

4566 and 4568 Kingston Road - Zoning Amendment, Application – Decision Report - Approval

Date: January 30, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 25 - Scarborough-Rouge Park

Planning Application Number: 21 181185 ESC 25 OZ

Related Applications: 22 140209 ESC 25 SA

SUMMARY

This report reviews and recommends approval of the application to amend the Zoning By-law to permit the construction of a 12-storey mixed use building located at 4566 and 4568 Kingston Road. The application proposes a total gross floor area of 9,276.39 square metres and contains of 131 residential dwelling units supported by 105 vehicular parking spaces and 116 bicycle parking spaces.

The proposed development is consistent with the Provincial Policy Statement and conforms with the Growth Plan. The proposal advances the Official Plan direction for both Avenues and *Mixed Use Areas* through the intensification and reurbanization of an underutilized site on Kingston Road, and successfully implements the intent of the Kingston Road Avenue Study in a compact built form that is contextually appropriate.

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

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 4566 and 4568 Kingston Road 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 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

A pre-application meeting was held on January 26, 2021. The current application was submitted on July 7, 2021 and deemed complete on July 14, 2021.

A Preliminary Report on the application was adopted by Scarborough Community Council on February 25, 2022 authorizing staff to conduct a community consultation meeting with an expanded notification area. Community Council's decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.SC30.6>

THE SITE

The site is located mid-block between Fairwoods Crescent and Amiens Road on the north side of Kingston Road which runs from northeast to southwest adjacent to the site (see Attachment 2 for a location map). The closest major intersection is Morningside Avenue and Kingston Road, which is approximately 330 metres east of the site.

The lot has a depth of approximately 62.46 metres and a frontage along Kingston Road of 38.19 metres, with a total site area of 2,385.3 square metres. It is noted that the southernmost portion of the subject site contains an 9.14 metre-wide easement in favour of the City of Toronto for municipal servicing. The easement contains sanitary, storm and watermain infrastructure and the development will need to connect into these sewers/watermain to service this site. The same easement applies to the properties immediately adjacent to the subject site.

Existing Uses: The site currently contains two-storey non-residential buildings and associated surface parking areas. The buildings are currently vacant. The gross floor area of the existing buildings on site is approximately 800 square metres.

Surrounding Area: Surrounding planned and existing uses in the area include low-rise residential uses to the north of Kingston Road, a commercial area to the south fronting onto Kingston Road, an auto finance service centre and animal hospital to the immediate west, and an affordable home ownership townhouse complex built by Habitat for Humanity to the immediate east of the site.

A number of developments including low-rise, mid-rise and tall buildings have been proposed or approved on this portion of the Kingston Road corridor. The tallest buildings in the immediate area are at the lands located at 4121 Kingston Road, which comprises a mixed-use development consisting of four buildings with heights of 10 to 35 storeys adjacent to Guildwood GO Station.

THE APPLICATION

Complete Application Submission Date: July 14, 2021

Description: A 12-storey (37.3 metres or 42.3 metres including mechanical penthouse) residential building with a gross floor area of 9,276.39 square metres consisting of 9,089 square metres of residential gross floor area and 188 square metres of retail gross floor area. Along Kingston Road, the building mass steps back at the 4th level and the 6th level.

Density/Floor Space Index: The proposal has a floor space index (FSI) of 3.89 times the lot.

Dwelling Units: The proposed 131 dwelling units, includes 14 studio (11%), 61 one-bedroom (47%), 42 two-bedroom (32%) and 14 three-bedroom (11%) units.

Access, Parking and Loading: Access to the two and a half level underground garage, containing 92 residential and 13 visitor parking spaces, is proposed from a new private driveway from Kingston Road at the eastern extent of the building. 23 of the parking spaces contain electric vehicle supply equipment (EVSE). The remainder of spaces will be provided with EVSE rough-ins for future use. The proposed 116 bicycle parking spaces include 24 short term spaces proposed at-grade and 92 long term bicycle parking spaces located within the building. A Type G loading space is provided, located at-grade, internal to the building.

Additional Information: See Attachments 3, 6 and 7 of this report for the Official Plan map, a three-dimensional representation of the project in context and a site plan of the proposal, 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=4957739&pid=70568&title=4566-4568-KINGSTON-RD>

Reasons for Application

A Zoning By-law Amendment application is required in order to permit the proposed building envelope and to create appropriate performance standards for the proposal. Additionally, 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.

APPLICATION BACKGROUND

Application Requirements

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

- Application Checklist
- Application Form
- Arborist Report
- Architectural Plans
- Civil and Utilities Plans
- Community Services and Facilities Assessment
- Cost Estimate for Landscaping
- Cover Letter
- Draft Zoning Bylaw Amendment
- Environmental Impact Study (Phase One)
- Environmental Impact Study (Phase Two)
- Geotechnical Study
- Green Standard Statistics
- Hydrogeological Report
- Hydrological Review Summary
- Landscape and Lighting Plans
- Noise Impact Study
- Pedestrian Level Wind Study
- Planning Rationale
- Project Data Sheet
- Public Consultation Strategy Report
- Shadow Impact Study
- Stormwater Management Report
- Survey Plans
- Transportation Impact Study

The plans, reports and studies submitted by the applicant are available on the City's Application Information Centre (AIC): <https://www.toronto.ca/city-government/planning-development/application-informationcentre>.

