

3000, 3004, 3008, 3012 and 3020 Kennedy Road – Zoning Amendment – Decision Report – Approval

Date: May 27, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 22 - Scarborough-Agincourt

Planning Application Number: 23 206748 ESC 22 OZ

Related Application: 24 123437 ESC 22 SB

SUMMARY

This application proposes to amend the Zoning By-law to permit the construction of 171 residential units within three-storey stacked and back-to-back townhouse buildings, with a total gross floor area (GFA) of approximately 17,950 square metres. The townhouse buildings are organized into nine blocks, with a total of 175 at grade vehicular parking spaces and 48 bicycle parking spaces at 3000, 3004, 3008, 3012 and 3020 Kennedy Road.

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

This report reviews and recommends approval of the application to amend the Zoning By-law what will include a Holding provision (H). This Holding provision is to remain in place and restrict development on the site until such time as the owner, at its sole cost and expense, has resolved outstanding servicing and stormwater management issues.

This report also makes note that a Draft Plan of Subdivision application has been submitted for the subject site, which pertains to create a new public east-west road connecting Fort Dearborn Drive to Kennedy Road. At this time, this report is only recommending approval of the Zoning By-law Amendment as the Draft Plan of Subdivision submission is still under review.

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 3000, 3004, 3008, 3012 and 3020 Kennedy Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.

2. City Council authorize 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. If City Council does not make a decision on this Report, there may be financial implications to the City to the current budget year and in future years.

DECISION HISTORY

A pre-application consultation (PAC) meeting was held on February 3, 2023. The Planning Application Checklist Package resulting from the PAC meeting was provided to the applicant on April 4, 2023. The current rezoning application was submitted on October 4, 2023, and was deemed complete on April 3, 2024.

A separate Draft Plan of Subdivision application (File No.: 24 123437 ESC 22 SB) was submitted on March 15, 2024 and deemed complete on April 17, 2024. The application proposes to establish an extension of a new public right-of-way connecting Fort Dearborn Drive east to Kennedy Road, and the creation of two development blocks.

Previous Applications

On July 23, 2018, City Council approved a Zoning By-law amendment application (File No.: 16 256248 ESC 39 OZ) on the subject site to permit 42 residential detached buildings, and a \$450,000 contribution towards local park improvements as a Section 37 community benefit, enacted as By-laws 2018-1156 and 2018-1157. City Council was also advised the delegated approval for the concurrent Plan of Subdivision (File No.: 16 256254 ESC 39 SB) to create two new public rights-of-way and the 42 residential lots, which was subsequently draft approved on November 21, 2018. City Council's decision document can be found here: [2018.SC32.5](#)

On March 10, 2022, the Committee of Adjustment granted a minor variance application (File No.: A0409/21SC) to reconfigure the 42 lots resulting in;

- increases to the FSI for seven lots;
- decrease in minimum lot area for all lots;
- decrease in the size of parking spaces for all lots;
- increase in height for all lots; and
- increase in the permitted maximum floor area for all lots.

THE SITE

Description

The site is located along the west side of Kennedy Road, south of McNicoll Avenue and north of Finch Avenue. The site has a frontage on Kennedy Road of around 119 metres. See Attachment 2 of this report for the Location Map.

Existing Use

The site is currently vacant and previously contained a garden centre and nursery.

Surrounding Area

The surrounding land uses include:

North: A building supplies business (a commercial / retail use) and north of that an existing neighbourhood that consists of single detached dwellings;

South: An existing neighbourhood that consists of single detached dwellings;

East: Kennedy Road and across the road an industrial strip mall that includes commercial uses; and

West: An existing neighbourhood that consists of single detached dwellings.

THE APPLICATION

Description

The proposal requests to permit the development of 9 three-storey (13.6 metres) stacked back-to-back townhouse buildings, which would result in 171 dwelling units, and 17,950 square metres of gross floor area.

Density

The proposal has a density of 1.2 times the area of the lot, excluding the proposed public road.

