

## **150 Clonmore Drive – Zoning Amendment Application – Decision Report - Approval**

Date: October 31, 2023

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 20 - Scarborough Southwest

**Planning Application Number:** 22 115570 ESC 20 OZ

**Related Applications:** 22 126234 ESC 20 SA

### **SUMMARY**

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This report reviews and recommends approval of the application to amend the Zoning By-law to permit the construction of a 12-storey residential building located at 150 Clonmore Drive. The application proposes a total gross floor area of 18,144 square metres and contains of 290 residential dwelling units supported by 162 vehicular parking spaces and 248 bicycle parking spaces.

The proposed development is consistent with the Provincial Policy Statement and conforms with the Growth Plan, while advancing Official Plan direction for *Mixed Use Areas* on a Major Street by intensifying an underutilized site on Clonmore Drive with residential uses. The proposal would add to the range and mix of housing options in a compact built form that is contextually appropriate, joining recent and existing approvals now under construction on the former Quarry lands.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 150 Clonmore Drive substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
3. Before introducing the necessary Bills to City Council for enactment, require the owner to submit a Functional Servicing and Stormwater Management Report for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

## FINANCIAL IMPACT

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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

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A pre-application meeting was held on June 15, 2021. The current application was submitted on March 9, 2022 and deemed complete on April 11, 2022.

A Preliminary Report on the application was adopted by Scarborough Community Council on May 27, 2022 authorizing staff to conduct a community consultation meeting. Community Council's decision can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.SC32.2>

## THE SITE

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**Description:** The site is located on the northside of Clonmore Drive, just north of its intersection with Gerrard Street East, and has a gross site area of approximately 0.39 hectares (0.97 acres). The site is slightly irregular in shape as the southern lot line tapers diagonally to reduce the overall amount of frontage on Clonmore Drive relative to the rear property line. The site has an approximate frontage of 72 metres along Clonmore Drive and an approximate site depth that ranges from 45 to 53 metres. Please see Attachment 2 for location detail.

**Surrounding Area:** Immediately behind the site are the Birchcliff Quarry lands, a former quarry operated by the Toronto Brick Company. The brick company operated a quarry on the lands from 1878 to 1913, then a brick works until 1963, and a landfill thereafter. Part of that land has since renaturalized. The land is zoned *Apartment Residential (A)* in the Birchcliff Community zoning by-law, however, performance standard 104 stipulates that the land shall only be used as landscaping.

To the immediate west of the site, located at 2540 Gerrard Street East, is a large 7.5 hectare property. These lands are currently vacant but are designated *Mixed Use Areas* in the Official Plan and have zoning approvals dating back approximately 55 years. The lands are zoned *Apartment Residential (A)* in the Birchcliff Community Zoning By-law and grant permission for 4 tall buildings containing up to 367 dwelling units. A number of Site Plan applications have been proposed and sought to construct on the lands using the as of right approvals, however, these applications have never been pursued to the full extent. The most recent Site Plan Application submitted in 2020 (20 148514 ESC 20 SA) proposed a 33 storey residential development and is currently subject to an appeal to the Ontario Lands Tribunal (OLT).

Further west, at the intersection of Gerrard Street East and Victoria Park Avenue is the Birchcliff Quarry redevelopment. Approved in 2021, the approval consists of

approximately 1,053 units, two new public streets, and range of mid-rise buildings centred around new parks and open spaces uses, including the build out of the Runnymede Lands Park. Construction has been initiated on the project.

Adjacent to the site, on the eastern boundary of the property, a townhouse development is currently under construction at 168 Clonmore Drive. The project consists of 7 blocks of townhouses, containing 121 units.

Victoria Park station, a TTC subway station, is approximately a 20-minute walk from the subject application.

**Existing Use:** A single storey coin operated car wash and car detailing service with surface parking currently occupies the site. The gross floor area of the existing building on site is 429.6 square metres.

## THE APPLICATION

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**Complete Application Submission Date:** April 11, 2022

**Description:** A 12 storey (39.9 metres or 42.89 metres including mechanical penthouse) residential building with a gross floor area of 18,144 square metres. A stepback at the 6th floor is applied to create a 5 storey streetwall along Clonmore Drive. The application proposes 290 residential dwelling units.

**Density/Floor Space Index:** The proposal has a floor space index of 4.93 times the lot.

**Dwelling Units:** The proposed 290 dwelling units, includes 7 studio (3%), 195 one bedroom (67%), 58 two-bedroom (20%), and 30 three-bedroom (10%) units.

**Access, Parking and Loading:** Access to the 2 level underground garage, containing 144 residential, 2 carshare and 16 visitor parking spaces, is proposed from Clonmore Drive at the eastern extent of the building. The proposed 220 bicycle parking spaces, include 22 short term spaces proposed at grade and 198 long term bicycle parking spaces located within the building. A Type G loading space is provided, located at grade, immediately adjacent to the parking ramp.

**Additional Information:** See Attachments 3, 6 and 7 of this report for the Official Plan map, a site plan of the proposal and a three-dimensional representation of the project in context, respectively.

Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-details/?id=5062012&pid=3440&title=150-CLONMORE-DR>

**Reasons for the Application:** A Zoning By-law amendment is required as residential uses are currently not permitted on the site. As well, an amendment is required in order

to permit the proposed building envelope and create appropriate performance standards for the proposal.

The lands currently do not form part of City-wide By-law No. 569-2013. Should this application be approved, the lands would be brought into By-law 569-2013.

## **POLICY CONSIDERATIONS**

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**Provincial Land-Use Policies:** All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, and others.

**Official Plan Designation:** The subject lands are designated *Mixed Use Areas* and Clonmore Drive is a Major Street with a planned right-of-way width of 27 metres. Please see Attachment 3 for an excerpt from the Official Plan land use map.

**Zoning:** Former City of Scarborough Birchcliff Community Zoning By-law 8786 applies to 150 Clonmore Drive. The property is zoned "Community Shopping Commercial (CC-25-70)" under this By-law. The CC zone generally permits a range of commercial, entertainment and restaurant uses including retail stores, automobile service stations, banks and places of worship. Residential uses are not permitted. The CC Zone By-law does not specify a maximum height but applies a maximum gross floor area of 22% of the area of the lot. The site is not currently part of the City-wide Zoning By-law 569-2013.

**Design Guidelines:** The following design guidelines have been used in the evaluation of this application:

- Midrise Building Design Guidelines;
- Growing Up Guidelines Planning for Children in New Vertical Communities; and
- Pet Friendly Design Guidelines;

The City's Design Guidelines can be found here:

<https://www.toronto.ca/citygovernment/planning-development/officialplanguidelines/design-guidelines/>

**Toronto Green Standard:** For the subject application, Tier 1 of Toronto Green Standard (TGS) Version 3 is required. The TGS is a set of performance measures for green development. Applications for Zoning By-law amendments are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

**Site Plan Control:** The application is subject to Site Plan Control. A Site Plan Control application (22 126234 ESC 20 SA) has been submitted and is currently under review.

## COMMUNITY CONSULTATION

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**Community Consultation Meeting:** A virtual Community Consultation Meeting to consult with area residents on the proposed rezoning of the subject site was held on March 23, 2023 from 6:00 - 7:30 PM on the City's WebEx platform. The meeting was attended by the Ward Councillor, the applicant team, City Planning staff and approximately 17 members of the public. City staff provided an overview of the policy context and the applicant presented the proposal, after which questions were asked of staff and the applicant.