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.

POLICY AND REGULATION CONSIDERATIONS

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

The Official Plan Urban Structure Map 2 identifies the site as an *Avenue* and Map 3 (Right-of-Way Widths Associated with Existing Major Streets) identifies the site as a Major Street with a non-uniform right of way width with the existing width to be retained at the time of Plan adoption.

The subject lands are designated *Mixed Use Areas* on Land Use Map 23 (see Attachment 3). The site is also located on Official Plan Surface Transit Priority Network (Map 5 of the Official Plan). The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

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

Site and Area Specific Policy 272

The subject site is also subject to Site and Area Specific Policy 272 (“SASP 272”) which prohibits used car sales and public garages within the *Mixed Use Areas* designation unless already existing as of June 26, 2003. The SASP was adopted as part of the Kingston Road Avenue Study as part of the implementation strategies to re-urbanize the Kingston Road corridor. The study also provided direction that appropriate transition between new development and the existing low rise residential neighbourhoods is an important guiding principle.

Zoning

The subject site is zoned under the former City of Scarborough West Hill Community By-law 10327, as amended by By-law 597-2003, which implements the Kingston Road Avenue Study. The site is zoned Commercial/Residential (CR), which permits a broad range of uses including residential uses, offices, specialized commercial uses, retail stores and other non-residential uses.

By-law 597-2003 also introduced a number of site-specific performance standards related to height, parking, landscaping and other miscellaneous performance standards including the deployment of angular planes from the lot line when abutting “S”, “ST” and “M” zones. There is no metric height limit for building height and the as-of-right height limit permits up to a maximum of 8 storeys.

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.

Design Guidelines

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

- Mid-Rise Building Design Guidelines and Performance Standards;
- 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/planningdevelopment/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 140209 ESC 25 SA) has been submitted and is currently under review.

COMMUNITY CONSULTATION

A virtual Community Consultation meeting was hosted by City staff on April 21, 2022 via Webex to discuss the proposal. An expanded notification area was utilized, which encompassed the area generally bounded by Lawrence Avenue to Fairwood Crescent to Homestead Road and Morningside Avenue.

The meeting was attended by the Ward Councillor, the applicant team, City Planning staff and approximately 8 members of the public. City staff provided an overview of the policy context and the applicant presented the proposal. Staff received feedback from the meeting and comments through the Application Information Centre.

Issues, questions, comments and concerns raised by members of the public included:

- Concern over the overall fit of new development with the low-rise residential character of the area, including the current maximum of 8 storeys in height;
- Concern regarding the density and height of the proposal and its relationship with the adjacent lands containing low scale uses and designated *Neighbourhoods*;
- How increased traffic would be accommodated and if impacts to the local street network could be mitigated; and
- A perceived inadequacy of the parking supply and its impacts on local streets.

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

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 Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff find the proposal to be consistent with the PPS and in conformity with the Growth Plan.

Official Plan

This application has been reviewed against the Official Plan policies described in the Policy Considerations Section of the Report, as well as the policies of the Toronto Official Plan as a whole.

The site is located in a *Mixed Use Areas* designation along an *Avenue* where reurbanization and growth are anticipated. The proposal for a mixed-use development on a site currently occupied by vacant buildings on an *Avenue*, is an appropriate location for intensification. The application supports active transportation through the adequate provision of bicycle parking spaces and reduced vehicular parking to residential unit ratio. The proposal also adds to the range and mix of housing options in the area in accordance with municipal and Provincial policy.

Development in *Mixed Use Areas*

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

Furthermore, the proposal implements the overall intent of the Kingston Road Avenue Study and implementing By-law 542-2003, which encourages the development of a mixture of retail and service uses, housing, offices and community facilities in a manner that will create a pedestrian-oriented public realm along Kingston Road.

Through discussions with City staff and three revisions to the application (July 2021, May 2022, and May 2023), the proposal has been revised to advance the Official Plan intent for *Mixed Use Areas* and the Kingston Road Avenue Study. The previously proposed at-grade live-work unit and 'business' centre amenity in the original submission were replaced by commercial retail space as requested by City staff. The inclusion of 188 square metres of retail space, rather than amenity or lobby space, better reflects the subject property's location on an *Avenue*, as well as the site's *Mixed-Use Area* designation.

Residential intensification on the subject property supports and advances both Provincial Policies and Official Plan direction regarding how and where to direct growth and implements the Kingston Road Avenue Study. The recommended Zoning By-law amendment would secure the appropriate setbacks and minimum commercial retail gross floor area to allow for an enhanced streetscape and support the public realm

along Kingston Road. The mid-rise building will transform the streetscape and public realm for this segment of Kingston Road into a more urban condition through a compact built form, the addition of housing units and the provision of a commercial retail space.