Dwelling Units

The proposal includes 171 dwelling units, consisting of 57 one-bedroom units (33%), and 114 three-bedroom units (67%).

Access, Bicycle Parking, Vehicle Parking and Loading

The proposal includes a total of 175 vehicular parking spaces, of which 155 spaces will be reserved for residents. These 155 parking spaces will be divided into 114 spaces in

private garages and 41 surface spaces. All residential parking spaces will include level 2 EV charging stations for electric vehicles. Additionally, there will be 20 surface parking spaces for visitors, including 1 accessible parking space. A total of 48 bike parking spaces are proposed, with 36 spaces reserved for residents and 12 spaces reserved for visitors.

Additional Information

Refer to the attachments of this report for the Application Data Sheet, Location Map, site plan, and elevations of the proposal. 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: [Application Details – City of Toronto](#)

Reasons for Application

A Zoning By-law Amendment application is required to change the zone from a Residential Detached (RD) zone to a Residential Multiple (RM) zone and amend several performance standards, including but not limited to: height; building setbacks; gross floor areas; floor space index; and lot frontage. The related Draft Plan of Subdivision application was submitted to permit the creation of the new public road on the subject site connecting Fort Dearborn Drive east to Kennedy Road.

APPLICATION BACKGROUND

Application Requirements

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

- Arborist Report
- Architectural Plans
- Block Context Plan
- Civil and Utilities Plans
- Environment Site Assessment – Phase One
- Functional Service Report
- Geotechnical Study
- Hydrogeological Report
- Landscape Plans
- Noise Impact Study
- Record of Site Condition
- Renderings
- Site Grading and Drainage Plans
- Stormwater Management Report
- Topographical Survey
- Toronto Green Standards Checklist
- Traffic Operation Assessment
- Transportation Impact Assessment
- Tree Preservation Plan

Copies of the submitted documents are available on the City's Application Information Centre at: [3000-3020 Kennedy Road](#)

Agency Circulation Outcomes

The application together with the applicable drawings and 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 & 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 (PPS) and shall conform to provincial plans, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the subject property as *Neighbourhoods*. See Attachment 3 of this report. 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. Kennedy Road is identified as a Major Street on Map 3 with a planned right-of-way width of 36 metres and is to remain as is at the time the current Official Plan was adopted.

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

Zoning

The subject site is zoned Residential Detached, RD (x1458) and RD (f9.0; a306) (x1075), under Zoning By-law 569-2013. The RD zoning category permits detached houses, duplexes, triplexes, and fourplexes. Exceptions 1458 and 1075 noted above provide site-specific performance standards to implement the previously approved development of the 42 single detached houses. See Attachment 4 of this report for the existing Zoning By-law Map. The proposed stacked and back-to-back townhouse buildings are considered apartment buildings under Zoning By-law 569-2013. The current zoning regulations do not allow for the development of the proposed stacked and back-to-back townhouses on the subject site, and an amendment to the Zoning By-law is required.

Design Guidelines

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

- Bird-Friendly Design Guidelines
- Complete Streets
- Streetscape Manual
- Toronto Green Standard
- Greening Surface Parking Lots Design Guidelines
- Green Street Technical Guidelines
- Green Infrastructure Standards
- Design Options for Tree Planting in Hard Surfaces
- Best Practices for Effective Lighting (2017)
- Townhouse and Low-Rise Apartment Guidelines

The City's Design Guidelines may be found here: [Toronto Design Guidelines](#)

Toronto Green Standard

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. The applicant has also been encouraged to meet Tier 2 and 3 of the TGS.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has not been submitted.

Draft Plan of Subdivision

A Draft Plan of Subdivision (File No.: 24 123437 ESC 22 SB) has been submitted. The Chief Planner has delegated authority to approve Plans of Subdivision under By-law 229-2000, as amended. The previous conditions of Draft Approved Plan of Subdivision (File No.: 16 256254 ESC 39 SB) were not satisfied and the approval has lapsed as of November 20, 2023.

