) Revitalization Study area for which an Avenue Study was completed and adopted by City Council in 2010.

Healthy Neighbourhoods

The Healthy Neighbourhoods policies of the Official Plan (Policies 2.3.1.3 and 2.3.1.4) provide guidance for development in *Mixed Use Areas* that are adjacent or close to Neighbourhoods. Policy 2.3.1.3 states that development within *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide gradual transition of scale and density, as necessary to achieve the objectives of the Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and private for residents in those *Neighbourhoods*;

- orient and screen lighting and amenity areas so as to minimize impacts on adjacent properties in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Policy 2.3.1.4 states that "Intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that *Neighbourhoods* are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area based study." As aforementioned, the subject site was part of the Kingston Road (Birchcliff) Revitalization Study which resulted in Council-approved amendments to the Official Plan, Zoning By-law and associated Urban Design Guidelines to guide reurbanization along Kingston Road in the Birchcliff community.

Chapter 3 - Building a Successful City

Public Realm

The Public Realm (Section 3.1.1) policies promote the construction of quality architecture, landscape and urban design. The policies speak to the importance of providing safe, attractive and interesting spaces for pedestrians and incorporating a Complete Streets approach for existing City streets.

Built Form

The Built Form (Section 3.1.2) policies direct that new development in the City fit harmoniously within the existing and/or planned context of the area. This includes locating and organizing new development to frame and support adjacent streets, parks, and open spaces; locating and organizing vehicle parking, vehicular access, service areas and utilities to minimize their impact on property and surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces; massing new development to define the edges of streets, parks and open spaces in a way that respects the existing and/or planned street proportion, providing for amenity for adjacent streets and open spaces, and providing indoor and outdoor amenity space for residents of the new development.

Policy 3.1.2.1 directs new development to be located and organized to fit with its existing and/or planned context and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

- generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2.3 requires that new development be massed and its exterior façade 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 by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

As detailed in Policy 3.1.2.5, new development is to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies, and awnings;
- landscaped open space within the development site; and
- public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

Chapter 4 - Land Use Designations

The subject site is designated *Mixed Use Areas* on Map 21 – Land Use Plan and is directly adjacent to lands designated Neighbourhoods in the Official Plan. The *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. However, not all *Mixed Use Areas* will experience the same scale of intensity of development." The Plan provides development criteria for *Mixed Use Areas* under Section 4.5.1 which 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*, particular during the spring and fall equinoxes;
- Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces; and
- Provide good site access and circulation and an adequate supply of parking for residents and visitors.

Site and Area Specific Policy

The site is also subject to Site and Area Specific Policy (SASP) 325. SASP 325 applies to lands along Kingston Road in the Birchcliff Community which states that:

- a) Publicly owned and municipally operated parking lots, provided by the Toronto Parking Authority will be encouraged in the area.
- b) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (shown on the map accompanying this policy) to be used for hard landscaping only. This area will not be used for outdoor patio space.
 - i) property owners will be encouraged to provide an easement in favour of the City for that portion of their lands required to provide hard landscaping.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The outcome of staff analysis and review of relevant Official Plan policies and the site-specific planning framework for the subject site as set out in the Kingston Road (Birchcliff) Revitalization Study are summarized in the Comments section of the Report.

Zoning

The subject site is zoned Commercial-Residential (CR) in the Birchcliff Community By-law No. 8786, as amended (see Attachment 3: Existing Zoning By-law Map). The site is exempt from the City-wide Zoning By-law No. 569-2013, as amended, as site-specific zoning was established through the Kingston Road (Birchcliff) Revitalization Study. The CR zone permits a number of uses including, but not limited to, dwelling units, hotels, medical centres, offices restaurants, retail stores and prohibits uses such as automobile-related uses, single-family dwellings, two-family dwellings and multiple-family dwellings. The site-specific zoning for this site permits a minimum building height of 2-storeys to a maximum of 6-storeys, not exceeding an overall height of 20 metres (excluding the mechanical penthouse) and a maximum density of 3.5 times the area of the lot.

Avenues and Mid-Rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study on July 6-8, 2010 and an addendum containing performance standards for mid-rise buildings in June of 2016. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

The Performance Standards assist in the implementation of Official Plan policies for Avenues and Mixed Use Areas, ensuring among other matters, quality and comfortable streetscapes along the Avenues, which are to be framed and defined by buildings that allow for a minimum of 5 hours of sunlight on the sidewalks from March 21 to September 21; streetwall stepbacks, which mitigate the pedestrian perception of building height along the street; and an acceptable relationship between mid-rise buildings and the adjacent Neighbourhoods and Parks and Open Space Areas, which the Official Plan policies are explicit in their intent to protect through appropriate transitions. The Performance Standards provide guidance about the size, shape and quality of mid-rise development.

On June 7, 2016 City Council adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bqrd/backgroundfile-92537.pdf>.

Kingston Road Birchcliff Urban Design Guidelines and Concept Plan

As part of the implementation strategy for the Kingston Road (Birchcliff) Revitalization Study, the Kingston Road Birchcliff Urban Design Guidelines provide guidance on the design and organization of the built environment along Kingston Road between Victoria Park Avenue and the Cenotaph Memorial east of Birchmount Road.

The Guidelines aim at guiding future developments to create a cohesive image of the community as a: "...vibrant, animated, and pedestrian oriented main street, that fosters community sustainability, with mixed-use buildings that support main street living and activities, and parks and open spaces that reflect the cultural and natural heritage attributes of Birchcliff."

The Guidelines include recommendations on site planning, building massing and design, and public realm improvements. In particular, six sub-areas were identified in the Concept Plan of the Kingston Road Revitalization Study. The subject site is located within the Hunt Club Area and the Guidelines provide guidance as to how this area should be designed to respond to and enhance the scenic character of the Golf Course.

The Concept Plan also identifies an east-west rear public laneway along the north property line between Cornell Avenue and Audrey Avenue.

Site Plan Control

The proposed development is subject to Site Plan Control. An application for site plan approval has not been submitted.

Reasons for Application

An amendment to the Birchcliff Community Zoning By-law, as amended, is required as the proposed development does not comply with the existing performance standards, which include but are not limited to: building height; maximum gross floor area, required angular plane from the abutting Single-Family Residential zone, building setbacks and required amount of outdoor amenity space.

Application Submission

The following reports/studies were submitted in support of the application:

- Planning Justification Report
- Public Consultation Strategy
- Draft Zoning By-law Amendment
- Traffic Operations Assessment
- Functional Servicing and Stormwater Management Report
- Hydrogeological Report
- Arborist Report
- Geotechnical Report
- Architectural Plans
- Coloured Renderings
- Shadow Study
- Landscape Plans
- Site Servicing & Grading Plans
- Topographic Survey
- Toronto Green Standards (TGS) Checklist

These reports/studies submitted in support of the application can be accessed at the Application Information Centre (AIC): <https://www.toronto.ca/city-government/planning-development/application-information-centre>

A Notification of Complete Application was issued on December 12, 2017 confirming that the application meets the complete application submission requirements of the *Planning Act* and the Toronto Official Plan as of November 16, 2017.

