

Final Report - 2151 Kingston Road – Zoning Amendment Application

Date: June 14, 2022

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 20 - Scarborough Southwest

Planning Application Number: 20 196316 ESC 20 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit the development of a 10-storey residential building at 2151 Kingston Road.

The proposed building would have a total gross floor area of 11,425 square metres and would contain 163 dwelling units, including six live-work units fronting Kingston Road, resulting in a Floor Space Index of 4.45. One type "G" loading space would be provided to service the proposed development. Parking would be provided at a rate of 0.39 residential spaces per unit and 0.1 visitor spaces per unit, resulting in a total of 82 parking spaces (inclusive of three barrier-free spaces) within two levels of underground parking. 12 short-term and 111 long-term bicycle parking spaces would be provided. Vehicular access to the site would be provided from Kingston Road. Two short-term pick-up and drop-off spaces are also proposed for visitors and TTC (Wheel Trans).

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

The proposal conforms with the Official Plan, as it intensifies a site designated *Mixed Use Areas* in a way that is compatible with the existing and planned context. The 10-storey building conforms to the appropriate mid-rise performance standards. It provides the necessary transition to adjacent low-scale land uses while introducing additional housing options within a contextually appropriate built form. The proposal is consistent with the goals of the Kingston Road (Cliffside Village) Avenue Study which introduced a Commercial-Residential (CR) zone to the Cliffside Village Kingston Road corridor in 2009 to facilitate intensification. Through revisions to the proposal, the application has been reduced in height and density to conform to the applicable Official Plan policies, the City's Mid-rise Guidelines and the Cliffside Village Urban Design Guidelines. As

prescribed by the in-force Zoning By-law for the Cliffside Village area, it is recommended that a contribution of \$300,000 be secured towards the development of Southwest Scarborough Community Recreation Centre and/or other recreation facilities in the area as identified by the Parks Forestry and Recreation Facilities Master Plan.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2151 Kingston Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to the report from the Director, Community Planning, Scarborough District dated June 14, 2022.
2. City Council authorize the City Solicitor to submit the necessary bill to implement the foregoing recommendation provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered on title.
3. City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act*, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, with such Agreement to be registered on title to the lands at 2151 Kingston Road, to the satisfaction of the City Solicitor, in order to secure the following:
 - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. Prior to issuance of the first above grade building permit, the owner shall pay to the City a cash payment of three hundred thousand dollars (\$300,000) towards the development of the Southwest Scarborough Community Recreation Centre and/or other recreation priorities for the area as identified in PF&R's Facilities Master Plan, to be determined by the Chief Planner and Executive Director, City Planning, and the General Manager, Parks and Recreation, in consultation with the Ward Councillor;
 - ii. the cash contribution set out in subsection 3.a.i. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37

Agreement to the date of payment of the cash contribution by the owner to the City; and

iii. in the event the cash contribution in Subsection 3.a.i. above has not been used for the intended purpose within three (3) years of the zoning by-law amendment coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the site.

b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i. The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site;

ii. The Owner will submit a revised Site Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services which addresses matters as set out in the Engineering and Construction Services memorandum dated May 10, 2022; and

iii. Prior to the issuance of a building permit, the Owner shall enter into a financially secured development agreement for the construction of any improvements to municipal infrastructure, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, if it is determined that upgrades are required to the infrastructure to support this development, according to the accepted Site Servicing and Stormwater Management Report referenced in 3.b.ii above and/or according to the Site Servicing Review accepted by the Chief Engineer & Executive Director of Engineering and Construction Services.

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

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Kingston Road (Cliffside Village) Avenue Study

In 2009, the Cliffside Village Urban Design Guidelines were completed as part of the Kingston Road (Cliffside Community) Avenue Study. The objective of this study was to revitalize and reurbanize the Kingston Road corridor as a vibrant, mixed-use, pedestrian-oriented main street. The Study area for the Kingston Road (Cliffside Community) Avenue Study includes the lands immediately north and south of Kingston Road and spans from Chine Drive to the east to the Kingston Road and Danforth Avenue intersection to the west.

The implementing Zoning By-law amendment of the Kingston Road (Cliffside Community) Avenue Study introduced a Commercial-Residential (CR) zone. This zone permits a wide range of commercial, institutional and residential uses with provisions regulating height, density, building setbacks, Section 37 community benefit contributions and bicycle parking standards. The By-law also sets out height permitted within the CR zone, ranging from a minimum of 2-storeys to a maximum of 8-storeys depending on the location and with a 45 degree angular plane ensuring transition to the surrounding context. Height can be increased to 11 storeys on certain properties provided the owner provide community benefits secured pursuant to Section 37 of the Planning Act.

The Final Report on this Study can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.SC30.23>

Pre-Application Consultation

A pre-application consultation meeting was held with City staff February 24, 2020 to identify application requirements and provide feedback on the development proposal.

Current Application

The current application was submitted on September 24, 2020 and deemed complete on October 23, 2020.

A Preliminary Report on the application was adopted with amendment by Scarborough Community Council on January 6, 2021 authorizing staff to conduct a community consultation meeting using an extended notification area of 300 metres. The decision of Community Council on the Preliminary Report for the subject application can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.SC21.2>

PROPOSAL

The application proposes a 10-storey residential building on the southeast side of Kingston Road. The proposed building would have a total gross floor area of 11,425.79 square metres and a density (Floor Space Index) of 4.45 times the lot area. The proposed building would contain 163 residential units, including 6 live-work units fronting Kingston Road.

Two levels of underground parking are proposed to contain 82 parking spaces with a short-term drop-off space and TTC pickup space located at grade. 12 short-term bicycle parking spaces would be provided at grade, and 111 long-term bicycle parking spaces would be provided in a secured area within the underground parking structure. Two short-term pick-up and drop-off spaces are also proposed for visitors and TTC (Wheel Trans) within the public right of way. One type "G" loading space is proposed with servicing and vehicular access to be provided from Kingston Road. The proposed development would provide 329 square metres of indoor amenity space and 332 square metres of outdoor amenity space. Outdoor amenity space would be provided at grade as well as on the roof of the proposed building.

Setbacks are proposed as follows: 0 metres along Kingston Road; 0 metres along the east property line; 7.5 metres from the rear property line; and 0 metres from the west property line.

The proposed building would have a height of 29.13 metres, with a mechanical penthouse having an additional height of 4.5 metres. Stair and elevator overruns would also extend around 3 metres beyond the building height in order to accommodate access to the rooftop amenity.

A variety of stepbacks at the rear and sides of the building are provided to transition to the *Neighbourhoods* to the east and to allow for light penetration to the Kingston Road streetscape. The site is located approximately 17 metres from the existing Kingston Road curb and is technically separated from Kingston Road by a City-owned parcel of land which is approximately 7.61-8.02 metres wide and is subject to an easement for an Enbridge gas pipeline. A portion of the north side of the building is set back in order to provide appropriate separation distance from the existing low-rise apartment building to the north.

Additional information can be found in the Application Data Sheet found in Attachment 1. Detailed Site Plan and Elevation drawings can be found in Attachments 6 through 10.

Site and Surrounding Area

The site is located on the southeast side of Kingston Road, to the south of the interchange of Danforth Avenue and Kingston Road within the Cliffside Village neighbourhood in Scarborough. Please refer to Attachment 2 - Location Map. It has is

generally rectangular in shape with a frontage of 80 metres along Kingston Road and a depth of 34 metres. The site is generally flat with an area of 2,568 square metres. A three storey Days Inn hotel is currently located on the site.

Immediate surrounding uses include 2- to 4-storey low-rise apartment buildings to the north, a low-rise residential neighbourhood to the east, a 4-storey retirement residence to the south, with the Danforth Avenue and Kingston Road transportation interchange to the west which includes the Scarborough War Memorial. The rear property line abuts single detached dwellings which front Glen Everest Drive.

Easement over City Owned Lands Abutting the Development Site

As described above, an approximately 7.61-8.02 metre wide parcel immediately abuts the western portion of the subject site along Kingston Road. The parcel is owned by the City of Toronto and is subject to an easement in favour of The Consumer's Gas Company (Enbridge) for a gas pipeline. The subject site benefits from an easement for vehicular access across these lands to access the Kingston Road right-of-way.