COMMUNITY CONSULTATION

In reviewing the previous application, the community commented on whether the three storey heights of the proposed buildings was compatible with the local context and whether it was appropriate to connect Ford Dearborn Drive to Kennedy Road. Community feedback raised on the previously approved proposal can be found in staff report at: <https://www.toronto.ca/legdocs/mmis/2018/sc/bqrd/backgroundfile-118017.pdf>

A virtual community consultation on the subject application will take place on June 5, 2024 using the WebEx videoconferencing program. A summary of the feedback received from the community, and potential revisions to the proposal in response to the feedback will be summarized in a supplementary report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Scarborough Community 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* as well as for consistency with the PPS (2020) and conformity with the Growth Plan (2020).

Section 1.4.1 of the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area by:

- a) maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintaining at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Section 1.5.1 of the PPS states healthy, active communities shall be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposal represents appropriate intensification on an underutilized site and provides an appropriate mix of housing. The proposed Holding provision (H) ensures the necessary infrastructure are in place to support the proposed development.

Staff finds the proposal is consistent with the PPS and conforms with the Growth Plan.

Land Use

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

The subject property is designated *Neighbourhoods* in the Official Plan. *Neighbourhoods* are low rise and low-density residential areas that are considered to be physically stable. Development in *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

The applicant's proposal requests permission to rezone the lands from a RD zone to a Residential Multiple (RM) zone with specific performance standard exceptions. The *Neighbourhoods* designation allow for a full range of residential uses within lower scale buildings, including stacked and back-to-back townhouses. In addition to the permitted building types in the RD Zone, the RM Zone also permits semi-detached house and apartment buildings. In the RM Zone, apartment buildings are subject to minimum front, side and rear yard setbacks to ensure compatibility with other low scale land uses in *Neighbourhoods*. The proposed residential uses are deployed in nine three-storey stacked and back-to-back townhouse buildings, which is discussed in greater detail below, are appropriate for lands designated *Neighbourhoods*.

The proposed residential use on the subject property is appropriate and supported by staff.

Density, Height, Massing

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of the Report.

Lands designated *Neighbourhoods* contain a full range of residential uses within buildings that are four storeys or less. While new development in *Neighbourhoods* should respect and reinforce the prevailing character of the neighbourhood within which it is located, the development criteria for *Neighbourhoods* also notes that a more intense form of development may be considered on lots fronting onto a Major Street.

The proposed height of 3 storeys, or 13.6 metres conform to the policy direction for *Neighbourhoods* in the Official Plan and provides an adequate transition towards the neighbouring properties to the south and west.

A minimum 3 metre building setback on proposed buildings are required from the west and south lot line that are to be landscaped, which provides for comfortable living conditions by providing access to sunlight and privacy for both the subject property and the neighbouring properties. Along the north lot line a minimum landscape buffer of 3 metres is to be provided from the existing commercial lot north of the subject property. Proposed buildings that front on Kennedy Road are to have a minimum setback of 5 metres from the lot line. A minimum building setback of 3 metres is to be provided from the new public road. Both the building heights and building setbacks will be regulated through provisions secured in the amending Zoning By-law.

The proposed density, heights and massing are supported by staff.

Unit Mix

The application consists of 171 residential units, consisting of 57 one-bedroom units (33%), and 114 three-bedroom units (67%).

The proposed unit mix is supported by staff.

Indoor and Outdoor Amenity Space

The application shows the outdoor amenity space to be located immediately north of the new public road as shown on Attachment 6. The overall proposed size of the space is acceptable at 312 square metres. The area is to be programmed to service a variety of age groups. City staff have reviewed the location of the outdoor amenity area proposed and have determined it is to be re-located and not abutting a public road.

Indoor amenity space was not proposed or shown by the applicant. Due to the overall number of dwelling units a minimum of 312 square metres (2 square metres per dwelling unit) is required to be provided on site. The minimum amount of amenity space will be secured in the draft amending by-law.