Density, Height, Massing

City Planning staff are of the opinion 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 applicant has revised their plans since the time of their original submission. As part of the application process, Staff worked with the applicant to revise the proposal specifically with regard to the following built form and public realm matters:

- Reducing the overall building height from 13 storeys to (40.3 metres) to 12 storeys (37.3 metres);
- Decreasing the building's gross floor area from 9,905 square metres to 9,599 square metres, resulting in a reduction of the FSI from 4.16 to 3.89;
- Improving the built form and massing of the building to improve transition to the adjacent low-rise context; and
- Enhancing the ground floor condition by requiring a 4.3 metre floor to ceiling height to allow for future retail uses at grade.

These revisions better align with the Official Plan policies, the Mid-rise Building Guidelines and achieve improved urban design outcomes. Staff consider the proposed 12-storey building to be appropriate, and in particular, responds appropriately to the angular planes at the front and rear of the building. When contemplating the considerable site depth, right-of-way width on Kingston Road and large easement at the front of the property, the building has been massed and designed appropriately to respond to its context.

At this location of Kingston Road, the right-of-way width as per Official Plan Map 3 is non-uniform. Along the site frontage, the Kingston Road right-of-way is 34.5 metres and expands to 38.19 metres to the north of the site as the alignment bends. This irregular right of way width is augmented by an 9.14 metre wide easement along the sit frontage that effectively results in a 43.6 metre right-of-way. The easement width was used in determining the appropriate scale and height of the building. The proposal adheres to the urban design guidance provided by the 45-degree angular plane when measured from 80% of the right-of-way width of Kingston Road.

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. Along Kinston Road, the lands are surrounded by lands designated *Mixed Use Areas*. To the rear of the site, 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.

The Official Plan, as indicated in Section 3.1.2, specifies that transition in scale can be achieved in a variety of ways – including location and orientation of buildings, setbacks and stepbacks, angular planes and separation distances. The massing of the proposed building terraces to the rear, resulting in stepbacks at the 2nd, 4th and 6th floors. At the 6th floor, the building transitions directly from 6-storeys to 12-storeys with a generous stepback ranging from 12.0 to 15.38 metres. The resulting separation distance from the *Neighbourhood* designated property line is 27.07 metres for all building elements above the 6th storey. This substantial distance minimizes the scale of the building and provides an appropriate transition to the lower-scale *Neighbourhood* designated lands to the northwest of the building. While there are still minor projections into the rear angular plane at the 10th, 11th and 12th storeys, Planning staff are of the opinion that the proposal meets the overall intent of the Official Plan policies and Mid-Rise guidelines with respect to appropriate transition and privacy.

Overall, the building provides a consistent four storey street wall condition and generally maintains good building proportions with a design that ensures access to daylight and provides comfortable wind conditions. As such, the proposed height of 12-storeys is considered appropriate for the site and fits with the existing and planned context. The increase in height beyond the permissions of the Kingston Avenue Road Study and implementing By-law 597-2003 are appropriate. The proposed building would contribute to and advance the re-urbanization of an *Avenue* as part of an emerging neighbourhood of intensified residential uses on land designated by the Official Plan as *Mixed Use Areas*.

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.

The Official Plan requires that new development enhance the existing streetscape by massing new development to define edges of streets with good proportion with attention given to the streetscape to ensure that these areas are attractive, comfortable and functional for pedestrians. This can be achieved through landscaping and setbacks that create attractive transitions from the public to private realms.

With the 9.14 metre easement across the site frontage, the proposed building will provide a 15 metre public realm from curb to building face, creating a generous pedestrian and landscape zone featuring paving, bicycle parking and street furniture. As part of the original submission, a widened pedestrian sidewalk of 2.1 metres was provided along Kingston Road. The new, widened sidewalk and presence of the easement, as the original submission envisioned, created a constrained condition where street tree planting could not be accommodated in the City's right of way. To achieve the inclusion of street trees, Planning staff have collaborated with the applicant to relocate the sidewalk onto the easement lands thereby creating space for tree plantings in the City's right of way. As the existing easement is in favour of the City of Toronto, Staff find that the relocation of the sidewalk onto the easement lands is in an appropriate outcome and condition. Staff note that the easement may require modification to incorporate the sidewalk for the purposes of maintenance and

operations. Modification to the easement language as well as detailed design of the public realm, new sidewalk, street tree plantings, including proposed species, sizes and other relevant tree planting details, will be determined and secured through the site plan application review.

Along the frontage of the building, the building provides a consistent four storey street wall condition, with the ground floor height of 4.3 metres to enhance the pedestrian experience along Kingston Road, which will properly support the public realm through good street proportions.

An active ground floor adjacent to the public realm is provided in the form of 188 square metres of commercial residential space at the eastern extent of the building. 42 square metres of office amenity (coworking lounge) is also provided at the western extent of the ground floor. The main residential access to the building, including residential lobby, is accessed from Kingston Road via a 2.1 metre sidewalk. Ground floor units with grade-related private terraces are proposed along the western property line and an outdoor amenity space of 212 square metres is proposed at-grade along the northern property line.