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Community Consultation

City Planning staff, in consultation with the Ward Councillor hosted a community consultation meeting on May 8, 2018 at 33 East Road (Birchcliff Bluffs United Church) which was attended by approximately 40 members of the public, including the applicant and their consulting team. Concerns raised at the meeting were related to the following issues:

- Height and density of the building and related impacts with respect to sun, shadow and privacy. Attendees expressed that while they are supportive of development in the area, the maximum height should be limited to 6-storeys as per the Kingston Road Revitalization Study;
- Lack of parking spaces which would exacerbate the on-street parking problem in the neighbourhood;
- Traffic impact and infiltration onto adjacent residential streets due to an existing restricted left turn from Kingston Road to Cornell Avenue and related safety issues. Attendees requested staff to look into the removal of the left turn restricting and the possibility of installing a traffic light at this intersection;
- Design and massing of the building should respect the character of the neighbourhood and the use of darker coloured brick was highly recommended; and
- Adequacy of existing services related to sewer, road and school capacities to serve growth and the existing community.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The Provincial Policy Statement (PPS) 2014 and the Growth Plan are high-level and broad reaching documents. Staff have determined that the proposal is not consistent with the PPS and does not conform with the Growth Plan for the following reasons:

Section 4.7 of the PPS states that the Official Plan is the most important vehicle for implementation of PPS requirements and that comprehensive, integrated and long-term planning is best achieved through municipal official plans.

Policy 1.1.3.3 directs that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The City of Toronto Official Plan identifies areas for intensification and provides a policy framework that encourages intensification in those areas, provided that it is respectful of the existing and planned local context. In Chapter 2, the Official Plan designates areas for intensification and identifies them as Downtown, Centres and Avenues.

The proposal in its current form does not have regard to Section 1.1.3.3 of the PPS which states that intensification and redevelopment should take into account the

existing building stock of the area, which are predominantly single-detached dwellings. Furthermore, the proposal does not maintain the intent of the Official Plan policies related to matters such as: built form, transition, scale, compatibility, and minimizing shadow impacts. The scale of development is not appropriate and does not achieve an appropriate transition of built form to adjacent residential areas. Therefore, staff is of the opinion that the proposal is not consistent with the Provincial Policy Statement.

The Growth Plan requires that Official Plans provide a strategy and policies to achieve intensification, and to identify the appropriate type and scale of development in intensification areas. Section 2.2.2 (Delineated Built-up Area) of the 2017 Growth Plan states:

“4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) identify the appropriate type and scale of development and transition of built form to adjacent areas.”

It is acknowledged that the implementing Official Plan and Zoning By-law amendments and Urban Design Guidelines for the Kingston Road (Birchcliff) Revitalization Study were approved by Council in 2010 and pre-dated the 2017 Growth Plan. However, the Study was reviewed and conducted against policies of the Growth Plan for the Greater Golden Horseshoe, 2006 (2006 Growth Plan) and the implementing documents conform to the policies of the 2006 Growth Plan. Specifically, Section 2.2.3 (General Intensification) of the 2006 Growth Plan stated:

“6. All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will:

g) identify the appropriate type and scale of development in intensification areas.

7. All intensification areas will be planned and designed to:

f) achieve an appropriate transition of built form to adjacent areas.”

Staff are of the opinion that the 2006 Growth Plan policy objective of “identifying appropriate type, scale and transition of built form to adjacent areas” was carried over to the 2017 Growth Plan. Accordingly, Staff have determined that the proposal in its current form does not conform with Policy 2.2.2.4 of the 2017 Growth Plan, which reflects the policy objectives of the 2006 Growth Plan.

Land Use

The site is designated *Mixed Use Areas* on Map 21 of the City's Official Plan which allows for a range of uses including residential uses. Although the *Mixed Use Areas* designation encourages a mixed of uses, the Kingston Road Revitalization Study identifies three (3) main "core commercial areas" in which the subject site is not located within. Furthermore, the Concept Plan for the Hunt Club sub-area of Kingston Road (Birchcliff) Revitalization Study specifically identifies that Commercial or Residential frontages on the subject site is appropriate. While the proposed residential use is

appropriate on the subject site, the proposal in its current form does not conform with development criteria in *Mixed Use Areas* as set out in Section 4.5.2 of the Official Plan, which is discussed in detail under the Density, Height, Massing, Sun and Shadow section.

The site is also located on a segment of Kingston Road which is identified as an *Avenue* on Map 2 - Urban Structure of the Official Plan. Through the Kingston Road (Birchcliff) Revitalization Study, a comprehensive strategy was established for the revitalization of Kingston Road as an *Avenue* for the City and a main street for the Birchcliff Community which included new policies, as-of-right zoning standards and design guidelines. However, the proposed development deviates from the zoning and design framework which was established with the community through the Kingston Road (Birchcliff) Revitalization Study and is discussed in detailed in the following Density, Height, Massing, Sun and Shadow section.

Density, Height, Massing, Sun and Shadow

The Official Plan provides policy direction and development criteria to locate and mass new buildings in order to limit and mitigate impacts to surrounding areas.

Policy 4.5.2.2 - *Mixed Use Areas* of the Official Plan state that in *Mixed Use Areas*, development will:

- c) 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 a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes; and
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Policy 2.3.1 - Healthy Neighbourhoods provides guidance for development in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods*. Policy 2.3.1.3 states that development within *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide gradual transition of scale and density, as necessary to achieve the objectives of the Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; and
- maintain adequate light and private for residents in those *Neighbourhoods*.

The Built Form policies in Section 3.1.2 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area.

Policy 3.1.2.3 requires that new development be massed and its exterior façade 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 by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Through the Kingston Road Revitalization Study, site-specific zoning standards were established for the site, including but not limited to: maximum permitted height of 6-storeys or 20 metres; a maximum density of 3.5; a minimum building setback of 1.5 metres from the lot line abutting a public street other than Kingston Road; a 45-degree angular plane from the lot line abutting Single-Family Residential (S) zone; minimum 7.5 metres building setback from the rear lot line abutting Single-Family Residential (S) zone; and additional setback of 1.5 metres from the main wall abutting a public street for the portion of a building above 14 metres in height.

The Avenue and Mid-Rise Buildings Study also provide guidance in regard to building height, massing and transition on *Mixed Use Areas* designations on the *Avenues* to achieve Official Plan Policies including Land Use and Built Form Policies. While it is acknowledged that the Avenues and Mid-Rise Study states that where an Avenue Study has already been completed, the performance standards of the Avenues and Mid-Rise Study do not apply, the proposal deviates and seeks to amend site-specific zoning that was established through the Kingston Road (Birchcliff) Revitalization Study. Therefore, staff is of the opinion that the Avenues and Mid-Rise Buildings Study should also be applied to assess the appropriateness of the proposal.