Staff have reviewed this matter and any arrangements required for the applicant to retain access rights across the City-owned parcel in the future would be further determined and secured prior to final Site Plan Approval.

Reasons for Application

A Zoning By-law Amendment is required to bring the site under the Citywide Zoning By-law 569-2013, and establish, among other matters, performance standards including use, building height, massing, stepbacks, setbacks and vehicle parking rates.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Draft Zoning By-law Amendment
- Block Context Plan
- Building Mass Model
- Architectural Plans
- Arborist Report
- Landscape and Lighting Plans
- Planning Rationale
- Public Consultation Strategy
- Toronto Green Standards Checklist/Template
- Transportation Impact Study

- Sun/Shadow Study
- Hydrogeological Investigation
- Geotechnical Study
- Pedestrian Level Wind Study
- Functional Servicing and Stormwater Management Report
- Tree Inventory and Tree Preservation Plan
- Site Servicing and Grading Plans

Application materials can be viewed on the Application Information Centre (AIC) at the following link:

<http://app.toronto.ca/AIC/index.do?folderRsn=gj%2F8316y2fUqG5SlztIhSw%3D%3D>

Agency Circulation Outcomes

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.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Scarborough Community for this application, as these submissions are broadcast live over the internet.

POLICY CONSIDERATIONS

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 (2020)

The Provincial Policy Statement (2020) (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 use and management of land and infrastructure;

- Ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- Ensuring opportunities for job creation;
- Ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- Protecting people, property and community resources by directing development away from natural or human-made hazards.

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 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 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."

Provincial Plans

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.

The Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive

Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- 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.

The Growth Plan (2020), 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 (2020), 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act*. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

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

This application has been reviewed against the policies of the City of Toronto Official Plan and Provincial Policy Statement and Provincial Plans

The subject site is located on lands designated *Mixed Use Areas* on Land Use Map 21. An excerpt from this Official Plan Land Use Map can be found in **Attachment 3**. This portion of Kingston Road is identified as an *Avenue* (Map 2), a Major Street with a 36-metre right-of-way (Map 3), a Higher Order Transit Corridor (Map 4), and forms part of the Surface Transit Priority Network (Map 5).

The application is subject to Site and Area Specific Policy 324 - Kingston Road (Cliffside Community) Avenue Study.

Chapter 2 - Shaping the City

Policy 2.2.2 states that growth will be directed to *Centres, Avenues, Employment Areas* and *Downtown* as shown in Map 2 in order to efficiently use municipal services and infrastructure, locate people in areas well served by transit, and facilitate walkable communities, social interaction, and reduce emissions while improving water quality and protecting green spaces.

Policy 2.2.5 states that the City's servicing for water, wastewater and stormwater management infrastructure will be maintained and developed to support the city building objectives by providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair.

Policies 2.2.3.1 and 2.2.3.2 state that reurbanizing of *Avenues* should be guided by *Avenue Studies*, and outlines the measures set out by *Avenue Studies* including community improvements and contextually-appropriate as-of-right zoning to facilitate and shape growth. Development applications should be evaluated on the basis of the relevant Avenue Study in addition to the relevant Official Plan policies. Policy 2.3.1.3 states that development in *Mixed Use Areas* that are adjacent to *Neighbourhoods* will provide appropriate transition in scale and density, maintain adequate light and privacy and minimize impacts to those *Neighbourhoods*.

Chapter 3 - Building a Successful City

Policy 3.1.1.1 defines the public realm as all public spaces and private-spaces that are publicly accessible, while Policy 3.1.1.2 directs the public realm to be the organizing framework for development and to foster and contribute to complete and walkable communities and the physical character of the City and its neighbourhoods. Policies 3.1.1.6 and 3.1.1.13 state that city streets are significant public open spaces, of which sidewalks and boulevards play a prominent component, and the design of city streets needs to balance the needs and priorities of various users and uses. Design of streets must also contemplate provision of view corridors, sky views, sunlight, as well as good active transportation and public gather places and destinations. Policy 3.1.1.16 states that all development will prioritize the preservation, long-term growth, and

increase of trees, and new development proposals must demonstrate how this will be achieved.

Policies 3.1.2.1, 3.1.2.5, and 3.1.2.6, direct that development be located and organized within its existing and planned context. Development is to transition in scale between areas of different building heights and intensities of use while considering the existing and planned context of neighbouring properties and the public realm. The massing of new development is required to frame and define the public realm while ensuring appropriate levels of sunlight on public sidewalks and parks. Policy 3.1.2.3 provides greater specifics on transition by stating that development will provide setbacks and separation distances from neighbouring properties and adjacent windowed walls, in order to protect privacy.

Policies 3.1.2.7, 3.1.2.2, 3.1.2.4, and 3.1.2.11 state that development should be organized to transition in scale within the site, and provide well-designed private amenity spaces for multi-unit residential developments and where appropriate, accessible open spaces. Vehicular access, servicing, and other ancillary spaces and elements should be located to minimize impact on the public realm and adjacencies.

Policy 3.1.3.4 states that mid-rise buildings are developed to be generally no taller than the width of the front-abutting right-of-way and stepback at a height equal to 80% of the right-of-way width in order to maintain street proportion and skyviews from the public realm. Design must allow for daylight and privacy for ground floor oriented units. Policy 3.1.3.6 requires mid-rise buildings on deep sites to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map 20 of the Official Plan. Please see **Attachment 3** for an excerpt from the Official Plan Land Use Map. *Mixed Use Areas* are intended to provide a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings.

Policy 4.5.2(c) and (d) states development will locate and mass new buildings to provide a transition between areas of different intensity and scale through means such as setbacks and/or stepping down of heights, particularly lower scale *Neighbourhoods*. Configuration of massing will adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

Policy 4.5.2(e) states development will 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. As for the residents of every multi-unit residential development, Policy 4.5.2. (k) directs for development to provide indoor and outdoor recreation space.

Policies 4.5.2(i) and 4.5.2(j) refers to development that will provide an adequate supply

of parking for residents and visitors; while locating and screening service areas, ramps, and garbage storage to minimize impact on adjacent streets and residences.

Chapter 5 - Implementation

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided it first meets the test of good planning and is consistent with the policies and objectives of the Plan. The Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under provisions of the *Planning Act* or the *Development Charges Act* or other statute. Section 37 may be used, irrespective of the size of the project or increase in height and/or density as a mechanism to secure facilities required to support development.

Zoning

The site is zoned Commercial Residential (CR) under the Scarborough Cliffside Community Zoning By-Law 9364. The Commercial Residential zone type permits a broad range of commercial, recreational and residential uses, including offices, hotels, financial institutions, medical centres, restaurants, retail stores, personal services shops, municipal parking lots, places of entertainment, recreational uses, educational and training facilities, day nurseries, dwelling units, nursing homes, and retirement homes.

Performance standards permit a maximum GFA of 4.5 and a building height between 10.5 and 20 metres (3 - 6 storeys), which may be increased up to 36 metres through the provision of Section 37 benefits. The building envelope is required to fit within a 45-degree angular plane projected from the lot line abutting the Single-Family Residential Zone to the southeast.

Required setbacks include 3 metres (minimum) to 6 metres (maximum) along Kingston Road and a minimum rear yard setback of 7.5 metres. Portions of buildings above 20 metres in height are to be stepped back an additional 5.5 metres from side lot lines. A minimum ground floor height of 4.5 metres is required for the portion of the building within 20 metres of Kingston Road, and a minimum 1.5 metre strip of soft landscaping is required along the southeast portion of the property bordering the Single Family Residential zone. Other relevant performance standards include additional mechanical penthouse setbacks, amenity space requirements (quantity and location), and parking rates for residential units.

The lands are not part of city-wide Zoning By-law 569-2013. Should this application be approved, the lands would be brought into By-law 569-2013.