The building's setbacks, podium, substantial landscaping and new street trees, and commercial retail unit located at grade will be a significant improvement over the existing condition. Cumulatively, these building elements contribute to a high-quality public realm that will set a precedent for the public realm for this segment of Kingston Road. The proposal meets the intent of the Official Plan as envisioned by the Kingston Road Avenue Study.

Shadow Impacts

Official Plan Policies 4.2.2 (b) and (c) identify that building location and massing will be done in a manner that adequately limit shadow impacts on properties on adjacent lands designated Neighborhoods particularly during the spring and fall equinoxes (from March to June).

The applicant submitted a Shadow Impact 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). The Shadow Impact Study also illustrated the as-of-right zoning conditions (8 storeys) and associated impacts.

The reduction in height from 13 to 12 storeys and revised terraced massing have resulted in a net decrease in the amount of shadow impacts on lands designated *Neighbourhoods* when compared with the initial proposal. Due to the orientation of Kingston Road and the location of the building on the north side of the street, shadow impacts on neighbouring lands are largely limited. The study demonstrated that no shadow impacts are anticipated on the *Neighborhood* designated lands after 10:18 am on the spring/fall equinoxes and after 9:18 am on the summer solstice. Minor shadow impacts are localized on a single property on Amiens Road on the summer solstice. No shadow impacts are anticipated on nearby parks and open spaces. Staff consider that the shadow impact resulting from the proposal are acceptable.

Wind Impacts

Official Plan Policy 4.2.2 (c) identifies that new buildings will be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces.

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 located at-grade will be suitable for their intended uses throughout the year. Some areas are anticipated to experience an increase in wind speeds including surrounding sidewalks and parking lots, however these conditions are predicted to be acceptable for their intended use throughout the year. Wind conditions at the outdoor amenity space located at-grade and on the 7th level, are anticipated to be suitable for sitting and their intended use during the typical use period. Wind mitigation measures are recommended to be incorporated into the design of the rooftop amenity space and their details will be determined during the review and approval of the submitted site plan application.

Unit Mix

The application proposes a total of 131 dwelling units, which includes 14 studio (11%), 61 one-bedroom (47%), 42 two-bedroom (32%), and 14 three-bedroom (11%) units. The proposed mix of unit types meets the minimum requirements in the City of Toronto's Growing Up Guidelines. In total, the proposal's unit mix provides 43% of the units as larger (two and three bedroom) units suitable for families. In total, 6 two-bedroom units and 6 three-bedroom units meet the ideal unit sizes specified in the Growing Up Guidelines. While the remaining unit sizes do not satisfy the Growing Up Guidelines ideal unit size of 90 square metres for two-bedroom units and 106 square metres for three-bedroom units), on balance, Staff are satisfied that the unit mix objectives of the Growing Up Guidelines have been adhered to.

Amenity Space

Official Plan Policies 3.1.2.6 and 3.2.2 (f) state that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens, and other types of outdoor spaces. Policies 3.2.3 (d) and (e) speak to improving the quality of landscaped open space and outdoor amenity space for new and existing residents. These policies are partially implemented via City-wide Zoning By-law 569-2013, which requires a combined 4.0 square metres per unit of indoor and outdoor amenity space.

Amenity space for building residents is proposed to be located on the ground floor of the building and on an outdoor terrace located on the roof of Level 6. On the ground floor, a coworking lounge is proposed along the Kingston Road frontage. At the rear of the building, an indoor amenity 'party room' is located adjacent to the at-grade outdoor amenity space. A gym is also located within the ground floor of the building. A pet relief and children's play area are also included within the ground floor outdoor amenity area. At the 6th level, 126.12 square metres of outdoor amenity space is proposed.

Amenity space is supplied at a rate of 4.5 square metres per unit with 262 and 328 square metres of indoor and outdoor amenity space respectively. This exceeds the Zoning By-law requirements for amenity space and staff are satisfied with the proposed locations and functions.

Traffic Impact

Transportation Services staff have reviewed the Transportation Impact Study Report (TIS) that was submitted in support of the proposed development and accepts the methodology and conclusions of the submitted report related to vehicular traffic.

The consultant estimates that the proposed development will generate 32 and 26 two-way vehicular trips during the weekday a.m. and p.m. peak hours, respectively. The study concluded that the trips generated from the proposal would be low and would not significantly impact road network operations. The consultant's study concludes that the existing road network is not anticipated to be materially impacted by traffic from this proposal. Transportation Services staff has accepted the conclusions of the Transportation Impact Study.

Access and Parking

Vehicular access to the subject site will be provided via a new private driveway that is accessed from Kingston Road and is located on the eastern side of the building. The private driveway provides access to the underground parking garage, short-term parking and an internalized Type G loading space. Parking for 105 vehicles (92 residential and 13 visitor parking spaces) is proposed within a two and a half level underground parking structure. Transportation Services staff have determined that the proposed 92 residential spaces and 13 visitor parking spaces correspond to the parking requirements specified in City-wide Zoning By-law 569-2013. In total, 6 accessible parking spaces have been provided with 2 spaces located on Level P1, 2 spaces on Level P2 and 2 spaces on Level P3. This complies with the required rate of accessible parking spaces, which requires a minimum of 5 accessible parking spaces plus one parking space for every 50 effective parking spaces.