The proposed development is a 9-storey building with an overall height of 31.8 metres exclusive of the mechanical unit and a FSI of 4.98.

The Avenue and Mid-Rise Buildings Study recommend that buildings along Avenues should be no taller than the width of the Avenue right-of-way to allow for a moderate height building that allows for sunlight on the Avenues with good proportion to the street. The width of the Kingston Road right-of-way is 23.2 metres which results in a building height of approximately 6-7 storeys, with 5 metres of additional height to be provided on the roof for mechanical equipment, whereas the as-of-right zoning allows a maximum building height of 6-storeys or 20 metres. The building proposed in its current form does not adhere to either the established as-of-right zoning or the Mid-Rise Buildings Study.

The Avenue and Mid-Rise Buildings Study also states that the ability to realize the maximum height is tempered by angular planes applied to the front and rear of the site to allow for sunlight onto sidewalks and minimize overlook and shadow impacts. The

rear angular plane as stipulated by the Zoning By-law requires the application of a 45 degree angular plane from rear property line abutting Single-Family (S) to provide a transition from established adjacent low-rise *Neighbourhoods* and to minimize privacy impacts and overlook. The submitted cross-section diagrams do not illustrate the as-of-right rear angular plane as required in the Zoning By-law, but instead, uses the "Rear Transition to Neighbourhoods for Shallow Properties" Performance Standard of the Mid-Rise Study, which requires a minimum setback of 7.5 metres from the property line and a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line. The subject site is considered a shallow property at a depth of approximately 30 metres. The proposed development as shown on the submitted cross-section diagrams significantly exceeds the rear angular plane limits with protrusions on through several floors of the proposed building even when using the shallow lot approach.

Furthermore, a cross-section diagram was not provided for the easterly portion of the property which proposes a 0-metre setback from the rear lot line. The building setback from the rear lot line abutting a Single-Family (S) zone required by the Zoning By-law is 7.5 metres. The proposed 0-metre rear lot line setback along with applying the as-of-right rear angular plane as per the Zoning By-law will likely demonstrate a further projection into the rear angular plane. In addition, multiple balcony protrusions are proposed within the required 7.5 metre setback and rear angular plane, which aggravates the overlook impacts onto the *Neighbourhoods* designation.

Non-adherence of the proposal to minimum setbacks and rear angular plane provision locates the building massing closer to the *Neighbourhoods* designation, providing an inappropriate transition in scale to the lower scaled residential dwellings, resulting in visual bulk, overlook and shadow on to the *Neighbourhoods* designation. Overlook and privacy is further exacerbated by terrace and balcony protrusions within the setback and angular plane. The submitted shadow studies illustrate that the proposed building results in shadows falling on the *Neighbourhoods* designation from 9:18 am to 2:18 pm during the spring and fall equinoxes.

The application needs to be revised to provide appropriate transition to the *Neighbourhoods* designation through building massing and balcony adherence to the building setbacks and rear angular planes in order to provide adequate light and privacy as described in the Official Plan.

The cumulative effect of the proposed building massing and height results in a significant over development of the lot. The proposed 9-storey building is substantially taller than the 6-storey building height permitted in the Zoning By-law.

The proposed building in its current form does not meet the Official Plan policies for Section 2.2.3 - Avenues, Section 2.3.1 - Healthy *Neighbourhoods*, Section 3.1.2 - Built Form and Section 4.5.2 - *Mixed Use Areas* because the proposed building is not located, designed, or massed to:

- be compatible with *Neighbourhoods*;
- fit harmoniously into its existing context;
- provide gradual or appropriate transitions of scale and density through stepping down of buildings and setbacks from *Neighbourhoods*

- create appropriate transitions in scale to neighbouring existing and/or planned buildings;
- provide and maintain for adequate light and privacy for residents in *Neighbourhoods*; and
- adequately limit any resulting shadowing of neighbouring streets and properties.

The height and density of the building should be reduced to respond appropriately to the site and to minimize impacts to surrounding area by applying appropriate setbacks, stepbacks, building massing and transition that address Official Plan policies.

Traffic Impact, Access, Parking

Transportation Services staff have reviewed the Traffic Operations Assessment submitted by the applicant. The assessment estimates that the project will generate approximately 23 and 27 two-way trips during the a.m. and p.m. peak hours respectively. Transportation Services staff agrees with the findings of the assessment and is of the opinion that the proposed development will not impact the overall level of service and delays at the intersection of Kingston Road and Cornell Avenue. However, residents have expressed concerns regarding traffic infiltration into adjacent residential streets due to the presence of an existing restricted left turn from Kingston Road to Cornell Avenue. There was also a request for staff to look into the removal of the left turn restriction and the possibility of installing a traffic light at this intersection. Planning staff will continue to consult with Transportation Services staff to understand the impacts of traffic from the proposed development onto adjacent local streets and investigate the restricted left-turn at the intersection.

The Birchcliff Community Zoning By-law No. 8786, as amended, requires 1 vehicular parking space per unit, resulting in a requirement for a minimum of 50 parking spaces. A total of 50 parking spaces are proposed on three levels of underground parking which meets the parking spaces requirements under the By-law. However, Transportation Services staff has advised that parking should be provided in accordance with the requirements of Zoning By-law 569-2013, as amended for Policy Area 4. The parking provisions contained in this By-law 569-2013 have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the Birchcliff Community Zoning By-law. In accordance with By-law 569-2013 for Policy Area 4, a total of 52 parking spaces is required. The proposed number of parking spaces is deficient by 2 parking spaces and does not meet the minimum parking requirements as per Zoning By-law 569-2013.

The access into the site is proposed along Cornell Avenue via an overhead door into the underground garage which also leads to the internal garbage storage and loading area on the ground level. Transportation Services staff has no objection regarding the proposed location of the driveway access, however, the proposed loading space is not acceptable as it is located within the two-way drive aisle.

Transportation Services staff have also indicated that a 5.0 metre corner rounding at the corner of Kingston Road and Cornell Avenue is required and shall be delineated on all plans. No encroachments above or below grade are permitted on lands that are to be dedicated for the corner rounding.

Streetscape

The Avenues policies 2.2.3, *Mixed Use Areas* policies 4.5.2 and Built Form policies 3.1.2 and Public Realm policies 3.1.1 contain policies relevant to creating an appropriate streetscape. The policies note that development will contribute to an attractive, safe and comfortable pedestrian environment, encourage walking and strengthen retailing and that it will provide amenity for streets making them interesting and functional for pedestrians.