The City's Zoning By-law 569-2013 may be found here:

<https://www.toronto.ca/citygovernment/planning-development/zoning-by-law-preliminary-zoning-reviews/zoningby-law-569-2013-2/>

See Attachment 4 for an excerpt from the former City of Scarborough Cliffside Village Community Zoning By-law No. 9364.

Design Guidelines

The application has been reviewed in the context of the following Council-adopted design guidelines:

- Cliffside Village Urban Design Guidelines;
- Mid-Rise Building Performance Standards and Addendum;
- Growing Up: Planning for Children in Vertical Communities;
- Accessibility Design Guidelines;
- Bird Friendly Guidelines;
- Best Practices for Effective Lighting; and
- Pet Friendly Design Guidelines for High Density Communities.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Cliffside Village Urban Design Guidelines

The Cliffside Village Urban Design Guidelines were approved by Council together with the Kingston Road (Cliffside Village) Avenue Study in 2009. Along with the zoning by-law, the urban design guidelines establish a framework for redevelopment of Kingston Road within the Study Area and are intended to be read in conjunction with city-wide Design Guidelines and Official Plan policies. A vision for Cliffside Village is included in these guidelines and includes intensifying land uses, the addition of new streets, encouraging transit and streetscape improvements, and the introduction of mixed use zoning permissions. The Council-adopted vision is as follows:

"The Cliffside Village Kingston Road corridor will be transformed to support a vibrant, self-sustaining, mixed-use community with distinct character and features that set it apart from other communities on Kingston Road.

Appropriate built form and pedestrian priority environments with excellent facilities for transit and cycling will form the basis of an environment friendly, green and beautiful community identity."

The Design Guidelines identify a concept plan for Cliffside Village illustrating key physical components of a revitalized Kingston Road - such as street and block patterns, potential development, and park locations. The Guidelines also include specific recommendations on issues such as:

- Safety and accessibility,
- Sidewalks and streetscaping,
- Parks and open spaces,
- Building orientation and height,

- Building façade articulation,
- Architectural features and massing details,
- Landscaping, and
- Provisions for parking and access.

Key goals of the Guidelines include prioritizing a welcoming, green and safe pedestrian environment and public realm as well as prioritizing sustainable development through encouraging low-impact building design and stormwater management. The guidelines can be found at this link:

<https://www.toronto.ca/legdocs/mmis/2009/sc/bgrd/backgroundfile-24629.pdf>

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the *Avenues* and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. 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 step backs, 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/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also 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/bgrd/backgroundfile-92537.pdf>.

Growing Up: Planning for Children in New Vertical Communities

In July 2020, Toronto City Council adopted the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals of 20 or more residential units. The objective of the Growing Up Guidelines is to consider the needs of children and youth in the design and planning of vertical neighbourhoods which in turn, will enhance the range and provision of housing for households across Toronto. Implementation of the Guidelines also presents the opportunity to address housing needs for other groups, including roommates forming non-family households, multi-generational households and seniors who wish to age-in-place. This will increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale. The Growing Up Guidelines (2020) are available at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The City of Toronto has completed the Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings. The purpose of this document is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. These Guidelines are to be used by the development industry in the preparation of development applications, by architects to inform the size, location and layout of pet friendly facilities, and by City staff in the various stages of development application review to identify best practices and help inform decisions that will support pet friendly environments.

The Guidelines are to be used in conjunction with other policies and guidelines. They are not intended to be prescriptive, but rather are intended to provide an additional degree of information. All residents, both pet-owners and non-pet-owners, will benefit from the Guidelines as they encourage design that demonstrate considerations for pets and reduces the impact that they have on our parks, open spaces and the environment. The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings are available at: <https://www.toronto.ca/city-government/planningdevelopment/officialplanguidelines/design-guidelines/bird-friendly-guidelines/>

Site Plan Control

This application is subject to Site Plan Control. A Site Plan Control application was submitted on April 28th, 2022 and is currently under review.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows.

PPS (2020)

The proposal represents appropriate intensification of the subject lands in accordance with the PPS (2020) policies detailed in Section 1.1.3 and the City of Toronto's growth management policies as envisioned in the Official Plan. The Kingston Road (Cliffside Village) Avenue Study, completed in 2009, identified this site as appropriate for mid-rise intensification. The site continues to be appropriate as it is within an existing settlement area that can accommodate growth and is served by existing and planned infrastructure and transit. The proposed development efficiently uses land and resources through providing new housing in a compact built form, consistent with PPS (2020) direction to

achieve cost-effective development patterns and intensifies land within an area designated and zoned for intensification.

Furthermore, Policy 1.1.3.3 states 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 and the availability of suitable existing or planned infrastructure. In adopting the Kingston Road (Cliffside Village) Avenue Study in 2009, City Council directed Toronto Water to identify infrastructure improvements necessary to support the intensification approved for this area. The development review process will continue to ensure that future service infrastructure will be in place to serve the projected population and that the proposal is consistent with this direction.

By introducing residential intensification on the subject site, the proposal will contribute to the creation of a complete community on a major street and *Avenue* that is intended for reurbanization. The site is along a priority transit corridor, provides for a compact built form with a mix of housing opportunities along a major street and contributes to an improved public realm on the Kingston Road corridor within Cliffside Village. Based on the analysis of the policies, it is Planning staff's opinion that the application and the draft zoning by-law amendment is consistent with the PPS (2020) and addresses all the above noted policies.

Growth Plan 2020

The proposed residential density is consistent with the density envisioned in the Kingston Road (Cliffside Village) Avenue Study, which intensifies a currently underutilized site that is served by existing surface transit. This conforms and does not conflict with Growth Plan (2020) direction on achieving complete communities through a range and mix of densities deployed in high quality, compact built form and a vibrant public realm.

Located along an Avenue and on lands designated Mixed Use Areas, the proposal conforms with the Growth Plan (2020) Guiding Principles and policies which direct development to areas that have been identified for intensification. As noted, the subject lands have been designated and zoned for growth since City Council's adoption of the Kingston Road (Cliffside Village) Avenue study in 2009. The proposal includes a range and mix of housing units and sizes in accordance with the Growth Plan (2020) policies, contributing to a complete community.

The proposal provides a high quality compact built form and also enhances the public realm through an improved built form and streetscape that promotes pedestrian activity and vibrancy complementing the reurbanization of this segment of Kingston Road. Through a detailed review of the application, staff have determined it conforms and does not conflict with the Growth Plan (2020).

Official Plan

This application has been reviewed against the Official Plan policies, including Official Plan Amendments 479 and 480 described in the Policy Consideration Section of this Report as well as the policies of the Toronto Official Plan as a whole.

Land Use

The subject property is located on lands designated *Mixed Use Areas* and on an *Avenue* where an *Avenue Study* has been completed. *Mixed Use Areas* and *Avenues* are expected to absorb much of Toronto's anticipated growth, including a range of housing options. The Kingston Road (Cliffside Village) *Avenue Study* also introduced a Commercial-Residential (CR) zone in 2009, which currently permits mid-rise built form on the subject site.

The proposed development is consistent with the planned context for the subject property and the surrounding area, as outlined in the *Avenue Study*, and can be supported by staff. The proposal represents an appropriate intensification of the subject lands in accordance with the relevant policies and guidelines.

Density, Height, Massing

This application has been reviewed against the official plan policies, planning studies and design guidelines described in the Issue Background Section of the Report.

Through the review of the application, the height and density of the proposal was reduced such that it largely complies with the in-force Zoning By-law. At a height of just over 29 metres (approximately 33.6 metres including the mechanical penthouse) and an FSI of 4.45, the proposed development is consistent with the existing height and density permissions on the site, provided the owner enters into a community benefits agreement under Section 37 of the *Planning Act*.

The development proposes a minimum front yard setback of 0 metres. While a minimum front yard setback of at least 3 metres is typically preferred, this proposed setback is acceptable given the unique context of the site. The subject site is separated from Kingston Road by the approximately 8-metre easement on City-owned lands in favour of Enbridge, with an additional strip of land within the right-of-way measuring at least 9.44 metres wide between the easement and the Kingston Road curb. These combine to provide an unconventionally deep front yard for the site that will be perceived as a large open setback even though it is public land. This context allows for parts of the building to be set at zero metres, though the façade will be articulated to allow for balconies, grade-related unit entrances, the building entrance and landscaped areas.