A total of 116 bicycle parking spaces are proposed, with 92 long term spaces for residents located on the first level of the parking garage and 24 spaces for visitors located externally along Kingston Road. The general provisions of Zoning Bylaw 569-2013 have been applied with respect to the supply of bicycle parking spaces.

Loading

The loading space supply requirements for the project are governed by the provisions contained in the Toronto Zoning By-law No. 569-2013. Based on the bylaw, a single Type G loading space is required. The application proposes a single Type G loading space, which satisfies the minimum requirement of By-law No. 569-2013. Furthermore, acceptable turning movement diagrams have been provided illustrating a heavy vehicle entering and exiting the site in a forward motion, which Transportation Staff find acceptable.

Transportation Demand Management (TDM)

The Transportation Impact Study proposes a number of transportation demand management measures, including the following:

- Providing information packages to the residents about active transportation network maps, transit schedule and map, car rental and car share locations, neighbourhood commercial, retail, and institutional facilities at the time of the first day of occupancy;
- Providing pre-loaded Presto cards (\$50 value) to new residents at the timing of closing to encourage transit use to each unit;
- Displaying real-time transit information screens to provide transit schedules and services at the building lobby and to advise residents to connect to the transit app, which also gives bike share and car share information;
- Providing more than a minimum required bicycle parking facilities to encourage bicycle use;
- Providing a bicycle repair station to promote cycling use; and
- Unbundled parking spaces from the unit to discourage vehicle use.

Transportation Services staff support the inclusion of the above TDM strategies and will seek clarification on process and steps for implementing these measures. Planning staff will secure the above TDM measures as conditions within the Site Plan approval process.

Road Widening

The right-of-way width at this location of Kingston Road is non-uniform. No road widening is anticipated.

Servicing

Engineering and Construction Services (ECS) staff has reviewed the submitted materials reflecting the proposed servicing. ECS staff have reviewed the findings of these reports and have accepted the conclusions on available municipal servicing capacity to support the proposed development.

Noise Study

A Noise Impact Study was prepared by Gradient Wind (May 25, 2021) and submitted by the applicant as part of a complete application for this Zoning By-law amendment application. 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 approval process.

Open Space/Parkland

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 0-4 square metres of parkland per person, which is well below the City-wide average provision of 28 square metres of parkland per person.

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, to allow for the development of the subject site at 4568 Kingston Road, one (1) neighbouring tree will require a tree removal permit.

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 433 square metres of soil volume. The southernmost portion of the subject property is subject to a 9.14 metre easement (in favour of the City of Toronto). No tree planting is permitted within the easement lands and the easement is to remain free of physical encumbrances. Due to this restrictive condition, the easement has been excluded from the total site area and consequent soil volume calculations. As such, the TGS Level 3 soil volume requirements, based on an adjusted site area of 2,033.5 square metres, is 369.7 cubic metres of soil volume. The submitted landscape plans specify soil volumes that exceed the requisite TGS standard at 372.56 cubic metres, therefore, satisfying the soil volume requirement.

As detailed in the Public Realm section of this Staff report, Staff have collaborated with the applicant to relocate the public sidewalk onto the easement lands. As a result, the sidewalk will gently curve, creating additional space within the City's right-of-way for a row of street trees. As this stretch of Kingston Road currently has very little street trees, this will set a precedent for the public realm and urban canopy on Kingston Road. The quantity, species type and location of the street trees will be confirmed through design work at the site plan process stage.

School Boards

The application was circulated to the publicly funded school boards for review. Toronto District School Board (TDSB) has indicated that there may be insufficient capacity at the local school, West Hill Public School, to accommodate students anticipated from this development. In the event Council approves the proposed development, the TDSB requests that 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 (TCDSB) has also indicated that there is insufficient space within the local elementary school. Sufficient space exists within the local secondary schools to accommodate additional students. As part of the site plan approvals process, the TCDSB has requested that warning clauses indicating that school spaces are potentially subject to change be included within any agreements of purchase and sale for the proposed units of this plan. A Notice Sign should also be erected on site to this effect.

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. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 sooner. Performance measures for Tier 1 development features secured through the Zoning By-law process include automobile infrastructure, cycling infrastructure, and the storage and collection of recycling and organic waste.

At present, the applicant has agreed to provide the following high-performance/green attributes:

- Green roofs and associated features;
- Bird friendly glazing for 85% of all exterior glazing with first 16 metres above ground;
- Native and adaptive plant species for landscaped areas; and
- EV charging stations for 20% of all parking provided.

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 applicant was required to submit a CS&F Study as part of a complete application requirement. The CS&F Study inventoried existing community services and facilities within an area generally bounded by West Highland creek to the west, Highland Creek

to the north and east, and Lake Ontario and the Canadian National Rail Corridor to the south. The study concludes that the Study Area is well served by two community centres, 13 human services organizations, four libraries and 19 child-care centres.