Issues, questions, comments and concerns raised by members of the public in attendance at the virtual Community Consultation event included:

- Comments from local residents regarding the need for an additional traffic light and calming measures on Clonmore Drive;
- Concern, comments and opposition from local residents regarding the overall density and height of the proposal and its relationship with the *Neighbourhood* designated lands to the south;
- Concern, comments and opposition regarding the lack of overall fit with the low-rise residential character of the area, including a maximum of 8 storeys in height;
- Questions regarding the dwelling unit type, unit size and form of tenure;
- Questions regarding the sustainability features of the development;
- Ideas to increase the pedestrian connectivity to the Birchcliff Quarry redevelopment;
- Questions, comments and concerns regarding how the increased traffic and impacts to the local street network will be accommodated and impacts mitigated;
- Questions and concerns regarding the perceived inadequacy of the parking supply and its impacts on local streets;
- Questions regarding the potential for affordable housing on site and applicable City policies;
- Questions, comments and concerns regarding the availability of infrastructure in the area including City infrastructure like sanitary, sewer and water, as well as school capacity;
- Questions, comments and concerns regarding the loss of the commercial retail unit space on the subject property; and
- Concerns regarding shadowing impacts on neighbouring properties and the Birchcliff Quarry lands.

Additional concerns and varying levels of support and opposition were provided through correspondence to staff. Overall, the comments and concerns articulated by the community can be organized into three general themes: concerns about traffic impacts and provision of parking supply, height/density and general impacts to soft/hard infrastructure in the local area.

The issues raised through community consultation have been considered through the review of the application.

**Statutory Public Meeting Comments:** In making their decision with regard to this application, Council members will have had an opportunity to view the oral submissions made at the statutory public meeting held by the Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## COMMENTS

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Staff's review of this application has had regard for the relevant matters of Provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the PPS and conformity with the Growth Plan. Staff find the proposal to be consistent with the PPS and in conformity with the Growth Plan.

### **Land Use**

The proposed introduction of residential uses to the subject property are acceptable and implement the applicable policies of the Official Plan with respect to *Mixed Use Areas*.

The existing condition today is not in keeping with the Official Plan's vision for the subject site, as the in-force zoning does not permit residential uses.

The proposed introduction of residential uses and overall intensification of this underutilized site on a Major Street implements the Official Plan direction for *Mixed Use Areas* to absorb much of the City's anticipated growth. Moreover, the proposal contributes to the reurbanization of Clonmore Drive, a Major Street, and is in keeping with the Official Plan direction for *Mixed Use Areas* by contributing to the residential intensification of the lands in a compact built form. This proposal joins approvals in place at 2450 Gerrard Street East and 411 Victoria Park Avenue in intensifying underutilized lands designated *Mixed Use Areas*.

The recommended Zoning By-law amendment would secure appropriate setbacks to allow for an enhanced streetscape and public realm through the elimination of surface parking fronting onto Clonmore Drive. The streetscape and public realm will be significantly improved through the addition of new outdoor amenity space and residential units at grade with appropriate front yard setbacks and the addition of street trees on the site frontage.

### **Built Form**

City Planning staff find that the proposal conforms with the applicable Official Plan Policies with respect to built form and massing. Furthermore, the proposal meets the overall intent of the Mid-Rise Buildings Performance Standards and Addendum.

The proposed development has been massed and located to provide transition between areas of different development intensity and scale, addressing the requirements of Policy 4.5.2 of the Official Plan. The lands are surrounded by lands designated *Mixed*

*Use Areas*, providing for different scales of residential development: towers permitted to the west at 2450 Gerrard Street East and townhouses under construction at 168 Clonmore to the east. To the south of the site, across Clonmore Drive, are *Neighbourhood* designated lands, which are intended to be stable residential areas characterized by low-rise buildings. The proposed midrise built form responds appropriately to the above described context.

As a mid-rise building, the Official Plan specifies that the height should generally be no greater than the right of way width of the adjacent street (OP 3.1.4.4), provided that the building is located under all the applicable angular planes. The deployment of angular planes as a tool to regulate height and mitigate taller building impacts ensures that appropriate transition in scale, access to sunlight and adequate street proportions are met. While the proposed building exceeds the right-of-way width of Clonmore Drive, the generous landscape setback and required road widening ensures that the building is well setback from Clonmore Drive. As a result, the building itself remains under the 45-degree angular plane when measured from 80% of the right-of-way width and the 45-degree angular plane measured from the *Neighbourhood* designated properties to the south of the site. The proposed building also deploys appropriate setbacks at the 6<sup>th</sup>, and 11<sup>th</sup> floor to minimize the scale of the building and to provide an appropriate transition in scale to the lower-scale *Neighbourhood* built form across the street. The building is further separated from the *Neighbourhood* designated lands by a large setback at grade, which is approximately 10.12 to 12.3 metres from building face to curb line when factoring in the required road widening.

Overall, the building provides a consistent five storey street wall condition and generally maintains good building proportions with a design that ensures access to sunlight and provides comfortable wind conditions.

As such, the proposed height of 12-storeys is appropriate for the site and fits with the existing and planned context. The proposed building would contribute to and advance the reurbanization of a Major Street as part of an emerging neighbourhood of intensified residential uses on land designated *Mixed Use Areas*, as provided for by the Official Plan.

## **Public Realm**

City Planning staff have reviewed the application in the context of the applicable public realm policies of the Official Plan as well as the relevant design guidelines that apply to this site and are satisfied that the proposal conforms with the Official Plan.

When factoring in the required road widening and conveyance, the proposed building will provide a 10.12 metre public realm from curb to building face. The ground floor of the building will be setback 6.68 metres from the newly established property line. A 2.1 metre public sidewalk is included within the conveyed lands. The widened public realm will enable greater opportunity for streetscape and landscape enhancements, including more street trees, planters, street furniture and bicycle parking. Detailed design and the public realm details, including proposed species, sizes and other relevant tree planting details will be determined at the Site Plan Control stage.

Along the frontage of the building, the building provides a consistent five storey street wall condition to support the pedestrian experience along Clonmore Drive. At grade, three units are proposed, with residential front door access and private terraces from the street providing a level of activity and animation. 62 square metres of outdoor amenity space is located at grade along the northern elevation. The main residential access to the building, including residential lobby, is taken from Clonmore Drive.

The building's setbacks and generous landscaping, outdoor amenity area and residential uses at grade will be a significant improvement over the existing condition. Taken together, these building elements contribute to a high-quality public realm that is consistent with and meets the intent of the Official Plan.

### **Shadow Impacts**

The shadow impact resulting from the proposal is acceptable. The applicant submitted a shadow study which shows the extent of the shadow from the proposed building, and the as-of-right massing shadow, on the spring and fall equinoxes (March 21 and September 21) and the summer solstice (June 21). Due to the orientation of Clonmore Drive and the location on the north side of the street, shadow impacts are largely limited to the vacant lands to the north of the site. The proposal will have very limited impacts on the low-rise *Neighbourhood* properties to the south of the site around 6pm during the solstice and equinox dates.

### **Wind Impacts**

City Planning staff have reviewed the pedestrian level wind study submitted in support of the application and are satisfied with the assessment, conclusions, and recommendations contained within the study. The study indicates that all areas at grade will be suitable for their intended uses through the year and no pedestrian areas surrounding the subject site at grade level will experience conditions that could be considered dangerous. This includes sidewalks and laneways. At the north and south ends of the existing adjacent building, uncomfortable winds may be present during the winter. Wind conditions near the main entrance, outdoor amenity at grade, are expected to be suitable for year-round use. Wind control measures are recommended to be incorporated into the design of the rooftop amenity space, which will be further explored as part of Site Plan Control.