Traffic Impact, Site Circulation, Access, Parking, and Loading

The applicant submitted a Transportation Impact Study, prepared by Arcadis dated March 25, 2024. The report estimates that a portion of existing traffic will be removed from the study area during AM peak hour due to the creation of the new public road. The proposed development, due to the addition of the new public road, may result in removing 62 two-way (37 inbound and 25 outbound) trips during AM peak hour, while generating 27 two-way (23 inbound and 4 outbound) additional trips during PM peak hour at the intersection of Kennedy Road and McNicoll Avenue. As indicated in the report the intersection at Kennedy Road and McNicoll Avenue is nearing capacity. Through the Draft Plan of Subdivision currently under review and a subsequent application for Site Plan Control, analysis of the data provided will occur with regards to upgrading the signal bulbs and timing at the intersection of Kennedy Road and McNicoll Avenue if warranted. A signalized intersection is not proposed where the new public road connects to Fort Dearborn Drive east to Kennedy Road.

The subject property would be accessed from the new public road extension from Fort Dearborn Drive to Kennedy Road. The existing two curb cuts along Kennedy Road serving the former garden centre are proposed to be closed. Eliminating the existing driveway accesses from Kennedy Road will allow for better traffic flow. City staff supports the access to the site being from the new public road extension. Specific geometries and design of the road and access(es) will be secured through the Draft Plan of Subdivision currently under review and a subsequent application for Site Plan Control that will be required.

An additional new north-south public road may be required to improve and complete the existing road network in the area. The private laneways that lead to any dead ends will require to be designed accordingly for fire and solid waste services to be able to access all the proposed dwelling units. Specific road geometries, road design, and the provision for private laneways will be secured through the Draft Plan of Subdivision currently under review and a subsequent application for Site Plan Control that will be required.

The application includes 155 resident parking spaces and 19 visitor parking spaces and 1 accessible parking space at-grade. Staff have concerns with the proposed location of the parking spaces as shown on the Architectural Plans submitted in support of the application. The amending Zoning By-law for the site will secure the maximum residential parking rates in the 569-2013 By-law, which would allow the applicant to

continue to work with City staff in the resulting number and location of the parking spaces via the Site Plan Approval process.

The application includes one Type 'G' loading space. The Zoning By-law requires that a Type 'G' loading space be provided for buildings that contain 31 to 399 dwelling units. City staff supports the provision of the Type 'G' loading space in principle. However, appropriately designed loading and garbage pick up areas will be required for the proposed development blocks. The minimum requirement for loading space will be secured in the amending Zoning By-law. Detailed design and the potential need for additional loading spaces will be determined through a subsequent application for Site Plan Control.

Bicycle Parking

The application proposes 36 residential and 12 visitor bicycle parking spaces. The number of bicycle parking spaces do not meet the Zoning By-law standard nor the TGS requirement. Additional bicycle parking, above what is proposed by the applicant will be required for the subject property and is secured in the amending Zoning By-law.

Streetscape

The proposed new road is being reviewed through the Draft Plan of Subdivision application. The minimum road right-of-way at Kennedy Road will be 20 metres and will taper to 18.5 metres westerly to meet existing conditions at the current terminus of Fort Dearborn Drive. Sidewalk and boulevard improvements are required along Kennedy Road including, but not limited to a 2.1 metre pedestrian sidewalk. All new public roads are to have a landscaped boulevard, including tree plantings and a 2.1 metre sidewalk on both sides of the road that meet the requirements of the TGS and Green Streets policies.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, prepared by Arcadis dated February 6, 2024. Engineering and Construction Services' staff has reviewed the document and associated plans and require additional information to assess the adequacy of the proposed improvements, including but not limited to, more detail with regards to water balance and overall servicing scheme for the subject property.

As such, a Holding provision (H) is recommended to be incorporated into the amending Zoning By-law, and not be lifted until the submission of updated servicing reports, including, but not limited to, a Functional Servicing Report and Stormwater Management Report, that are to include updated, revised, and acceptable civil engineering plans are provided to the satisfaction the Chief Engineer and Executive Director, Engineering and Construction Services.

Parkland

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.