Conclusion

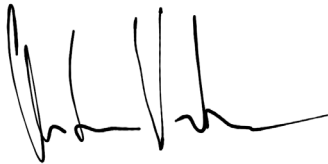
The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and the applicable guidelines. Staff are of the opinion that the proposal is consistent with the PPS and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in-keeping with the intent of the Official Plan policies, particularly as it relates to development in *Mixed Use Areas* and the re-urbanization of the City's Avenues.

The proposal represents residential intensification along an *Avenue*, providing both new housing and retail opportunities for the local area. It is considered an appropriate form of development that is compatible with the surrounding context. Staff recommend that Council approve the application.

CONTACT

Samuel Baron, Senior Planner, Community Planning, Scarborough District, Tel. No. (416) 392-4582, E-mail: Samuel.Baron@toronto.ca

SIGNATURE



Christian Ventresca, MScPI, MCIP, 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: 3D Massing Model Looking Northwest
- Attachment 7: Simplified Site Plan
- Attachment 8: North Elevation
- Attachment 9: East Elevation

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 4566 and 4568 KINGSTON ROAD
Date Received: July 7, 2021
Application Number: 21 181185 ESC 25 OZ
Application Type: OPA / Rezoning, Rezoning
Project Description: Proposal for a 12-storey mixed use building (37.3 metres) with commercial on the ground floor and residential above, containing 131 residential units. The total gross floor area would be 9,599.98 square metres

Applicant	Agent	Architect	Owner
BOUSFIELDS INC	BOUSFIELDS INC	KOHN	4568 KINGSTON RD GP INC

EXISTING PLANNING CONTROLS

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

PROJECT INFORMATION

Site Area (sq m): 2,383 Frontage (m): 38 Depth (m): 62

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,020	1,020
Residential GFA (sq m):			9,089	9,089
Non-Residential GFA (sq m):	1,388		188	188
Total GFA (sq m):	1,388		9,276	9,276
Height - Storeys:	2		12	12
Height - Metres:			37	37

Lot Coverage Ratio (%): 42.81 Floor Space Index: 3.89

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	9,089	
Retail GFA:	188	
Office GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			131	131
Other:				
Total Units:			131	131

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		14	61	42	14
Total Units:		14	61	42	14

Parking and Loading

Parking Spaces: 105 Bicycle Parking Spaces: 116 Loading Docks: 1

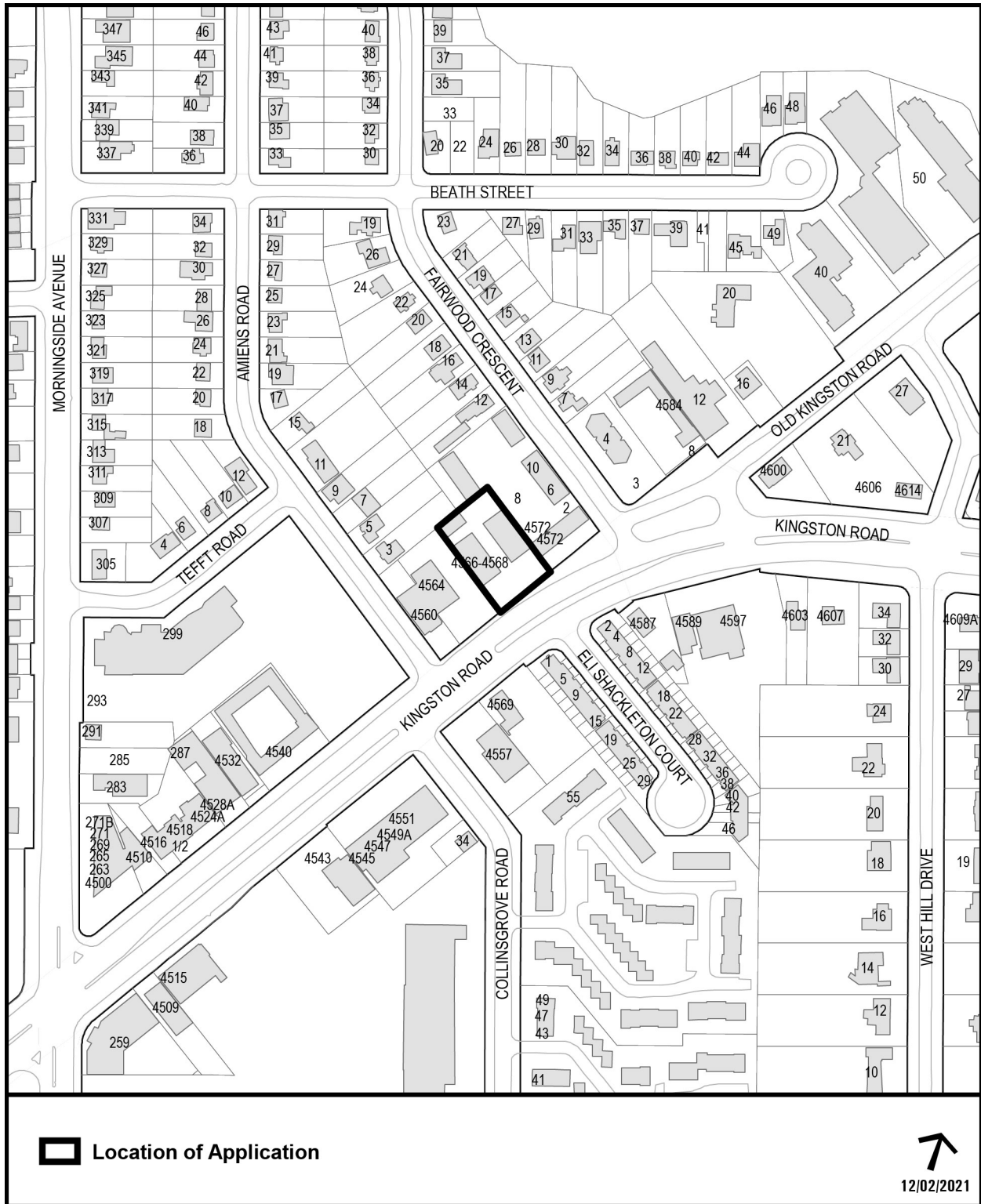
CONTACT:

Samuel Baron, Senior Planner, Community Planning

(416) 392-4582

Samuel.Baron@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



4566-4568 Kingston Road

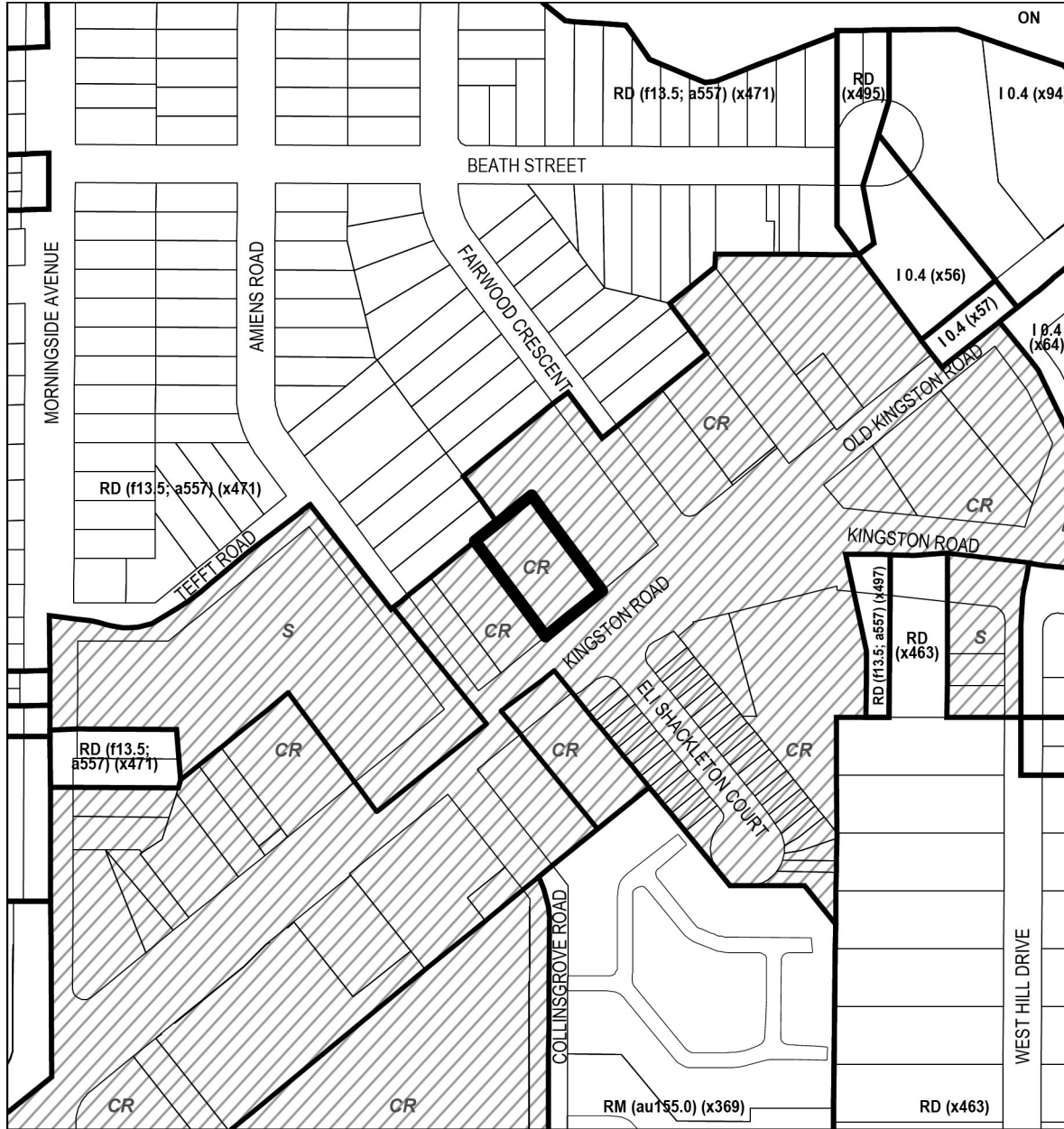
Official Plan Land Use Map 23

File # 21 181185 ESC 25 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Natural Areas