### **Traffic Impact, Access, Parking**

Vehicular access and egress to the site would be from a private driveway off of Clonmore Drive located at the eastern extent of the site with vehicles entering and leaving in a forward direction. The proposed development would provide a single Type G loading space within the base building. A total of 162 vehicular parking spaces are proposed, comprised of 144 residential spaces, 2 carshare spaces and 16 visitor spaces located within a two-level underground parking structure. 41 of the spaces are to be equipped with the Electric Vehicle Supply Equipment.



The application also proposes 220 bicycle parking spaces, including 22 short term spaces proposed at grade and 198 long term bicycle parking spaces located interior to the building.

Transportation Services staff have reviewed the Transportation Impact Study Report and accepts the methodology and conclusions of the submitted report related to vehicular traffic and the proposed parking supply. The general provisions of Zoning By-law 569-2013 have been applied with respect to the supply of loading spaces and bicycle parking spaces.

### **Road Widening**

Official Plan Map 3, Right-of-Way (ROW) Widths Associated with Existing Major Streets, indicates that Clonmore Drive has a planned right-of-way width of 27 metres. Policy 2.2.5 of the Official Plan provides for the City to secure additional land through the development review process to meet the Official Plan's ROW requirements and to support growth management. Clonmore Drive has an approximate width of 20.12 metre for this segment of the street. A 3.44 metre widening is required along the Clonmore Drive frontage of this property to satisfy the 27 metre right-of-way width requirement. This requirement will be secured through Site Plan approval, to the satisfaction of the City's Engineering staff.

### **Unit Mix**

The proposed 290 dwelling units, includes 7 studio (3%), 195 one bedroom (67%), 58 two-bedroom (20%), and 30 three-bedroom (10%) units. The proposed mix of unit types meets the minimum requirements in the City of Toronto's Growing Up Guidelines. The average unit size for the two- and three-bedroom units are approximately 76 and 84 square metres respectively. These unit sizes do not meet the Growing Up Guidelines ideal unit size, which is 90 square metres for two-bedroom units and 106 square metres for three-bedroom units.

### **Amenity Space**

Amenity space for building residents is proposed on the ground floor and roof top at a rate which is equivalent to the minimum requirement of 4.0 metres of amenity space per dwelling unit (of which 2.0 square metres shall be for indoor amenity) contained in Zoning By-law 569-2013. The proposed development will include a total of 1,169 square metres of indoor and outdoor amenity space, which consists of 580 square metres of indoor amenity space and 589 square metres of outdoor amenity space.

On the ground floor, 179 and 62 square metres of indoor and outdoor amenity space is proposed respectively. 126 square metres of the indoor amenity space is collocated with the outdoor amenity space located at the eastern extent of the building.

The remaining outdoor and indoor amenity space serving the residents is located on the roof of the building. The roof contains collocated amenity space at a rate of 527 square metres of outdoor amenity space and 401 square metres for indoor amenity space.

The proposed amenity space meets the Zoning By-law requirements and staff are satisfied with its proposed locations and functions.

### **Servicing**

Engineering and Construction Services (ECS) staff has reviewed the submitted materials reflecting the proposed servicing. There are minor outstanding items requiring revision, resubmission and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. ECS staff agree that the proposed development can be serviced in principle, with final details to be confirmed. It is recommended that they be addressed prior to the enactment of the draft Zoning By-law Amendment.

### **Methane Gas Study**

The subject property was used historically as a municipal landfill, therefore, a subsurface investigation for the possible presence of methane gas at the property is required. The investigation shall provide coverage across the property and shall be carried out such that the possible presence of methane gas can be adequately assessed. A methane monitoring program study was prepared by Fisher Environmental Ltd. (November 2, 2022) and is currently under review. Depending on the results of the subsurface investigation, Solid Waste staff may require approval conditions as part of the Site Plan approval process.

### **Noise and Vibration Study**

A Noise and Vibration Impact Study was prepared by RWDI (January 28, 2022) as part of the Zoning By-law amendment submission. City Planning has initiated a peer review of the study. Pending the findings of the peer reviewer, City Planning may require mitigation measures and conditions as part of the Site Plan approvals process.

### **Rail Safety**

The subject lands are approximately 130 metres from a heavy-duty rail corridor located to the north of the property. The site meets the required setback requirements for rail safety as the setback is greater than 30 metres from the mutual property line. A safety barrier is not required as the lands are greater than 120 metres away from the operating rail corridor. Prior to Site Plan Approval, Metrolinx has required the inclusion of warning clauses with respect to potential rail expansion to be included in purchase and lease agreements. Additionally, Metrolinx will seek environmental easements for operational emissions through Site Plan Approval.

### **Open Space/Parkland**

The site is approximately a 450 m walk away from Golf Club Parkette, a 2,200 square metre parkette which contains a playground and open lawn area.

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and

assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 28 + square metres of parkland per person, which is comparable to the city-wide average provision.

In accordance with Section 42 of the *Planning Act*, the Owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

### **Tree Preservation**

The 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 per the submitted Arborist Report and Tree Preservation and Removal plan, this project would require the removal of six privately-owned trees on the subject site (all by-law protected trees). Their removal is required due to the proposed development and for overland stormwater flow as per the submitted civil drawings.

The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 3, which based on the area of the development site, requires 669 square metres of soil volume. The submitted landscape plans specify soil volumes in excess of this requirement at 672 square metres. A combined total of 20 new trees on the private and public portions of the site are proposed.

The submission of satisfactory plans/revisions will be a condition of Urban Forestry's approval of the Site Plan Control application. For the purposes of the proposed Zoning By-law amendment, Urban Forestry issues have been satisfactorily resolved.

### **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 subject property is required to meet Tier 1 of the TGS (Version 3). The applicant has advised that the Site Plan application will target Tier 2 performance level of the TGS. Tier 2 includes the completion of all Core TGS categories plus the selection of three Optional performance measures. Targeted optional measures that applicant is proposing include reducing single occupancy vehicle trips by at least 30%, equipping 25% of parking spaces with electric vehicle supply equipment and pursuing on-site renewable energy through geothermal heating.

Performance measures for the Tier 1 and Tier 2 development features will be secured through the Site Plan Approvals process.

### **Community Services and Facilities**

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods and include matters such as recreation, libraries, childcare, local schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The application was circulated to the publicly funded school boards for review. Toronto District School Board has indicated that there is insufficient capacity at the local schools, Blantyre Public School and Malvern Collegiate Institute, to accommodate students anticipated from this development. The Toronto Lands Corporation requests that pre-approval conditions be incorporated into the subsequent site plan agreement advising that local schools may not have sufficient capacity. This will be advertised to potential future residents through the erection of a notice sign on site and a warning clause in all offers of purchase for the residential units. The Toronto Catholic District School Board has indicated that sufficient space exists within local Catholic elementary schools to accommodate students from the proposed development.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable guidelines. Staff are of the opinion that the proposal is consistent with the PPS and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Official Plan, particularly as it relates to development in *Mixed Use Areas* and appropriate transition to lower-scaled *Neighbourhood* areas.

The proposal provides residential intensification along a Major Street and will further contribute to the emerging intensification and development along Clonmore Drive. It is an appropriate form of development that is compatible with the surrounding context. Staff recommend that Council approve the application.