The main wall of the building is setback 3 metres from the Kingston Road property line with front steps, raised planter and porch/terrace area that is built to the property line. A 4.37 metres wide public boulevard along Kingston Road is proposed with a 2.1 metre wide sidewalk, 5 new trees and a series of shrub planting. Unit pavers are proposed along the edge of the curb of Kingston Road, and tactile walking surface indicators are proposed along the edge of the intersection curb.

The building is proposed to be built along the property line on Cornell Avenue. A 5.2 metre wide public boulevard is proposed along Cornell Avenue, with 2 new trees a series of shrub plantings and a 2.1 metre sidewalk.

Staff are generally satisfied with the proposed streetscape improvements. Streetscape details will be further reviewed and secured through a future site plan approval application for the proposed development.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management Report and a Hydrogeological Report, however Engineering and Construction Services have requested revisions and additional information on a number of issues in their memo dated January 2, 2018 including but not limited to: using correct approaches to calculate storm allowable release rate, confirmation that total storm and sanitary discharge from the site will be less than pre-development, groundwater discharge to address the process of dewatering and requirement of a fire hydrant test.

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by, among others, ensuring the necessary infrastructure are or will be available to meet current and projected needs. Therefore, staff recommend that should the LPAT approve the proposed development in any form and prior to the final enactment of the Zoning By-law Amendment, the owner is required to address servicing matters to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the third highest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application proposes a 9-storey residential building containing 50 units within a site area of 1,172 square metres. The parkland dedication for the subject site is too small to be functional. Parks, Forestry and Recreation staff advise that in accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant would be required to satisfy the parkland dedication requirement through cash-in-lieu at a cap of 10%. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of a building permit. If the proposal is revised to include a commercial component, a 2% parkland dedication would be required.

Tree Preservation

The application proposes the removal of five (5) trees to facilitate the proposed development. An Arborist Report has been submitted in support of this application. Urban Forestry Staff have reviewed the report and have asked for clarification whether two (2) of the (5) trees are considered "neighbouring trees" and to provide information regarding soil volume calculation for each tree to support healthy tree growth. The report should also be revised to determine the ownership of these trees. Urban Forestry Staff would also require consent from the neighbouring owners to injure or destroy any neighbouring tree.

Urban Forestry Staff have also advised that where tree planting to replace trees removed is not physically possible on site at a replacement ratio of 3:1, the Parks, Forestry & Recreation Division will accept a cash-in-lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years. Only large growing shade tree species which are provided an appropriate growing environment and soil volume will be counted in the 3:1 replacement ratio. The applicant is proposing to remove three (3) protected trees under the provisions of the Private Tree By-law, which would require nine (9) replacement trees to be planted. The submitted landscape plan does not provide sufficient detail for Urban Forestry staff to determine if the trees proposed for planting on-site can be included for the purposes of the cash-in-lieu payment calculation.

Amenity Space

A total of 103.4 square metres of indoor amenity space (representing 2.1 square metres per unit) and 82.6 square metres of outdoor amenity space (representing 1.7 square metres per unit) are proposed on the 9th floor. However, the Zoning by-law requires that 2 square metres of indoor and outdoor amenity space is required per unit. 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". The applicant has been advised by staff that the outdoor amenity space should be increased to meet the 2 square metres per unit requirement.

In order to help reduce the massing of the building, staff have also recommended that the outdoor and indoor amenity areas be relocated to the ground floor which would also provide opportunities to have more shared open space.

Development Concept Block

The Concept Plan for the Hunt Club sub-area of the Kingston Road Revitalization Study identifies an east-west rear public laneway along the north property line between Cornell Avenue and Audrey Avenue and a mid-block connection at the west side of the

property line. The proposal as submitted does not reflect these elements. Staff has requested that a Block Context Plan be submitted that demonstrates future development of the entire block without the laneway.

Toronto District School Board

The Toronto District School Board (TDSB) has advised that there is insufficient space at the local elementary school to accommodate students anticipated from this proposed development. TDSB has advised that students from the new development will not displace existing students at local schools and that alternative arrangements will be identified consistent with optimizing enrolment levels at all schools across the TDSB. The TDSB also indicates that at this time, the schools anticipated to serve the development are unknown.

The TDSB has requested that as a condition of approval, the applicant enter into an agreement to install signs on-site advising that students may be accommodated in schools outside the area until space in local schools becomes available and also warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside of the area, and that students may later be transferred.

The Toronto Catholic District School Board has not provided any comments.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured through the Site Plan Review process.

Conclusion

Staff are of the opinion that the proposal constitutes overdevelopment of the subject site. The proposed building in its current form is not appropriate, is not compatible with the existing and planned built form context and does not provide an appropriate relationship to the adjacent *Neighbourhoods* designation to the north.

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017) and the Toronto Official Plan. Staff are of the opinion that the proposal is not consistent with the PPS (2014), conflicts with the Growth Plan (2017) and does not conform with the policies of the Toronto Official Plan, particularly as it relates to building height, massing, setbacks and set-backs, transition, density and shadows. The proposal in its current form also does not meet the objectives of the Kingston Road (Birchcliff) Revitalization Study which established site-specific zoning standards and design guidelines.

Staff recommend that City Council direct City Staff to continue to negotiate with the applicant in an attempt to resolve the outstanding issues and concerns with the

proposal. It is also recommended that City Council direct the City Solicitor, and appropriate City Staff, to attend any LPAT hearing to oppose the application in its current form and retain experts as the City Solicitor may determine are appropriate.

CONTACT

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E-mail: Jessica.Kwan@toronto.ca

SIGNATURE

Paul Zuliani, RPP, MBA
Director, Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Existing Zoning By-law Map
Attachment 4: Site Plan
Attachment 5: South & West Elevations
Attachment 6: North & East Elevations
Attachment 7: Cross-Section 1
Attachment 8: Cross-Section 2
Attachment 9: Perspective Rendering

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	16 271540 ESC 36 OZ
Details	Rezoning, Standard	Application Date:	December 29, 2016

Municipal Address: 1376-1386 KINGSTON RD
 Location Description: PLAN M410 PT LOT 110 **GRID E3601
 Project Description: Application to amend the Zoning By-law to permit a 9-storey residential building containing 50 units with an overall residential gross floor area of 5837 square metres. A total of 50 parking spaces are proposed which includes 4 visitor parking spaces.