Not to Scale
12/06/2021

Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

4566-4568 Kingston Road

File # 21 181185 ESC 25 0Z

-  Location of Application
- RD** Residential Detached
- RS** Residential Semi-Detached
- RM** Residential Multiple
- RAC** Residential Apartment Commercial
- I** Institutional
- ON** Open Space Natural

-  See Former City of Scarborough
West Hill Community By-law No. 10327
- S** Single-Family Residential
- CR** Commercial-Residential


Not to Scale
Extracted: 12/02/2021

Attachment 5: Draft Zoning By-law Amendment

(To be attached separately as a PDF)

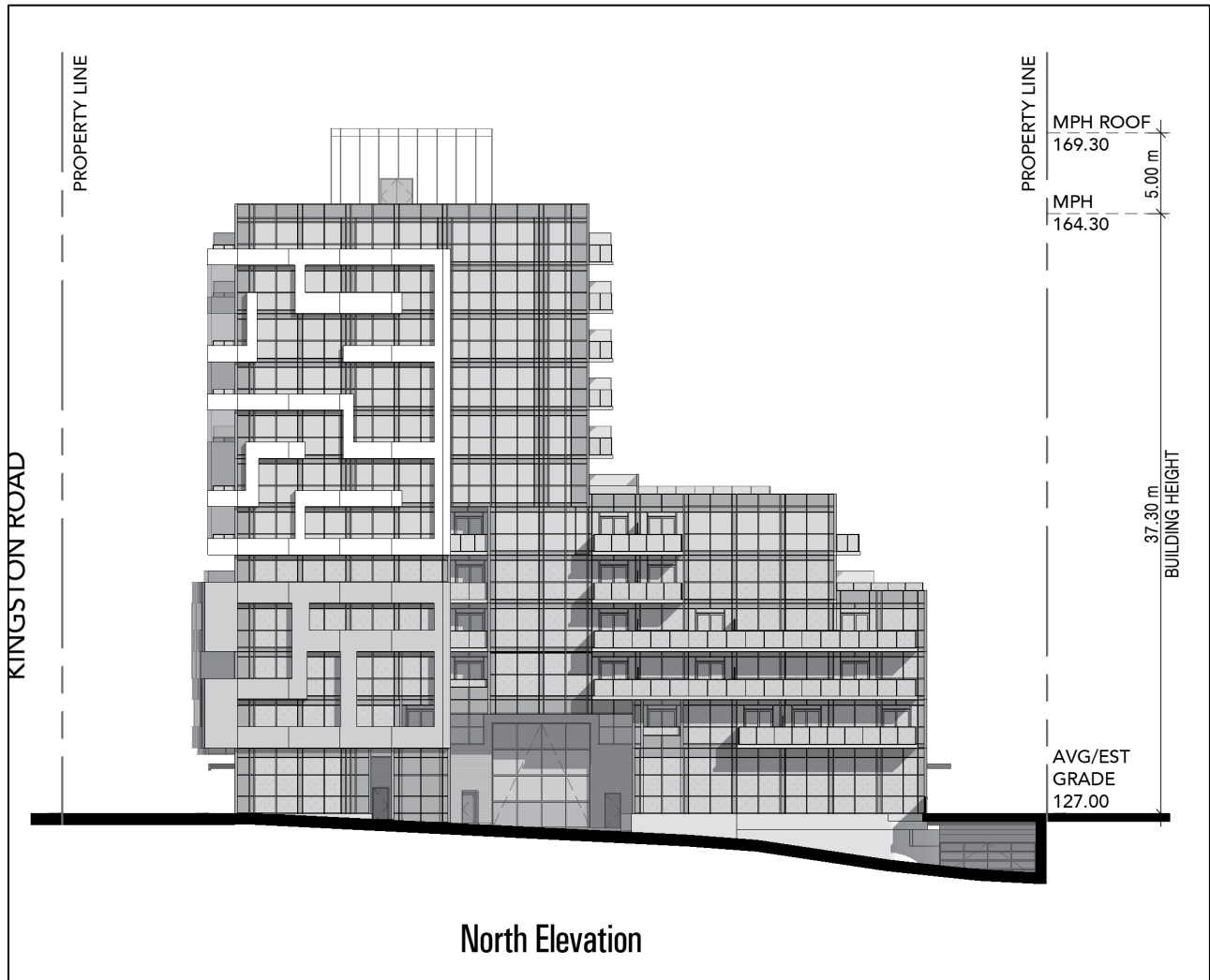
Attachment 6: 3D Massing Model Looking Northwest



View of Applicant's Proposal Looking Northwest

↘
01/23/2024

Attachment 8: North Elevation



Attachment 9: East Elevation