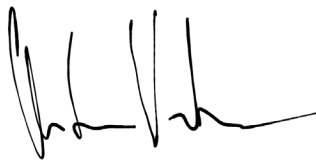
## **CONTACT**

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## **SIGNATURE**

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Christian Ventresca, MScPL, MCIP, RPP  
Director, Community Planning, Scarborough District

## **ATTACHMENTS**

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### **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: Simplified Site Plan
- Attachment 7: 3D Massing Model of Proposal

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

**Municipal Address:** 150 CLONMORE DR **Date Received:** February 18, 2022

**Application Number:** 22 115570 ESC 20 OZ

**Application Type:** Rezoning

**Project Description:** Rezoning proposal for a 12-storey residential building, inclusive of a rooftop mechanical/amenity floor, and residential uses at-grade at the rear and above. The proposed building will contain a total Gross Floor Area (GFA) of approximately 18,144 sq m (195,302 sq ft.), with a proposed density of 4.93 FSI. 290 residential dwelling units and 162 vehicle parking spaces are proposed.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
DAVID MCKAY			150 CLONMORE PROJECT GP INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CC	Heritage Designation:	
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	3,928	Frontage (m):	72	Depth (m):	46
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<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	430		1,756	<b>1,756</b>
Residential GFA (sq m):			18,144	<b>18,144</b>
Non-Residential GFA (sq m):	430			
<b>Total GFA (sq m):</b>	<b>430</b>		<b>18,144</b>	<b>18,144</b>
Height - Storeys:	1		12	<b>12</b>
Height - Metres:	3		39	<b>39</b>

Lot Coverage Ratio (%):	44.7	Floor Space Index:	4.93
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<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	18,144	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			290	<b>290</b>
Other:				
<b>Total Units:</b>			<b>290</b>	<b>290</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		7	195	58	30
<b>Total Units:</b>		<b>7</b>	<b>195</b>	<b>58</b>	<b>30</b>

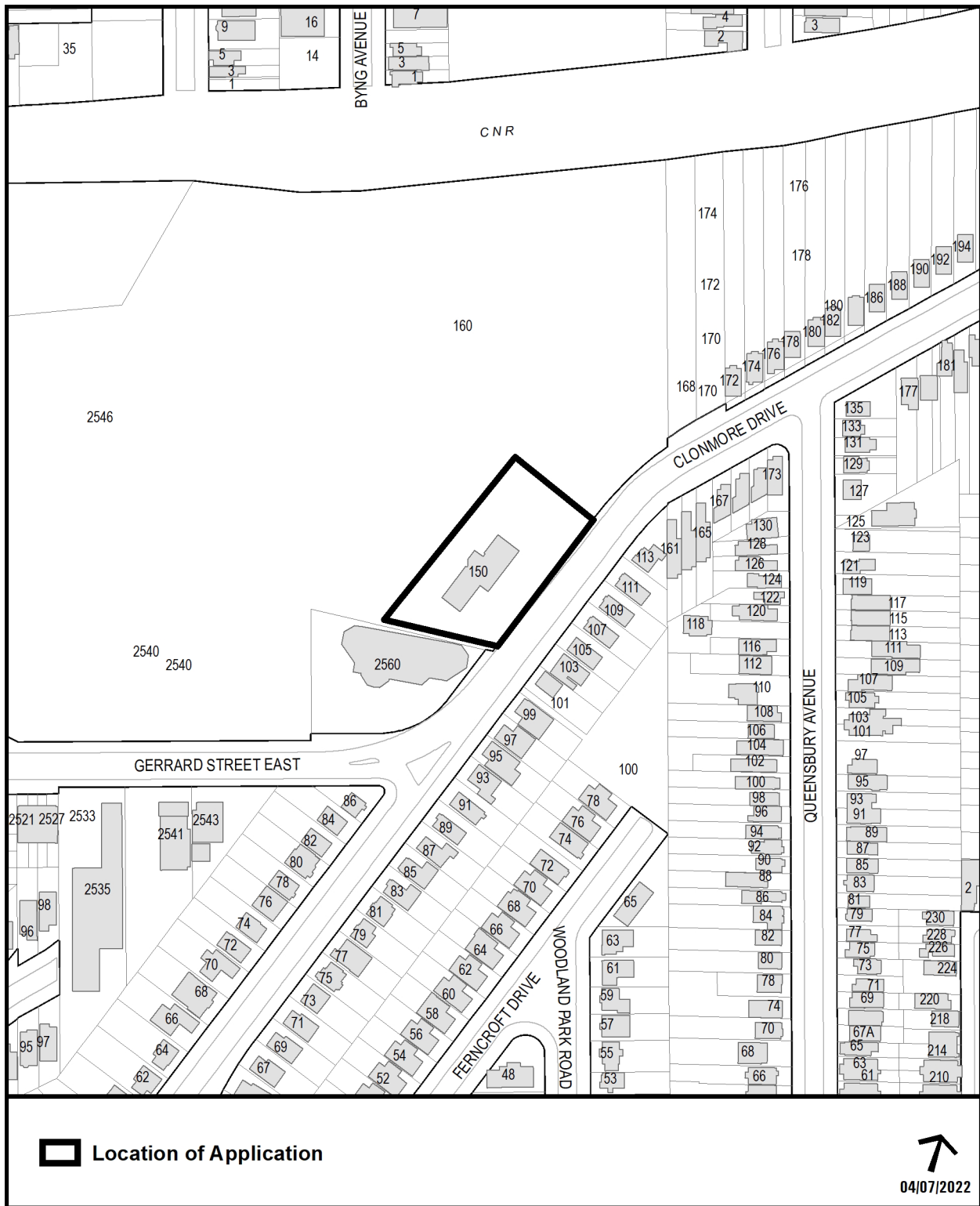
**Parking and Loading**

Parking Spaces: 162      Bicycle Parking Spaces: 220      Loading Docks: 1

**CONTACT:**

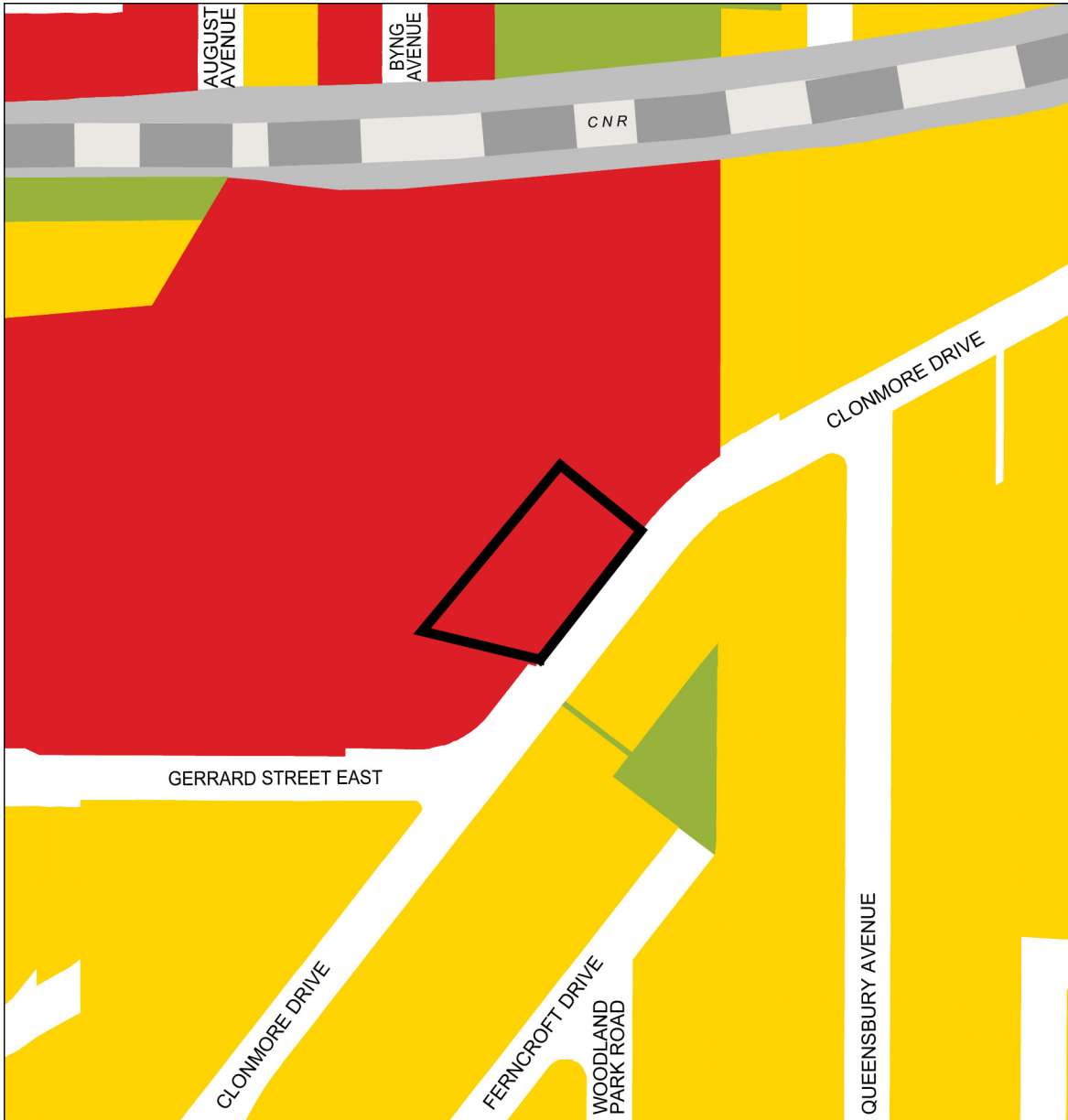
Samuel Baron, Senior Planner, Community Planning  
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# Attachment 2: Location Map