Applicant:	Agent:	Architect:	Owner:
ANDREW FERANCIK, WND Associated Ltd.		A & ARCHITECTS INC.	CORNELL & KINGSTON DEVELOPMENT CORPORATION

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR	Historical Status:	
Height Limit (m):	20	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1172	Height:	Storeys:	9
Frontage (m):	40.55		Metres:	31.8
Depth (m):	26.7			
Total Ground Floor Area (sq. m):	912			Total
Total Residential GFA (sq. m):	5,837		Parking Spaces:	50
Total Non-Residential GFA (sq. m):	0		Loading Docks:	0
Total GFA (sq. m):	5,837			
Lot Coverage Ratio (%):	78			
Floor Space Index:	4.98			

DWELLING UNITS

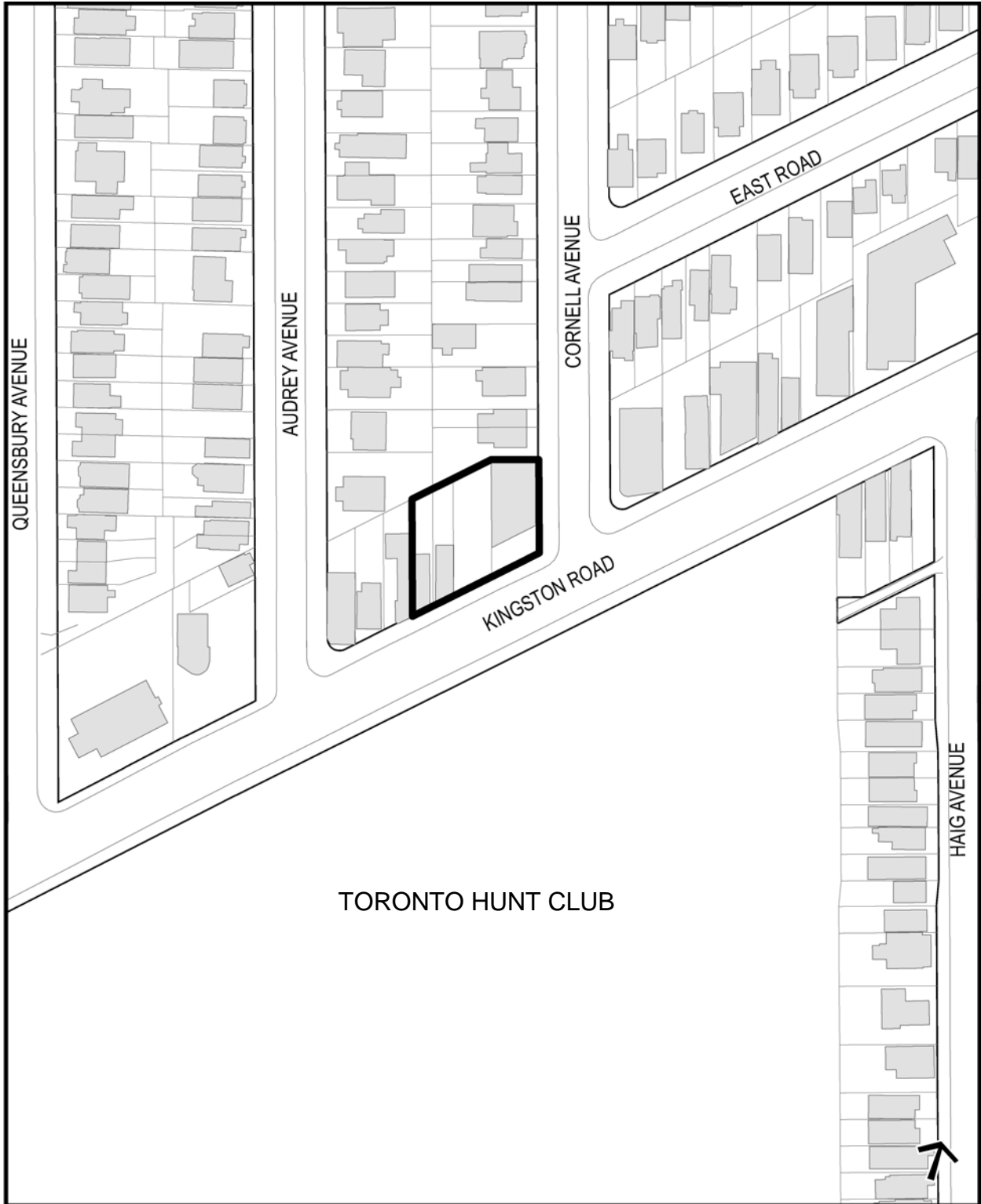
Tenure Type:	Condo
Rooms:	0
Bachelor:	2
1 Bedroom:	10
2 Bedroom:	26
3+ Bedroom:	12
Total Units:	50

FLOOR AREA BREAKDOWN (upon project completion)

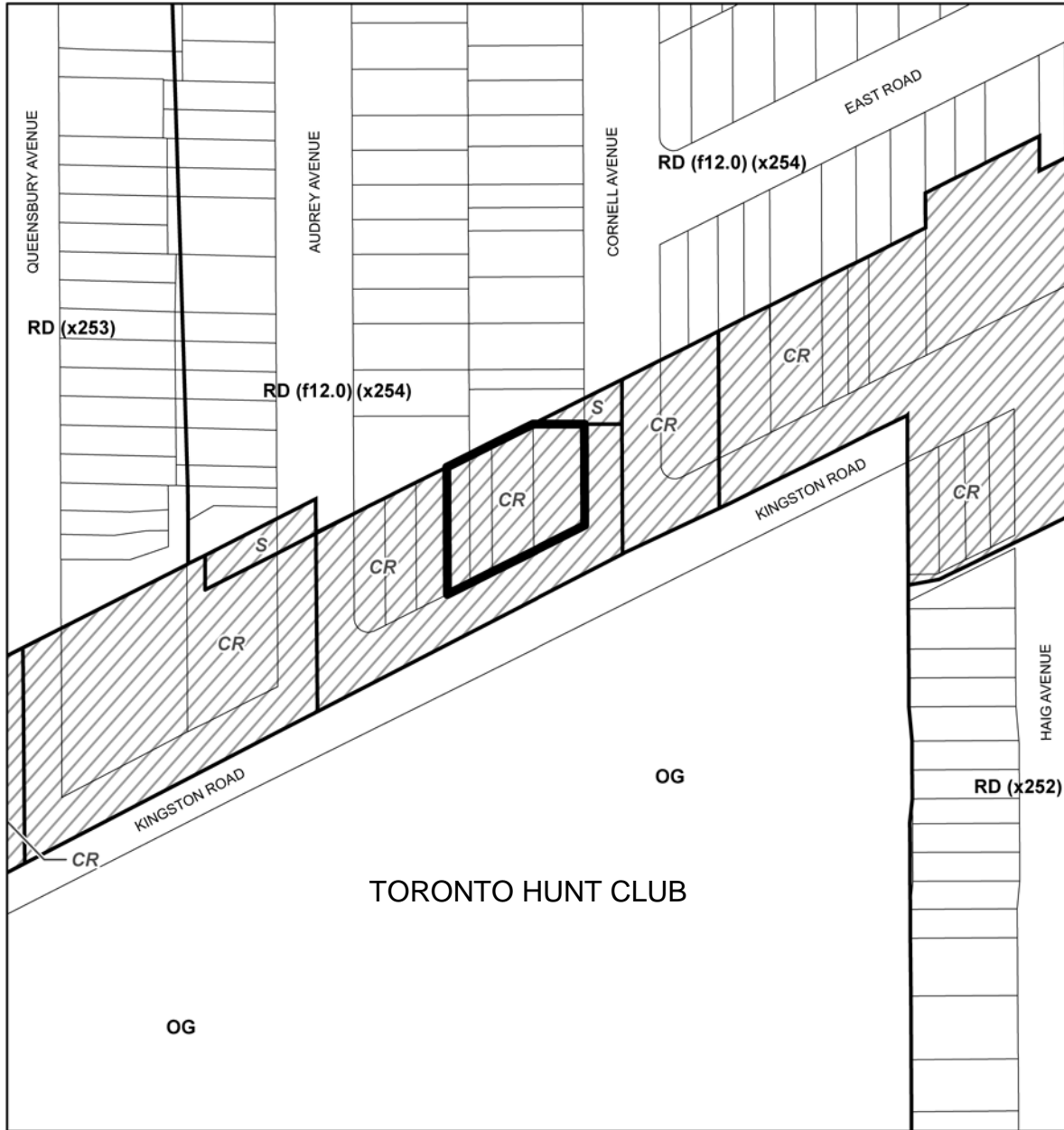
	Above Grade	Below Grade
Residential GFA (sq. m):	5,837	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT: **PLANNER NAME:** Jessica Kwan, Planner
TELEPHONE: 416-396-7018