The proposed rear yard setback is 7.5 metres, which is consistent with the rear yard setbacks for mixed use developments under the City-wide Zoning By-law 569-2013. There are 0 metre setbacks proposed for the side lot lines to the north and south. At the

northeast portion of the site, the building is proposed to be set back 3 metres in order to provide adequate separation distance from the adjacent low-rise apartment building as outlined in the Mid-Rise Design Guidelines. These proposed setbacks are acceptable.

Due to the distance of the site from Kingston Road, pedestrian perception of the building height as viewed from Kingston Road is less of a concern. No setbacks are proposed along the Kingston Road frontage of the building, which is acceptable in this context. Along the rear façade, an approximately 2.8 metre rear setback is provided above the 4th and 5th storeys, with the rear of the building terracing towards the 10th storey in compliance with the 45-degree rear angular plane prescribed in the Zoning by-law. Any projections through this rear angular plane are considered minor. The sides of the building are stepped back above the 6 storey by approximately 5.3 metres on the north and south sides.

A 2.5 metre rear landscape buffer is proposed with tree planting to screen lower-scale land uses to the rear of the site, and at-grade residential unit entrances fronting Kingston Road are proposed to be screened by landscaping as well as tree planting within the right-of-way. Exterior at-grade unit entrances are accessible from a walkway along the front of the building face along Kingston Road. All at-grade units are also accessible via interior corridors within the building. Live-work units fronting Kingston Road are encouraged to provide active uses at the street level; however, due to the distance from the public sidewalk, it is unlikely that active uses at the ground level will directly contribute to the animation of the Kingston Road right-of-way.

The garbage and recycling storage and collection areas are located in the interior of the building, with the access driveway to be provided from Kingston Road along the south property line.

The proposed massing conforms to the relevant Official Plan policies including providing transition in scale to *Neighbourhoods*, providing adequate screening and privacy. Uses such as vehicular access and servicing are screened appropriately, and the amenity spaces provided are appropriate. An appropriate mix of unit types is provided in accordance with the Growing Up Guidelines. The proposal complies with the Mid-rise Guidelines including the building height being less than the width of the Kingston Road right-of-way, the provision of adequate separation distances from neighbouring buildings, and compliance with the 45-degree rear angular plane.

Given the existing and planned context of the site, the proposed density, height and massing of the building are appropriate and compatible with adjacent land uses and can be supported by staff.

Sun, Shadow, Wind

This application has been reviewed against the official plan policies and design guidelines described in the Issue Background Section of the Report. The Sun/Shadow Study submitted by the applicant indicates that the resulting conditions from the proposal will meet accepted standards and not unduly impact adjacent streets and open

spaces. Staff will continue to investigate wind conditions for the proposed outdoor amenity spaces through the Site Plan Control process.

Traffic Impact, Access, Parking

The subject site is currently accessed from Kingston Road. A City-owned parcel of land that is subject to an easement in favour of Enbridge for a gas line is located between the front lot line and Kingston Road. The subject site benefits from an easement for vehicular access across these lands.

The applicant submitted a Transportation Impact Study (TIS) which estimates the project is expected to generate 45 two-way trips during both the morning and afternoon peak periods. The assessment concludes the new site traffic generation by the proposed development can be accommodated in the existing area road network and no improvement or mitigation measures are required or recommended.

Transportation Services staff have agreed with this assessment, noting that the applicant's assessment was conservative and did not account for the trips currently generated by the existing hotel use on the site which may exceed the projected trip generation of the proposed residential building, dependent on occupancy.

Vehicular access, loading and servicing are proposed to be located internal to the building from a driveway on the south portion of the site. Transportation Services staff have identified that the applicant will need to demonstrate at the Site Plan Control stage that the parking garage ramp is wide enough to accommodate two passenger cars entering and exiting simultaneously, and that vehicles parked in spaces adjacent to dead-end sections of drive aisles are able to turn around and exit in a forward motion.

Two levels of below-grade parking are proposed as part of the development. Two short-term parking spaces are proposed within the public right-of-way. These spaces cannot be considered as part of the on-site parking requirements, and will be subject to a separate review process and separate license/permit requirements.

Transportation Services staff have recommended that parking rates for "Policy Area 4" be applied to the site due to its location on an *Avenue* and on a surface transit route. This results in a maximum of 136 parking spaces to be permitted on the site, with a blended parking rate of 0.85 spaces per residential unit. This parking rate is reflected in the applicant's proposal and will be secured in the recommended draft zoning by-law amendment.

Transportation Planning staff have identified a need for strong transportation demand management (TDM) measures. This will be evaluated further at the Site Plan Control stage.

Road Widening

There is no requirement for road widening dedication along the Kingston Road frontage of the subject site.

Streetscape

The current streetscape condition along this portion of Kingston Road consists of a wide landscape strip and surface parking located between the existing buildings and the roadway. The proposed development will improve the streetscape of Kingston Road. Additional tree planting and landscaping is proposed within the right-of-way, with parking and loading to be provided underground and internal to the building. Two short-term parking spaces are proposed to provide pick-up and drop-off space for visitors and TTC (Wheel Trans), and staff do not consider them to have a significant impact on the overall streetscape. Individual unit entrances along the Kingston Road frontage will provide additional animation and interest to the streetscape. Through review of the application for Site Plan Control approval, opportunities can be explored for additional improvements to the public sidewalk such as landscaping, furniture and additional tree planting.

Servicing

Development Engineering staff have reviewed this application and have identified a potential issue with sanitary sewer capacity in the surrounding area despite the fact that the proposal is largely "as-of-right" density authorized by the in-force zoning by-law.

As a condition of Council approval to be secured in the Section 37 agreement as a legal convenience, staff have recommended that the owner agree to submit a revised Site Servicing and Stormwater Management Report that demonstrates mitigation measures for the identified potential for surcharging in the combined sewer and improvements to the Hydraulic Grade Line in accordance with the City's Design Criteria for Sewers and Watermains. If it is determined that upgrades are required to the infrastructure to support this development, the Owner will enter into a financially secured development agreement for the construction of any improvements to municipal infrastructure, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, as a condition of Site Plan Approval.

Stormwater management and servicing issues are to be further resolved at the Site Plan Control stage. The application will be required to comply with the relevant stormwater management and water quality elements of the Toronto Green Standard (TGS).

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 3+ hectares of local parkland per 1,000 people. The site is in the 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.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Tree Preservation

This application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).

As proposed, this project would require the removal of five (5) by-law protected Privately-owned trees (on the subject site and adjacent properties).

The trees to be removed are as follows: three (3) Siberian elm trees of 32cm, 44cm and 38cm in diameter, one (1) Norway maple tree of 55cm in diameter and one (1) White elm tree of 45cm in diameter. The trees would require removal because they are too close to the proposed structures to survive the construction (and Urban Forestry would not approve a non-survivable injury). The planting (and/or cash-in-lieu of replanting) of three replacement trees for each bylaw-protected private tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved. Urban Forestry has no objection to these tree removals. Six (6) existing Private trees immediately adjacent to the site are proposed to be retained and protected.

Where it is not possible to retain a tree located on City road allowance or on private property that qualifies for protection under the City of Toronto's Private Tree By-law, or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$369.61 (subject to change) for each tree included in an application. The application fee for boundary/neighbour trees is \$773.77 (subject to change) for each tree included in an application.

The application will also be required to comply with the tree planting elements of the Toronto Green Standard (TGS), which, based on the area of the site, require 467m³ of soil volume to be provided. The submitted landscape plans specify the planting of 22 new trees, to be planted on the site and the adjacent road allowance, in a total of 604

cubic metres of soil volume. With minor revision, the plans will be acceptable to Urban Forestry.

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 or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS (Version 3). The applicant is encouraged to achieve Tier 2 or higher to advance the City's sustainability objectives, including the TransformTO NetZero Strategy. Performance measures for the Tier 1 development features will be secured through the Site Plan Approval process.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Performance standards under the Cliffside Community Zoning By-law identify one or more of the following community benefits to be secured where a building is proposed to be constructed in excess of 6 storeys (20 metres) through an agreement satisfactory to the City of Toronto pursuant to Section 37 of the *Planning Act*.