### Attachment 3: Official Plan Land Use Map



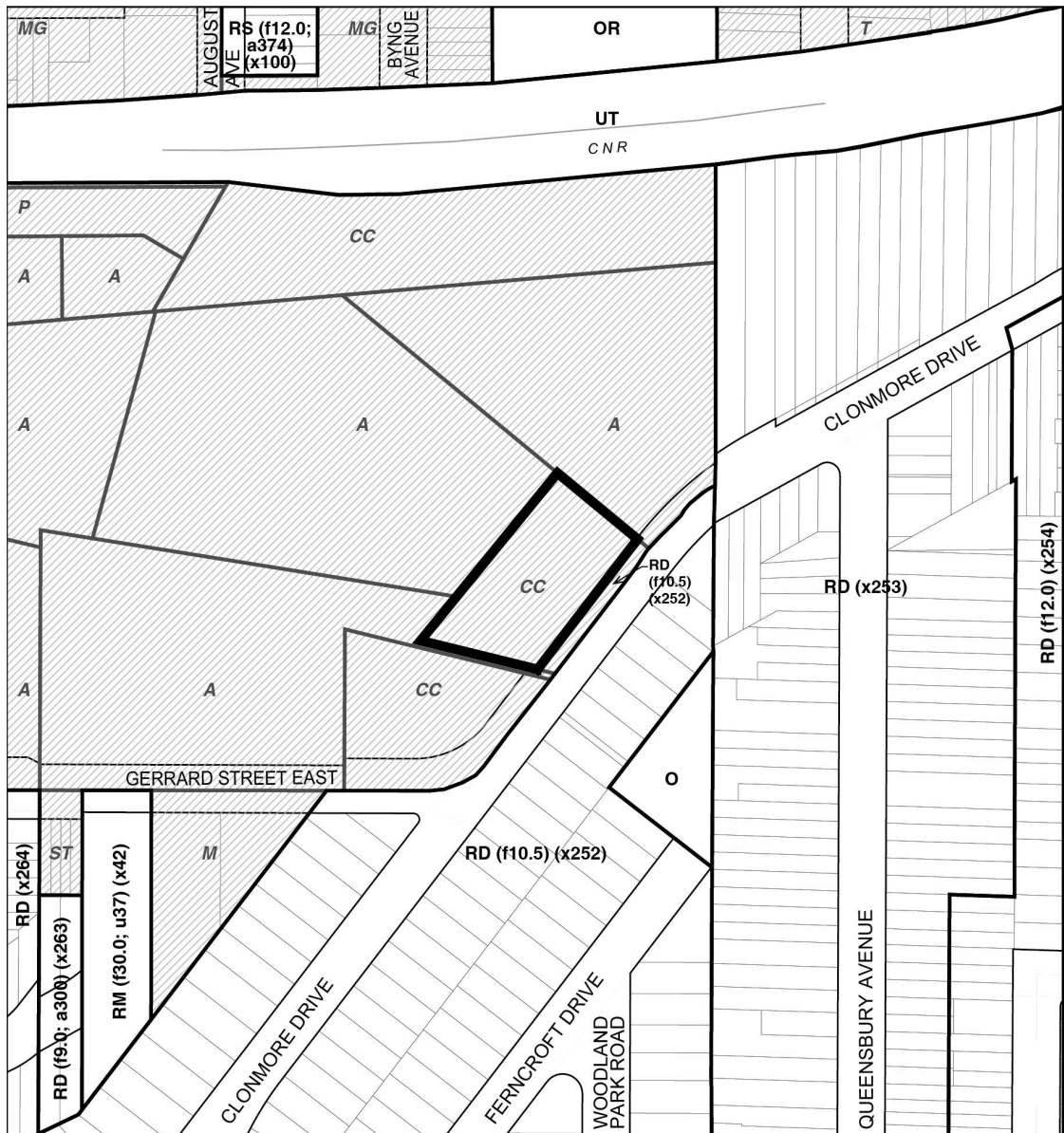
Official Plan Land Use Map 21

150 Clonmore Drive  
File # 22 115570 ESC 20 0Z

- Location of Application
- Neighbourhoods
- Mixed Use Areas
- Utility Corridors
- Parks

Not to Scale  
 Extracted: 02/22/2022

# Attachment 4: Existing Zoning By-law Map



## Zoning By-law 569-2013

150 Clonmore Drive

File # 22 115570 ESC 20 0Z

	Location of Application		See Former City of Scarborough Communities Birchcliff Community By-law No.8786 and Oakridge Community By-law No.9812		
<b>RD</b>	Residential Detached	<b>T</b>	Two-Family Residential	<b>MG</b>	General Industrial Uses
<b>RS</b>	Residential Semi-Detached	<b>ST</b>	Street Townhouse Residential	<b>M</b>	Industrial Zone
<b>RM</b>	Residential Multiple	<b>A</b>	Apartment Residential		
<b>O</b>	Open Space	<b>CC</b>	Community Commercial		
<b>OR</b>	Open Space Recreation	<b>RWY</b>	Railway Corridor Zone		
<b>UT</b>	Utility and Transportation				

↑  
Not to Scale  
Extracted: 02/22/2022

## **Attachment 5: Draft Zoning By-law Amendment**

Authority: Scarborough Community Council Item [-], as adopted by City of Toronto Council on [-]

### **CITY OF TORONTO**

#### **BY-LAW [Clerks to insert By-law number] To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2023 as 150 Clonmore Drive.**

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act, as amended; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.1, and applying the following zone label to these lands: CR (r5.05) (###) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Article 995.10.1 and applying 'no value'.
5. Zoning By-law 569 -2013, as amended, is further amended by adding the lands to the Height Overlay Map in Article 995.20.1, and applying the following height and storey label to these lands: HT [11.0], as shown on Diagram 3 attached to this By-law.
6. Zoning By-law 569 -2013, as amended, is further amended by adding the lands to the Lot Coverage Overlay Map in Article 995.30.1, and applying 'no value'.
7. Zoning By-law 569 -2013, as amended, is further amended by adding the lands to the Rooming House Overlay Map in Article 995.40.1, and applying 'no value'.
8. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number (###) so that it reads:

(###) Exception CR (###)