Attachment 2: Location Map



Attachment 3: Existing Zoning By-law Map



Zoning By-Law No. 569-2013

1376-1386 Kingston Road

File # 16 271540 ESC36 0Z

Location of Application

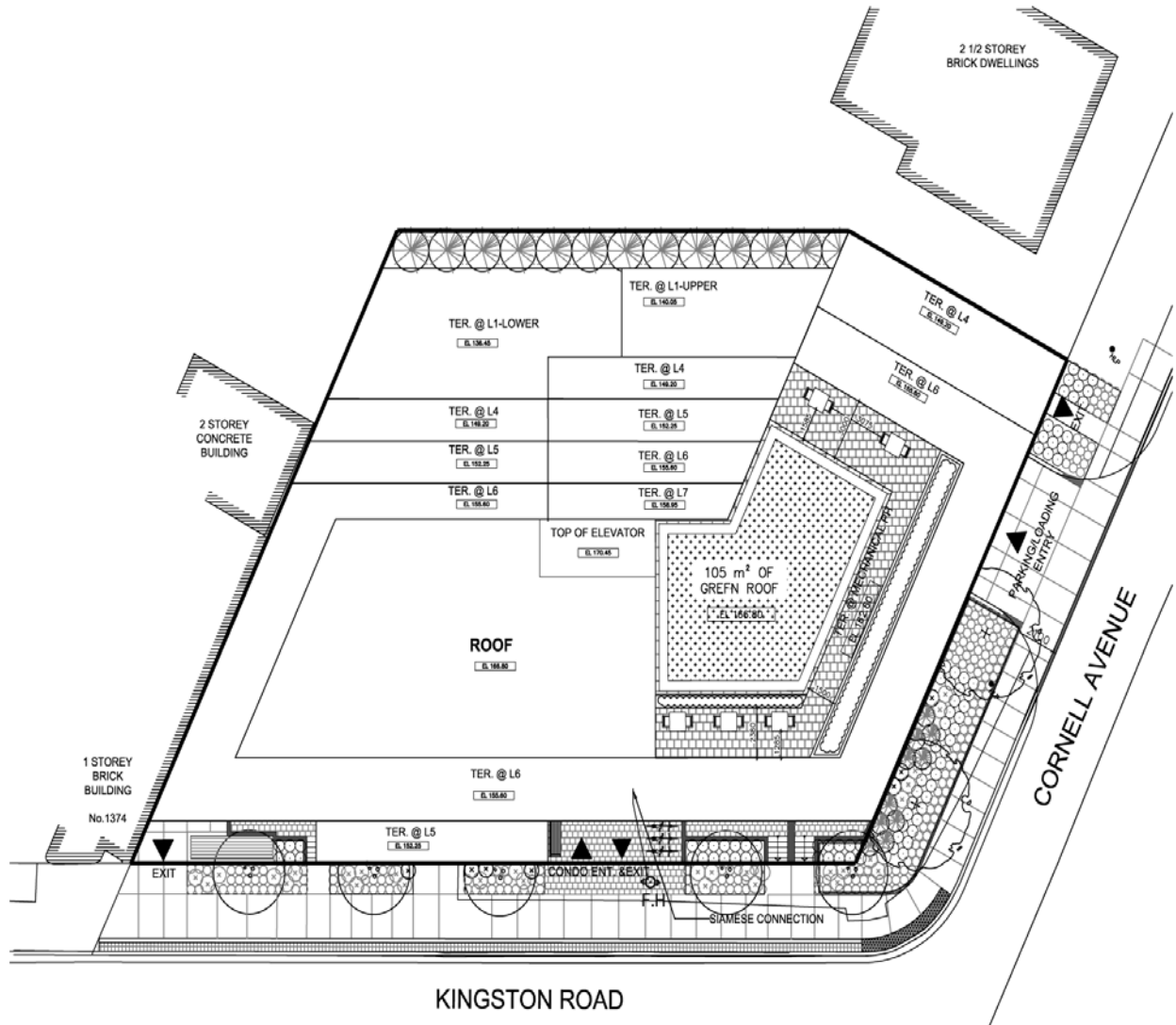
See Former City of Scarborough Birchcliff Community By-Law No. 8786