- Fully furnished and equipped non-profit child care facilities, including start-up funding;
- Public art;
- Other non-profit arts, cultural, community or institutional facilities;
- Streetscape improvements not abutting the site;

- Purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land;
- Parkland, and/or park improvements; and
- Municipally owned and operated parking lots.

The applicant submitted a Community Services and Facilities Study. Staff have reviewed this study and have identified potential CS+F priorities in the surrounding community, including securing financial contributions towards the development of the Southwest Scarborough Community Recreation Centre and/or other recreation priorities for the area as identified in PF&R's Facilities Master Plan.

Applications are circulated to a number of external and internal commenting agencies. The Toronto District School Board has indicated that there is currently insufficient capacity at the local elementary school (Cliffside Public School) to accommodate students anticipated from this development. The appropriate warning clauses may be required to be secured through the Site Plan Agreement and condominium process. The Toronto Catholic School Board has indicated that there is capacity within the local elementary and secondary schools.

Community Consultation

A virtual community consultation meeting was held on February 22, 2021 and attended by approximately 35 members of the public, City staff, the Ward Councillor, and the applicant's team. At the meeting, City staff and the applicant's team gave presentations on the site context and an overview of the application. Feedback, questions, and concerns relating to the application that were raised by the community included:

- Building massing issues, including height, impact on views, and shadow impacts;
- Traffic impacts, including the scope of the TIS, and as it relates to additional traffic capacity in the area;
- Vehicular access, particularly the City's policy considerations relating to the proposed driveway access from Kingston Road;
- The need for the provision of affordable housing;
- Transition to lower-scale land uses, including compliance with the rear 45-degree angular plane;
- Concerns about construction-related impacts to the nearby community; and
- The proposed mix of unit sizes and types.

Staff worked with the applicant and the local community to address these concerns, and they are commented on accordingly in the preceding sections of this report.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning*

Act. The existing Zoning By-law permits an increase in height beyond 6 storeys (20 metres) on the condition that community benefits are secured as outlined above. The application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

1. Prior to issuance of the first above grade building permit, the owner shall pay to the City a cash payment of three hundred thousand dollars (\$300,000) towards the development of the Southwest Scarborough Community Recreation Centre and/or other recreation priorities for the area as identified in PF&R's Facilities Master Plan, to be determined by the Chief Planner and Executive Director, City Planning, and the General Manager, Parks and Recreation, in consultation with the Ward Councillor;
2. the cash contribution set out in (1) above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of the cash contribution by the owner to the City; and
3. in the event the cash contribution in (1) above has not been used for the intended purpose within three (3) years of the zoning by-law amendment coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the site.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

1. The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site;
2. The Owner will submit a revised Site Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services which addresses matters as set out in the Engineering and Construction Services memorandum dated May 10, 2022; and

3. Prior to the issuance of a building permit, the Owner shall enter into a financially secured development agreement for the construction of any improvements to municipal infrastructure, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, if it is determined that upgrades are required to the infrastructure to support this development, according to the accepted Site Servicing and Stormwater Management Report referenced in (2) above and/or according to the Site Servicing Review accepted by the Chief Engineer & Executive Director of Engineering and Construction Services.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms with the Toronto Official Plan, particularly as it relates to policies around Structuring Growth and Land Use through directing more intense built form to *Avenues* and *Mixed Use Areas*, as well as Built Form policies through implementation of both the Kingston Road (Cliffside Area) Urban Design Guidelines and the Mid-rise building design guidelines. The proposal further refines the midrise built form permissions previously approved for this site by Council by incorporating relevant built form guidelines.

Staff worked with the applicant and the community to address and resolve key concerns and improve the application, particularly around building height and density, massing, access and loading, and landscaping. Through the refinement of the built form to comply with transition and landscape requirements, the building was reduced in height and density to be generally compliant with those performance standards in the in-force zoning by-law.

Staff still recommend bringing forward a site-specific Zoning By-law to properly secure the setbacks and other built form adjustments necessary to implement this development on its unique site. Staff will continue to work with the applicant to ensure all servicing and stormwater management concerns are addressed through the site plan control process. In addition, a Section 37 Agreement is recommended that will secure an indexed cash contribution of \$300,000 towards local community recreation facilities.

The proposed development helps to implement the overall vision of the Cliffside Community Avenue Study and Design Guidelines through providing a mid-rise built form that is compatible with the surrounding context. Staff recommend that Council support approval of the application.

CONTACT

Kelsey Taylor, Planner, Community Planning, Scarborough District, Tel. No.: 416-396-5244, Email: kelsey.taylor5@toronto.ca

SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: East Elevation
- Attachment 8: West Elevation
- Attachment 9: North Elevation
- Attachment 10: South Elevation

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2151 KINGSTON RD Date Received: September 21, 2020

Application Number: 20 196316 ESC 20 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Proposal to demolish a 3-storey hotel and development of a 10-storey, 163-unit residential building.

Applicant	Agent	Architect	Owner
CYNTHIA BIRD			NAVROZ HOSPITALITY SERVICES INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR Heritage Designation:

Height Limit (m): Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 2,568 Frontage (m): 80 Depth (m): 34

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,395	1,395
Residential GFA (sq m):			11,426	11,426
Non-Residential GFA (sq m):				
Total GFA (sq m):			11,426	11,426
Height - Storeys:	3		10	10
Height - Metres:			29	29

Lot Coverage Ratio (%) 54.32 Floor Space Index: 4.45

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 11,426
 Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			163	163
Other:				
Total Units:			163	163

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		28	68	51	16
Total Units:		28	68	51	16