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On lands municipally known as 150 Clonmore Drive, if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (K) below:
- (B) Despite regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 127.51 metres and the elevation of the highest point of the **building** or **structure**;
- (C) Despite regulation 40.10.40.10 (2), the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown on Diagram 4 of By-law [Clerks to insert By-law number];
- (D) Despite regulation 40.10.40.10(5), the required minimum height of the first **storey**, as measured between the floor of the first **storey** and the ceiling of the first **storey**, is 3.3 metres;
- (E) Despite regulation 40.10.40.10(7), the permitted maximum number of **storeys** in a **building** is the number following the letters "ST" as shown on Diagram 4 of By-law [Clerks to insert By-law number];
- (F) Despite regulations 40.5.40.10 (3) to (8) and (E) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 4 of By-law [Clerks to insert By-law number]:
  - (i) elements of a green roof, parapets, awnings, guard rails, railings and dividers, balustrades, eaves, roof drainage and assemblies, scuppers, fall-arrest systems, chimneys, stacks, vents, windowsills, insulation and building envelope membranes, decking, pavers, bollards, and built-in planter boxes, bollards, columns, architectural features, screens, weather vanes, and landscaping elements may project above the permitted maximum heights shown on Diagram 4 up to a maximum vertical projection of 3.0 metres;
  - (ii) wind, noise or privacy screens or other unenclosed structures/mitigation measures, balustrades, railings and dividers, pergolas, trellises, eaves, privacy screens, skylights, light fixtures, access hatches, window washing equipment, lightning rods, stair enclosures, terraces, ancillary mechanical equipment, and landscaping elements and structures located on the roof used for outside or open air recreation may project above the permitted

maximum heights shown on Diagram 4 up to a maximum vertical projection of 4.0 metres; and

- (iii) mechanical penthouses and equipment, canopies, solar panels, antennae, flagpoles, satellite dishes, and supporting structures may project above the permitted maximum heights shown on Diagram 4 up to a maximum vertical projection of 5.0 metres;
- (G) Despite regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 18,300 square metres;
- (H) Despite regulation 40.10.40.70(2), the required minimum **building setbacks** are as shown in metres on Diagram 4 of By-law [Clerks to insert By-law number];
- (I) Despite (H) above, and despite regulations 40.5.40.60 and 40.10.40.60, the following building elements and structures may encroach into a required building setback:
  - (i) porches and decks, either excavated or unexcavated, canopies and balconies shall be permitted to project into the minimum yard setbacks shown on Diagram 4 up to a maximum horizontal projection of 2.0 metres; and
  - (ii) exhaust vents, uncovered ramps, canopies, airshafts, lighting fixtures, awnings, architectural features, trellises, privacy and mechanical screening, columns, eaves, window sills, mechanical fans, balustrades, safety railings, sprinklers, stairs, planters, and underground ramps and their associated structures may project into the minimum yard setbacks shown on Diagram 4 up to a horizontal projection of 2.0 metres;
- (J) Despite regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** must be provided in accordance with the following:
  - (i) a maximum of 0.93 residential occupant **parking spaces** for each **dwelling unit**;
  - (ii) a minimum of 2 residential visitor **parking spaces**, plus 0.05 residential visitor **parking space** for each **dwelling unit** up to the first five **dwelling units**, plus 0.1 residential visitor parking space per **dwelling unit** thereafter;
- (K) Despite regulation 230.5.1.10(4)(A) and (C), if a **stacked bicycle parking space** is provided, its minimum dimensions should comply with the following:
  - (i) Minimum length of 1.4 metres;
  - (ii) Minimum width of 0.365 metres;

(iii) Minimum vertical clearance from the ground of 2.4 metres.

9. None of the provisions of this Exception or By-law 569-2013 will apply to prevent the erection or use of a temporary sales, leasing or construction office on the lot;
10. Despite any existing or future consent, severance, partition, or division of the lands as shown on Diagram 1 of this By-law, the provisions of this Exception and By-law 569-2013 shall apply to the whole of the lands as one lot, as if no consent, severance, partition or division occurred.

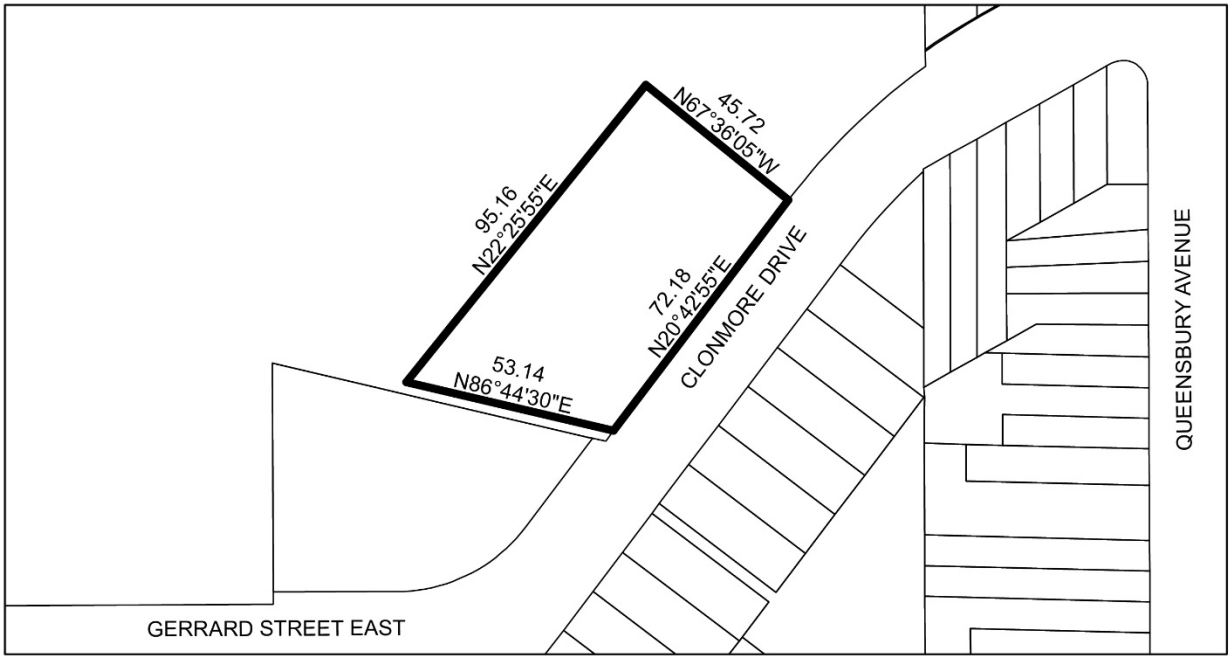
Prevailing By-laws and Prevailing Sections: (None Apply).

Enacted and passed on [Clerks to insert date].