RD Residential Detached
OG Open Space Golf Course

S Single-Family Residential
CR Commercial-Residential

Not to Scale
Extracted: 01/10/2018

Attachment 4: Site Plan



Site Plan

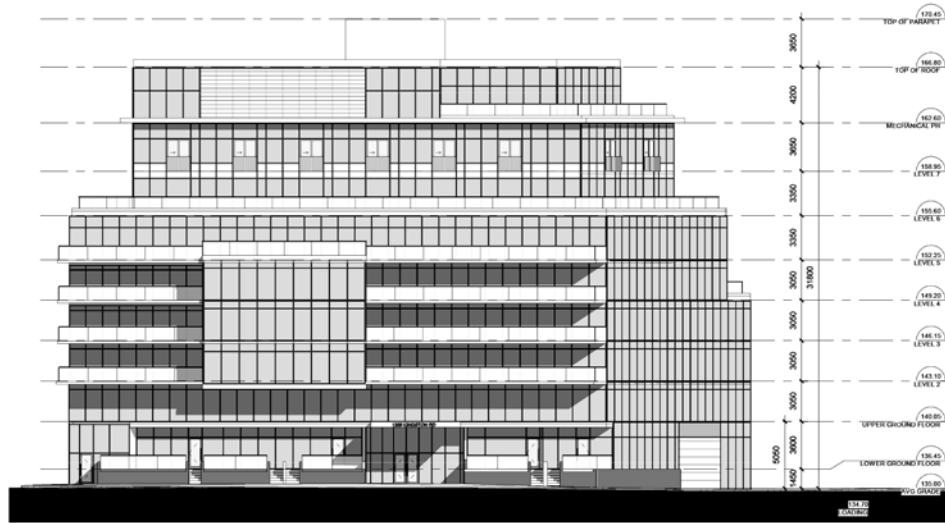
1376-1386 Kingston Road

Applicant's Submitted Drawing

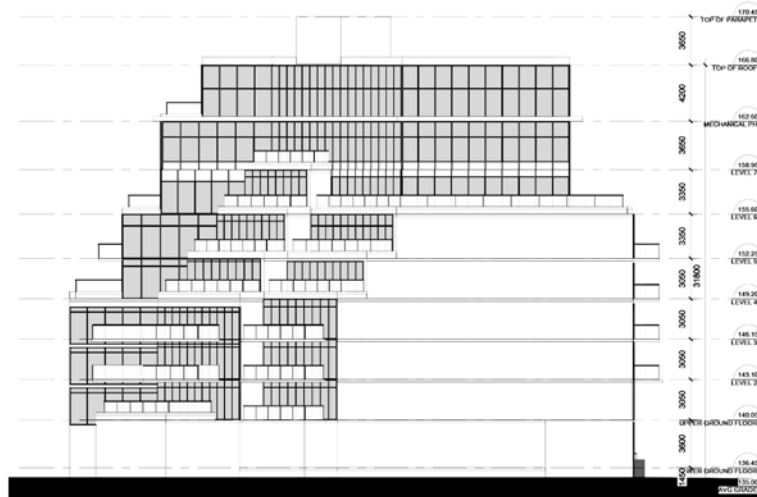
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01/15/18 