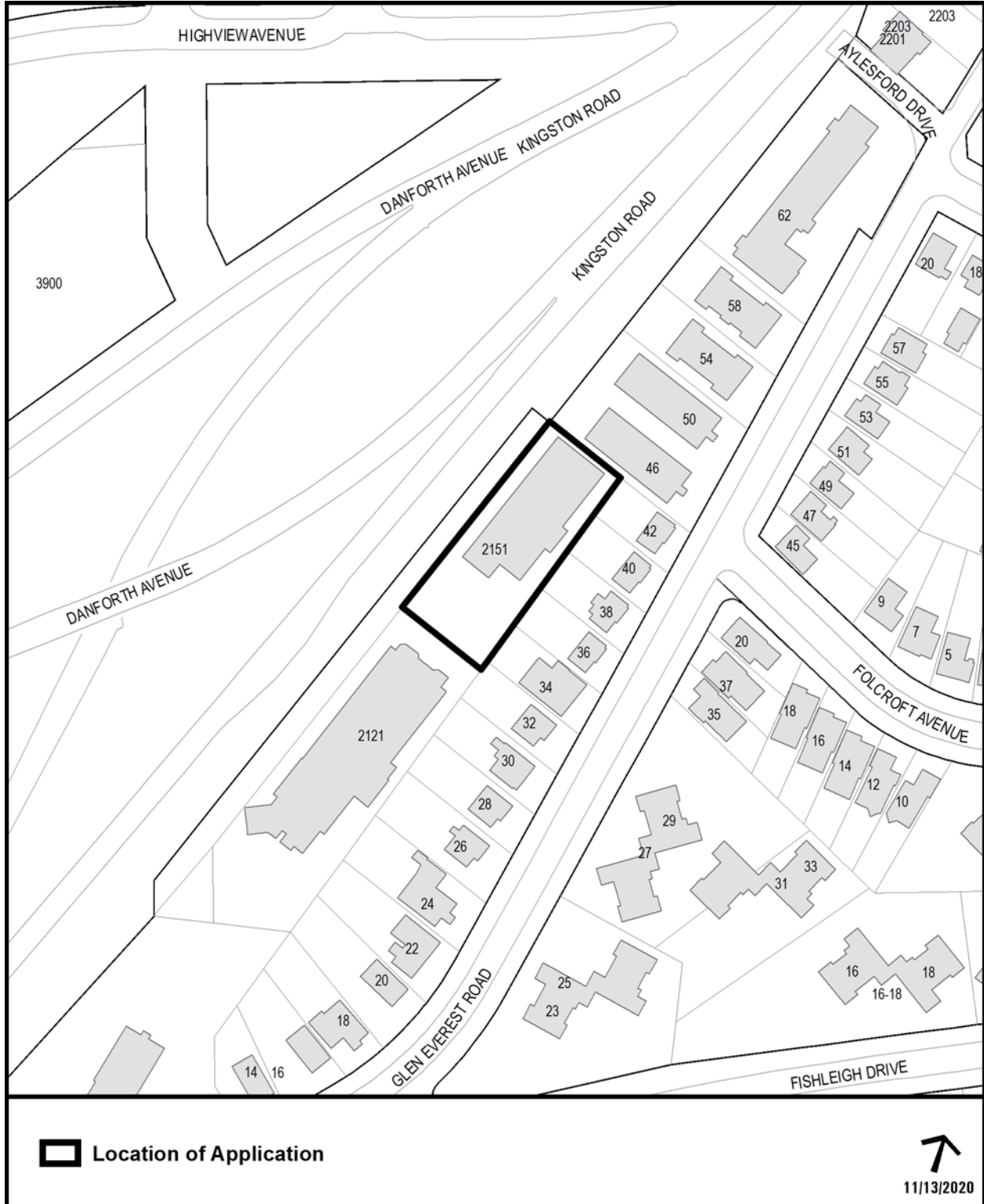
Parking and Loading

Parking Spaces: 81 Bicycle Parking Spaces: 111 Loading Docks:

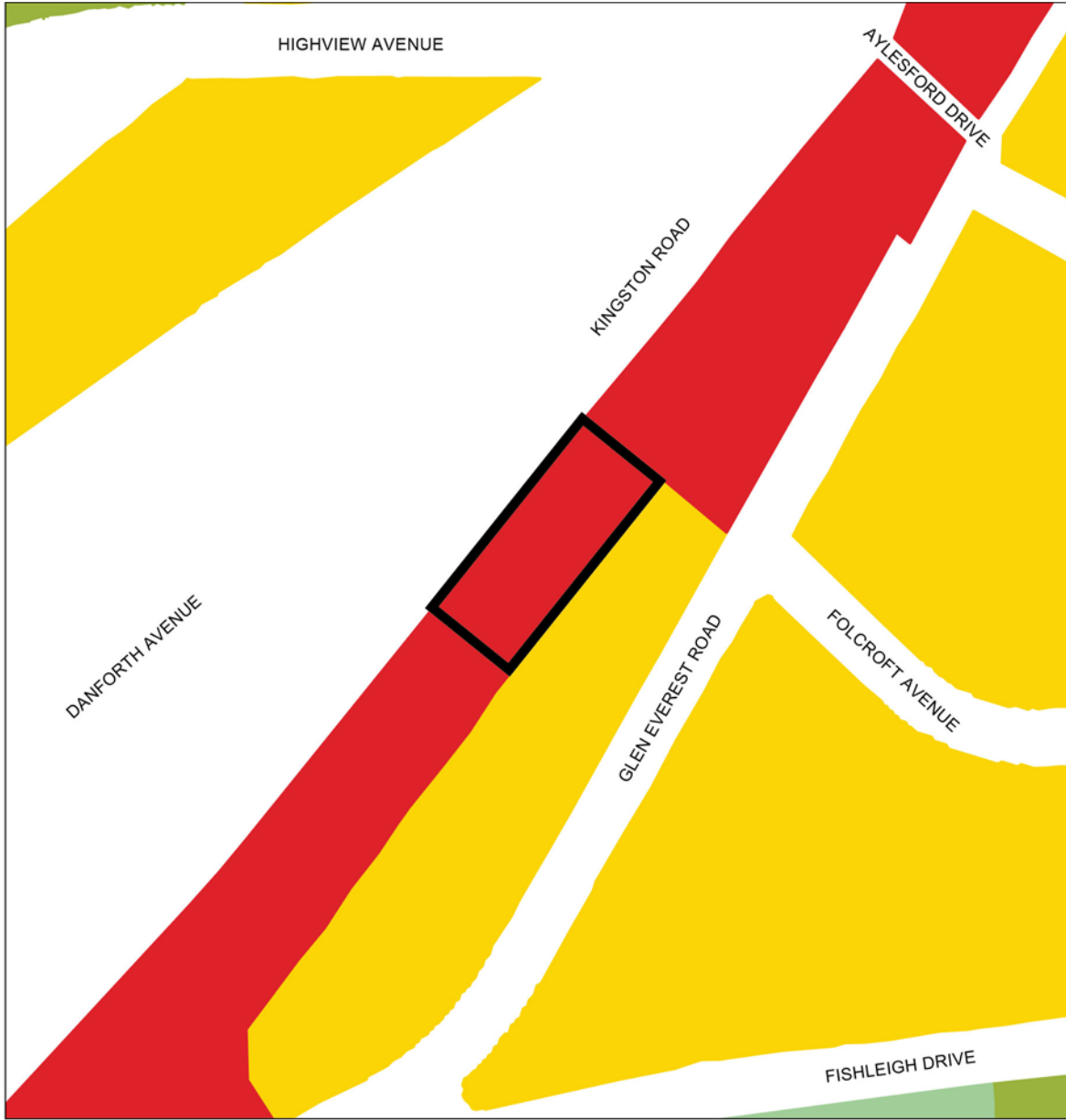
CONTACT:

Kelsey Taylor, Planner, Community Planning
 416-396-5244
 Kelsey.Taylor5@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 21