[full name],  
Speaker

[full name],  
City Clerk

(Seal of the City)

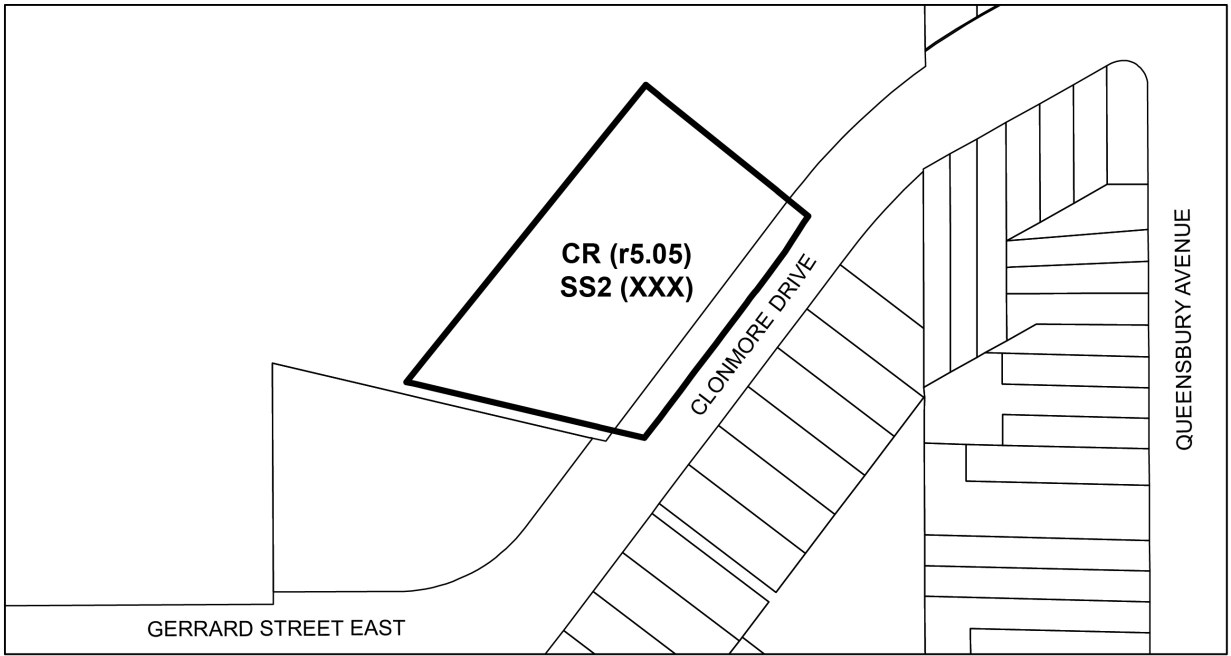


**Toronto**  
 Diagram 1

**150 Clonmore Drive**

File # 22 115570 ESC 20 0Z


City of Toronto By-law 569-2013  
 Not to Scale  
 10/16/2023



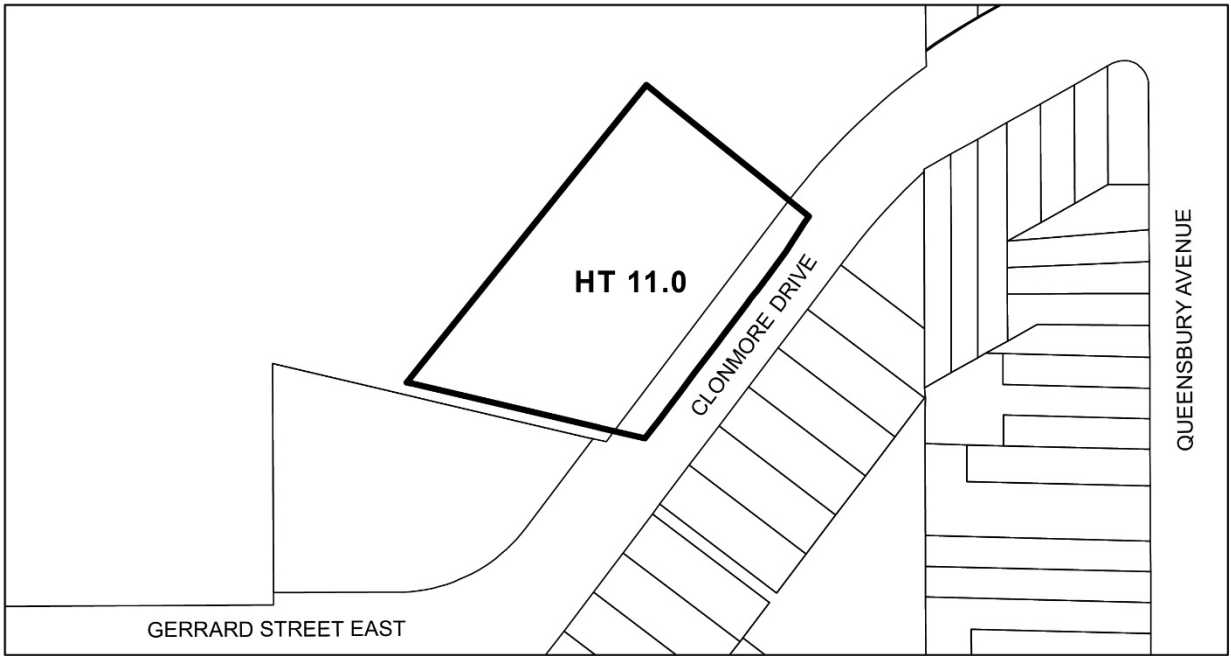
 **TORONTO**  
Diagram 2

**150 Clonmore Drive**

File # 22 115570 ESC 20 0Z

  
City of Toronto By-law 569-2013  