File # 16 271540 ESC 36 OZ

Attachment 5: South & West Elevations



South Elevation



West Elevation

Elevations

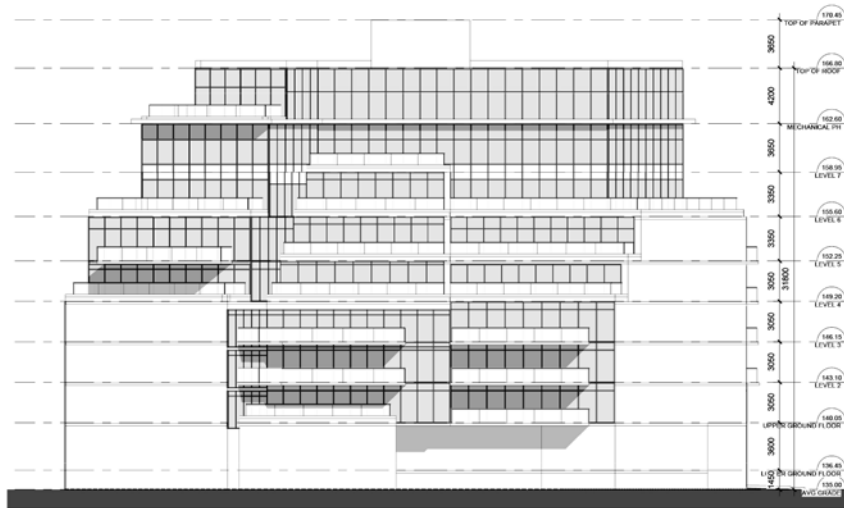
Applicant's Submitted Drawing

Not to Scale
01/15/18

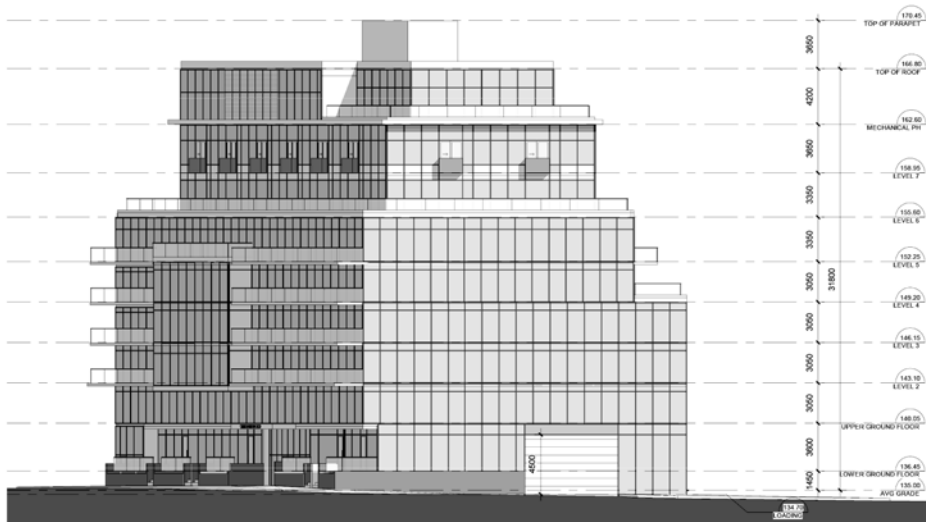
1376-1386 Kingston Road

File # 16 271540 ESC 36 OZ

Attachment 6: North & East Elevations



North Elevation



East Elevation

Elevations

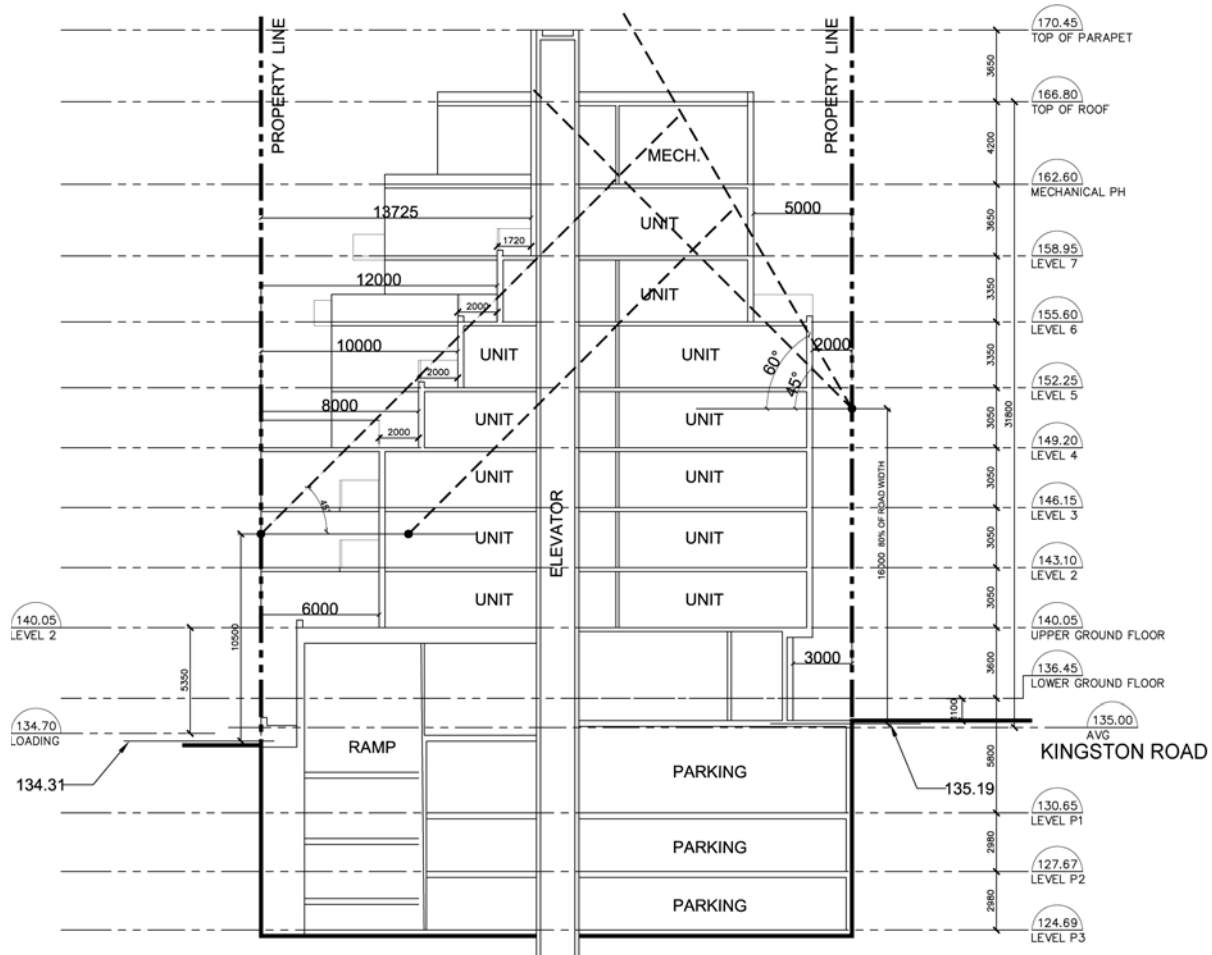
Applicant's Submitted Drawing

Not to Scale
01/15/18

1376-1386 Kingston Road

File # 16 271540 ESC 36 OZ

Attachment 7: Cross-Section 1



Cross Section 1

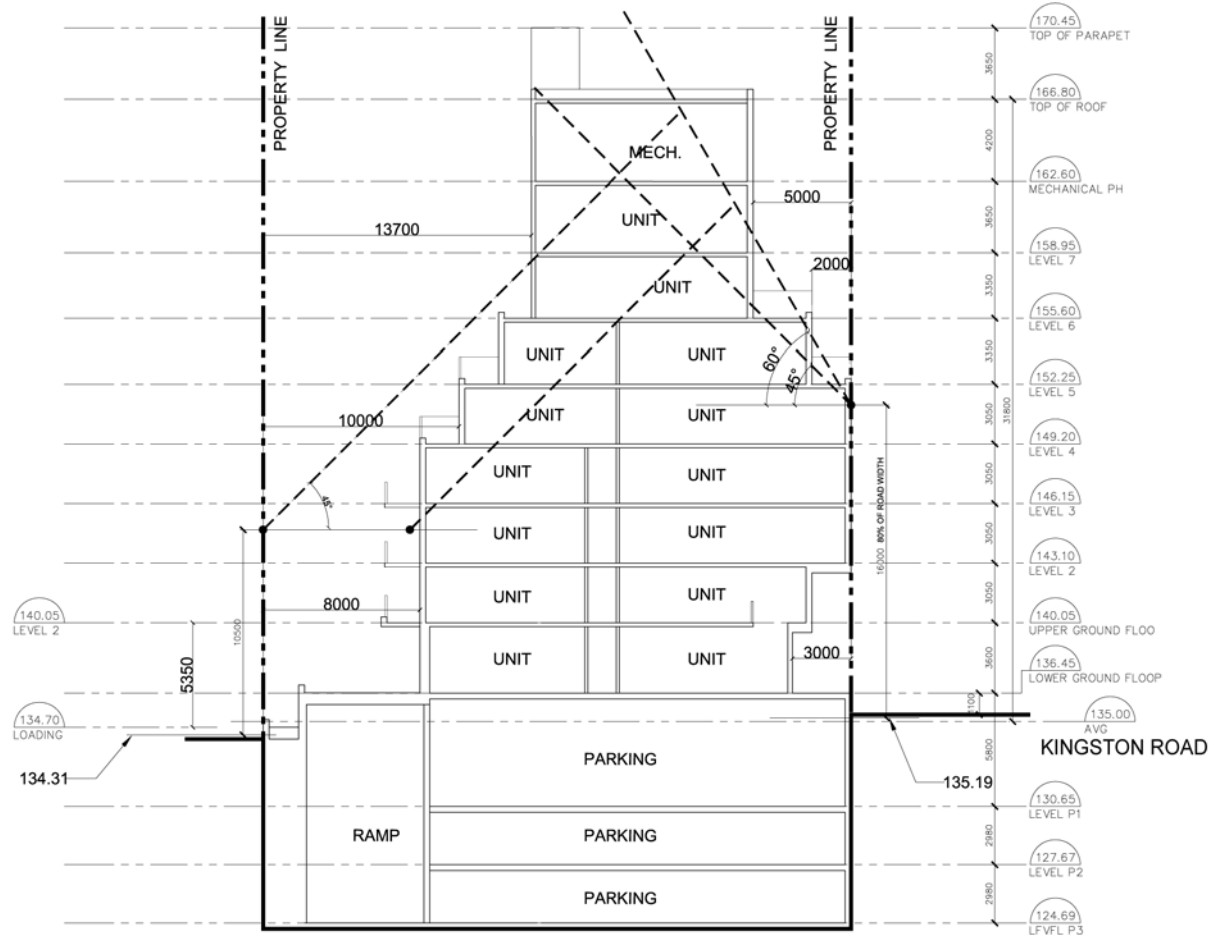
1376-1386 Kingston Road

Applicant's Submitted Drawing

Not to Scale
05/29/18

File # 16 271540 ESC 36 OZ

Attachment 8: Cross-Section 2



Cross Section 2

Applicant's Submitted Drawing

Not to Scale
05/29/18

1376-1386 Kingston Road

File # 16 271540 ESC 36 OZ

Attachment 9: Perspective Rendering