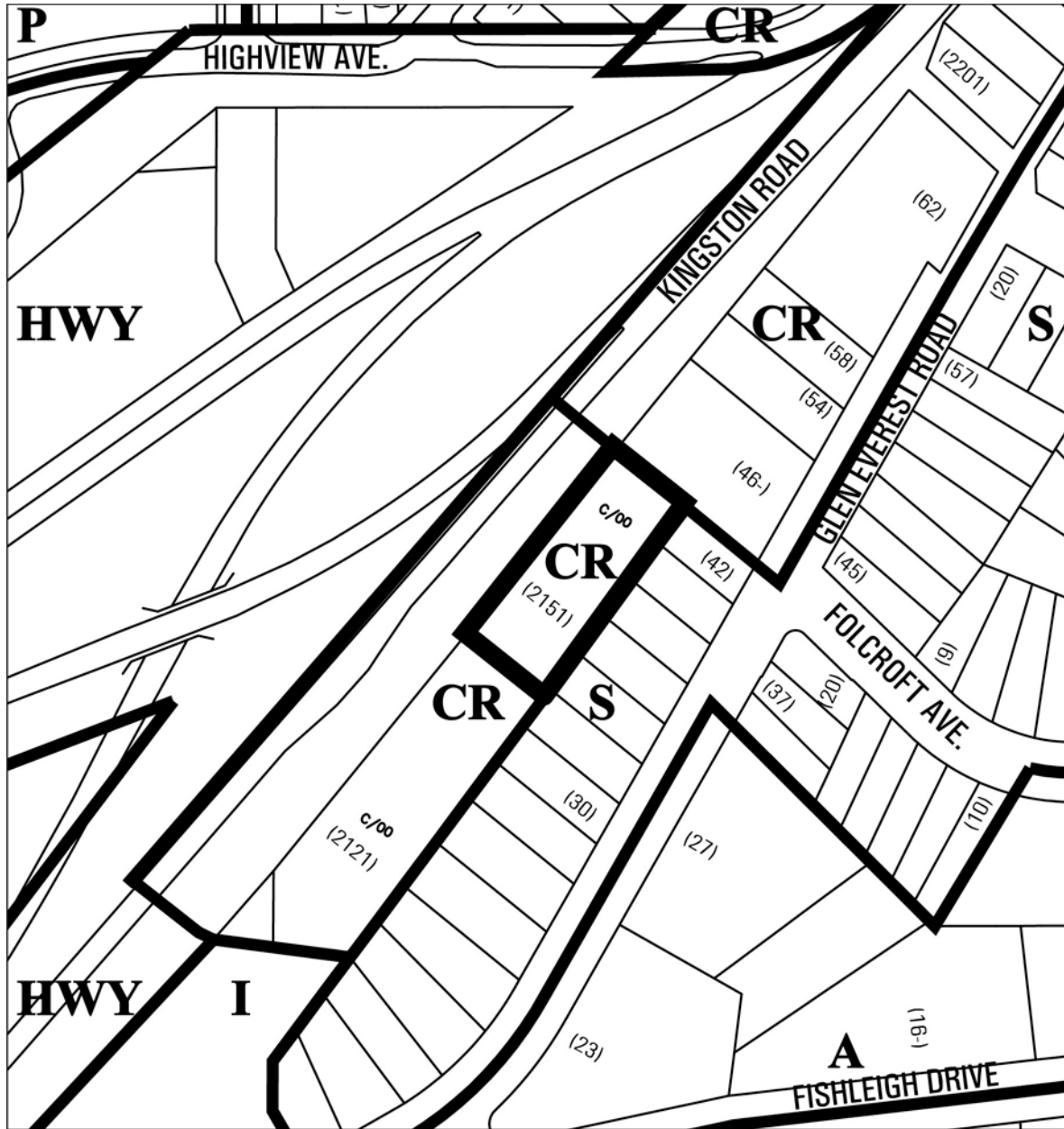
2151 Kingston Road

File # 20 196316 ESC 20 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Parks
-  Other Open Space Areas

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Not to Scale
11/13/2020

Attachment 4: Existing Zoning By-law Map



Former Scarborough Cliffside Community

2151 Kingston Road

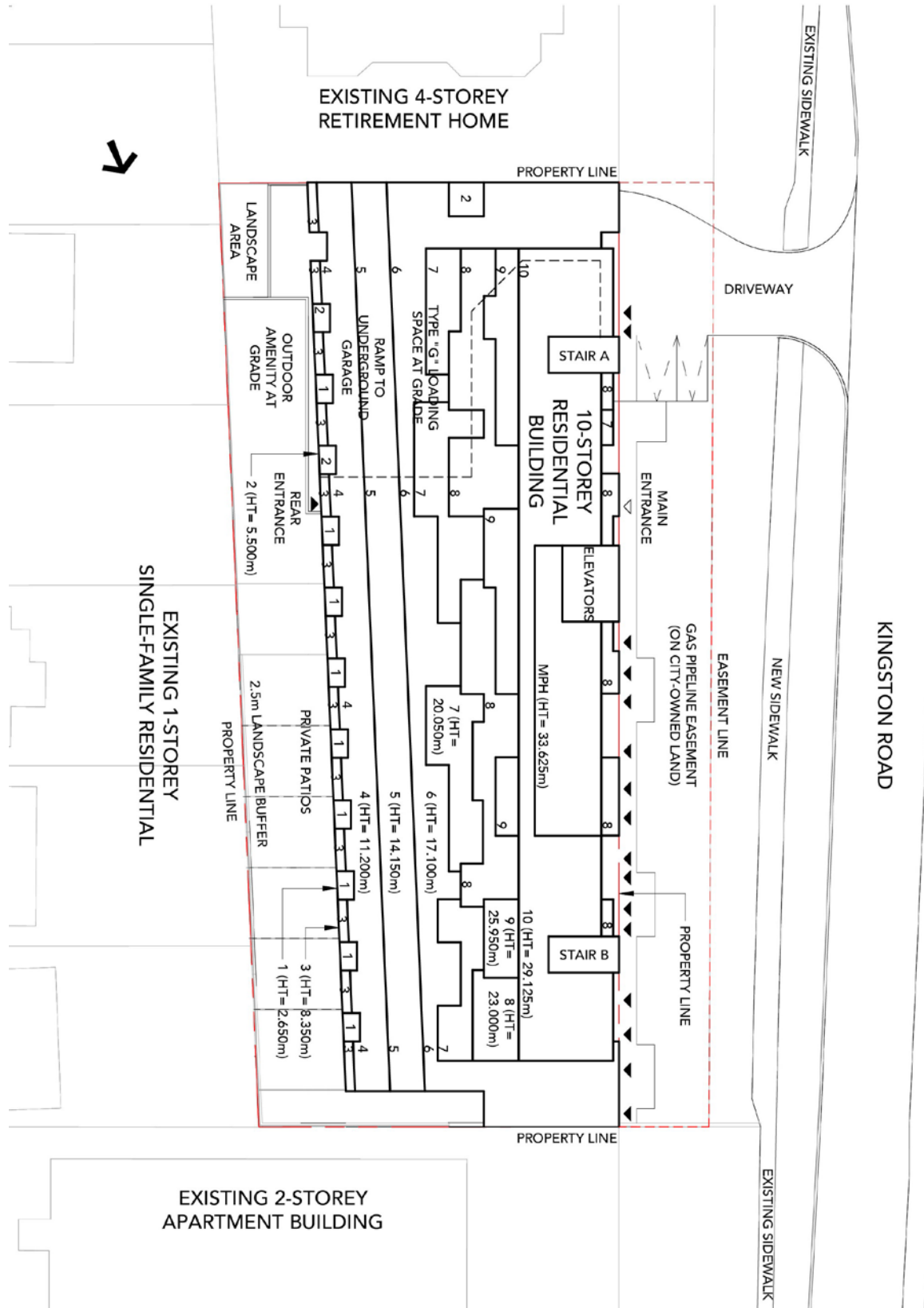
File # 20 196316 ESC 20 02

-  Location of Application
- S** Single Family Residential
- A** Apartment Residential
- CR** Commercial Residential
- I** Institutional Uses
- P** Park
- HWY** Highway

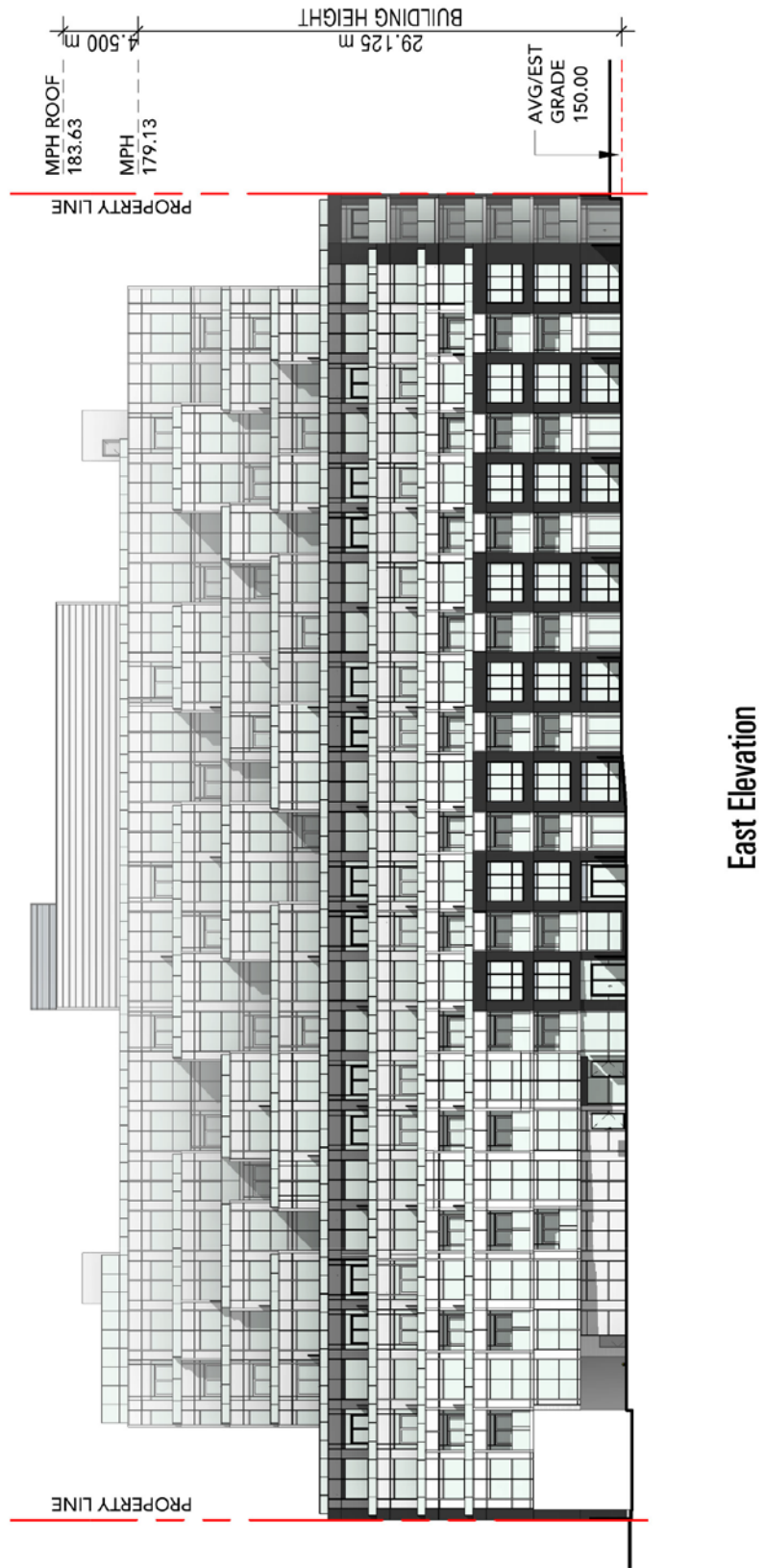
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Not to Scale
Extracted: 04/13/2022