Not to Scale  
10/16/2023




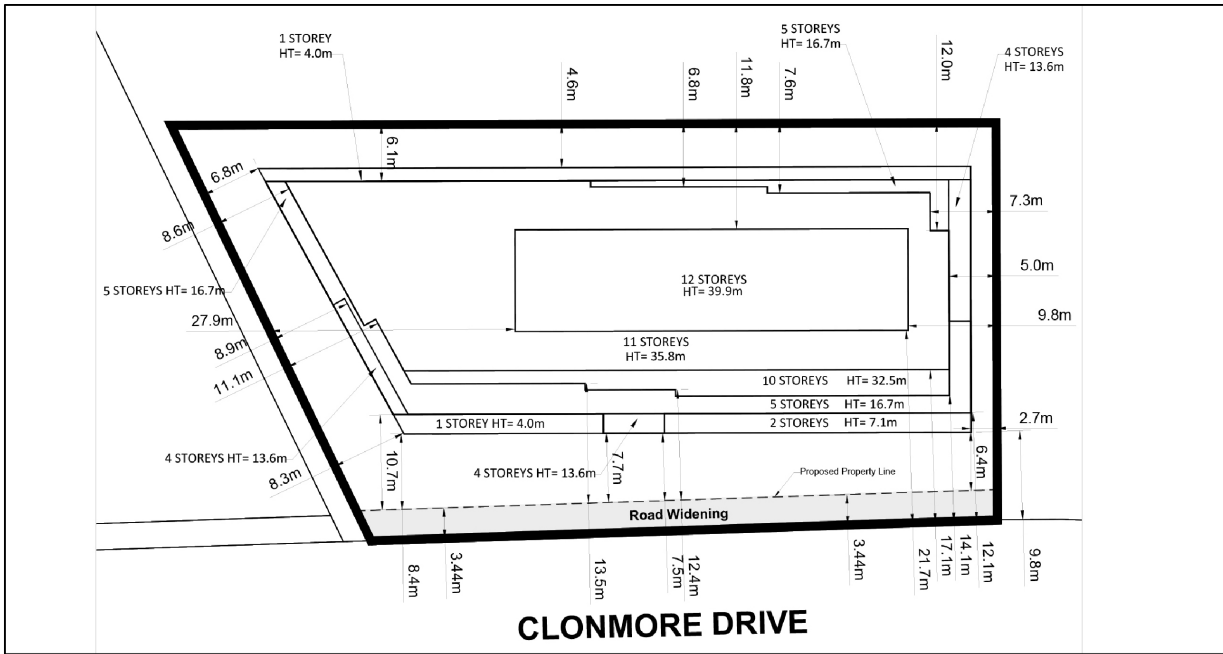


 **TORONTO**  
Diagram 3

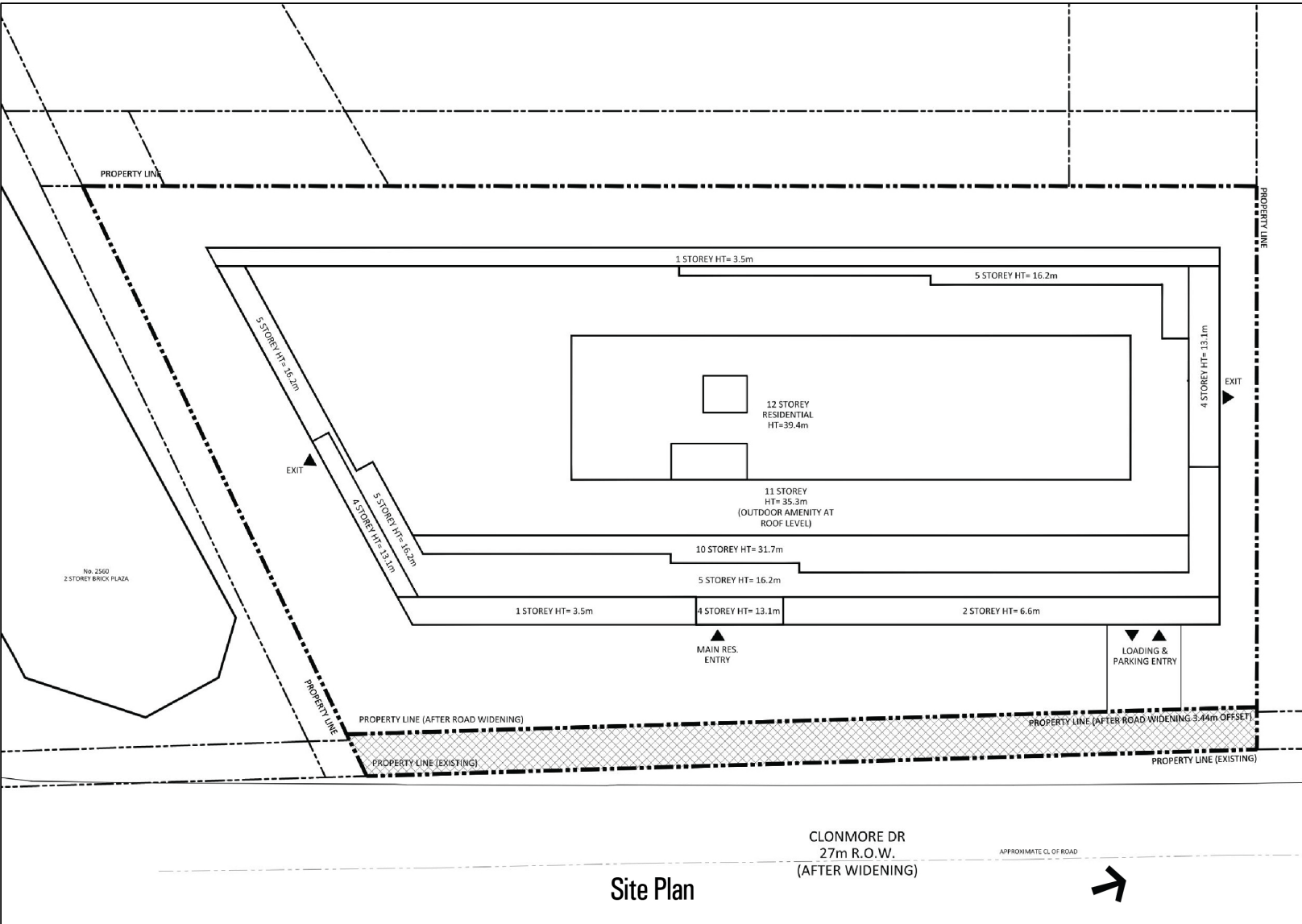
**150 Clonmore Drive**

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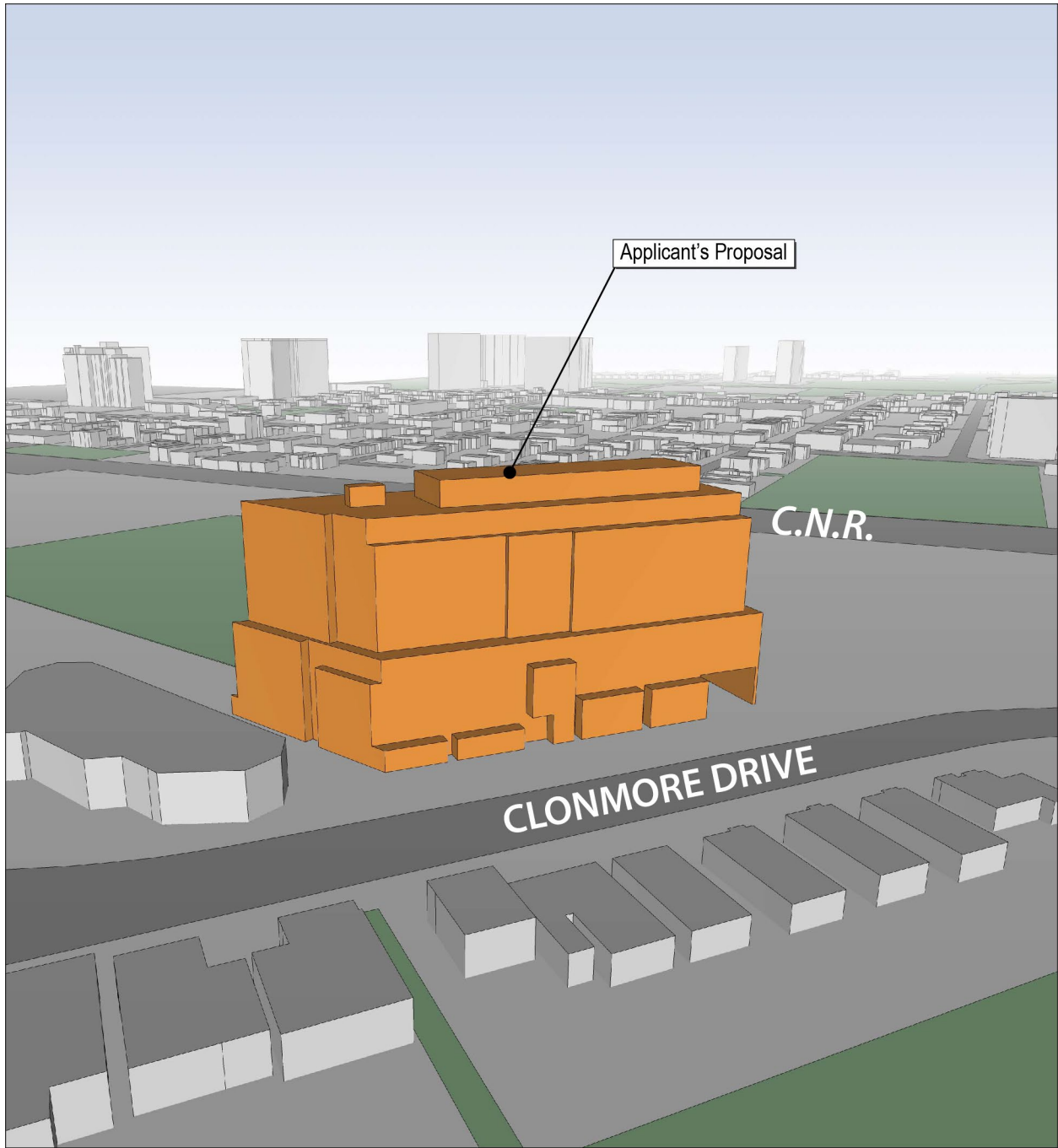
Attachment 6: Simplified Site Plan



Site Plan



# Attachment 7: 3D Massing Model of Proposal



View of Applicant's Proposal Looking North



10/16/2023