Attachment 5: Draft Zoning By-law Amendment
(attached separately as a PDF)

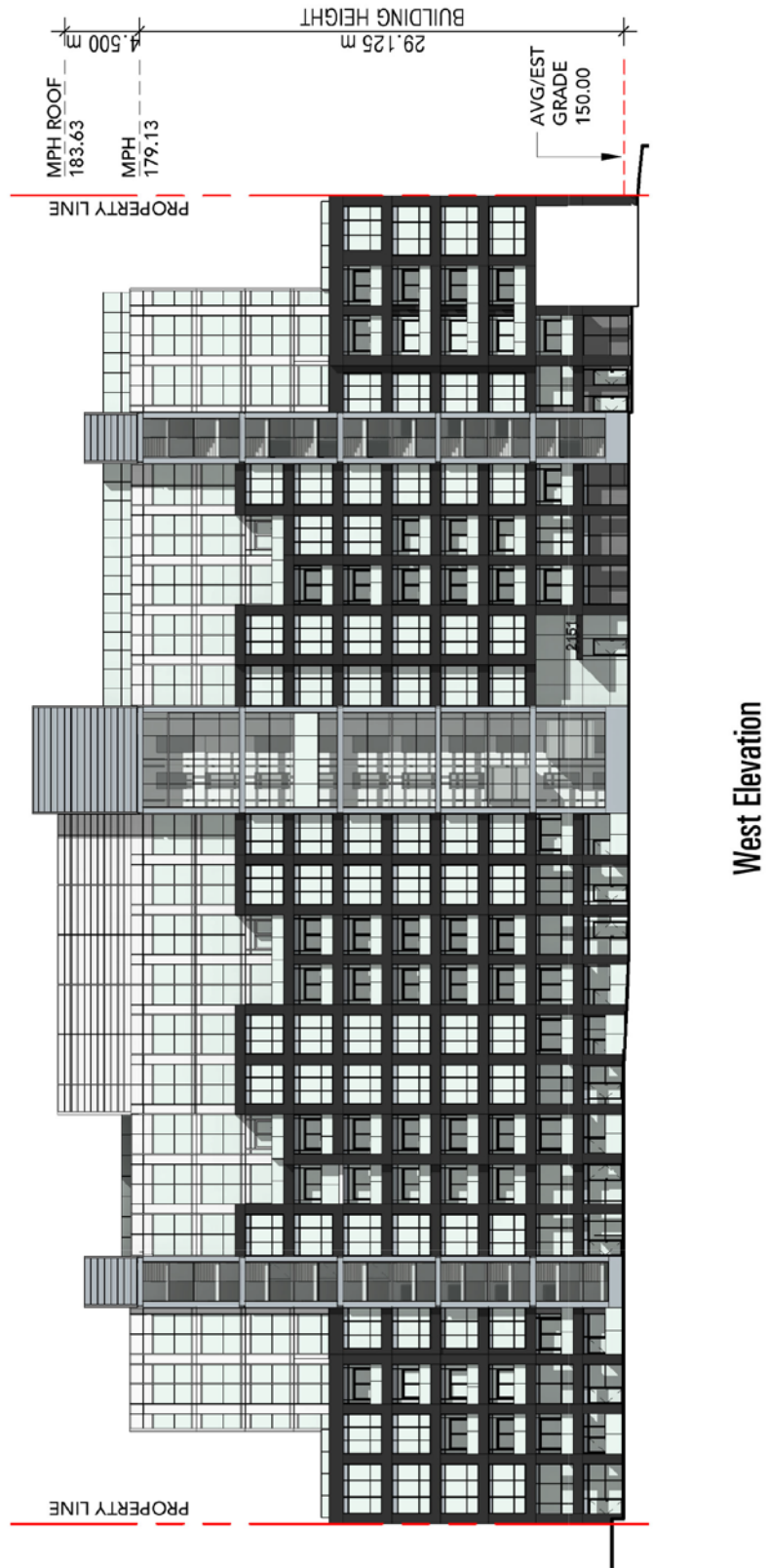
Attachment 6: Site Plan



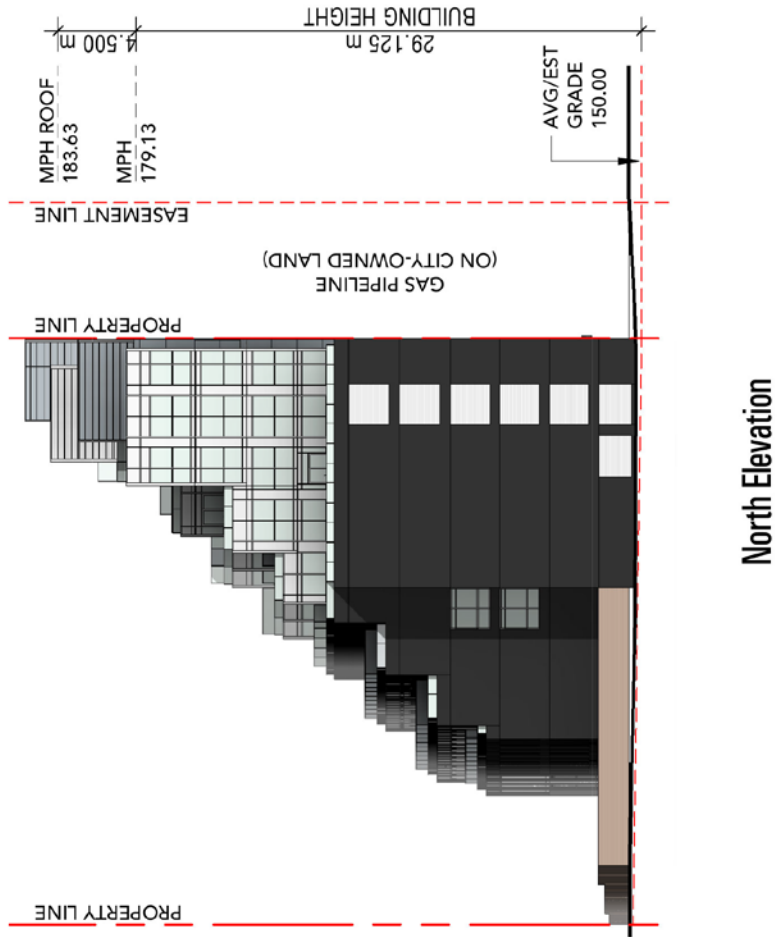
Attachment 7: East Elevation



Attachment 8: West Elevation



Attachment 9: North Elevation



Attachment 10: South Elevation