Urban Forestry

This application is subject to the provisions of the City Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The proposal indicates the remove of most of the existing trees on the subject property. Two of the existing trees on the subject property and five along Kennedy Road in the public right-of-way are shown to be preserved. City staff advise that as many mature / healthy trees that can be preserved on site and within the public right-of-way remain, especially those along the west side of the site abutting the existing stable neighbourhood.

The Site Plan, Landscape Plans, Soil Volume Plan, and Public Utilities Plan have been provided in support of the application. Urban Forestry staff has reviewed the documentation and note the proposal does not conform to the soil volume provisions of the TGS which support implementation of Section 3.4.1 of the Official Plan.

Additional soil volume is required beyond what the proposed landscape plans show. Based on the site area of 17,304 square metres, a total of 3,146.3 cubic metres of soil volume is required. The applicant has proposed 2,936 cubic metres.

Specific design of the new road, landscape strip along Kennedy Road, and other minimum TGS requirements throughout the subject property will be secured through the Draft Plan of Subdivision currently under review and a subsequent application for Site Plan Control that will be required. The applicant will need to work with staff through the review of these applications to improve the soil volume provided such that it meets the TGS requirements.

School Boards

The Toronto Catholic District School Board (TCDSB) has advised that the local elementary schools have sufficient space to accommodate additional students, whereas the secondary schools under this jurisdiction are at capacity and may not be able to accommodate additional students at the time the development is constructed and occupied.

The Toronto District School Board (TDSB) has advised that there is sufficient capacity to accommodate students from new residential developments at nearby local schools, based on the data available at this time.

Holding Provision

This report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provisions, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding

provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific condition to be met prior to the removal of the proposed holding provisions in the proposed By-law is:

- The submission of updated and acceptable servicing reports, including a Functional Servicing Report and Stormwater Management Report, as well as updated, revised, and acceptable civil engineering plans to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

The Chief Planner and their designate have the authority have the authority to make decisions on applications to remove holding provisions unless they contain financial implications not previously authorized by Council.

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 and/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 or sooner. Performance measures for the Tier 1 development features will be secured through the Draft Plan of Subdivision and a subsequent Site Plan Approval application.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

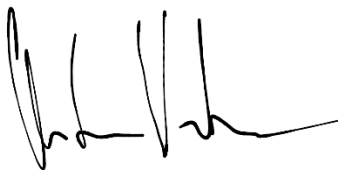
The application conforms to the Official Plan, particularly as it relates to the development criteria for lands designated *Neighbourhoods*, while balancing the need to consider the planned context for the future of Kennedy Road. The application will permit the development of missing middle housing that will add to the housing mix in the City. Outstanding items will be dealt with through the Draft Plan of Subdivision application, subsequent Site Plan Approval application and through the clearing of the holding provision.

Staff recommend that Council support approval of the application.

CONTACT

Laura Dainard, Senior Planner, MCIP, RPP, Community Planning, Scarborough District, Tel. No. (416) 396-7023, E-mail: Laura.Dainard@toronto.ca

SIGNATURE



Christian Ventresca, MScPI, MCIP, RRP
Director, Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Data/Drawings

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

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Elevations
- Attachment 8: 3D Perspective Looking Northeast
- Attachment 9: 3D Perspective Looking Southwest

Attachment 1: Application Data Sheet

Municipal Address: 3000 KENNEDY RD **Date Received:** September 25, 2023

Application Number: 23 206748 ESC 22 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning By-law Amendment for 9 blocks of stacked townhouses.

Applicant	Agent	Architect	Owner
M BEHAR PLANNING & DESIGN INC			

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	RD	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 17,304 Frontage (m): 120 Depth (m): Min. 120

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			6,994	6,994
Residential GFA (sq m):			17,950	17,950
Non-Residential GFA (sq m):				
Total GFA (sq m):			17,950	17,950
Height - Storeys:			3	3
Height - Metres:			14	14

Lot Coverage Ratio (%): 40.42 Floor Space Index: 1.04

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	17,950	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			171	171
Other:				
Total Units:			171	171

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			21	36	114
Total Units:			21	36	114

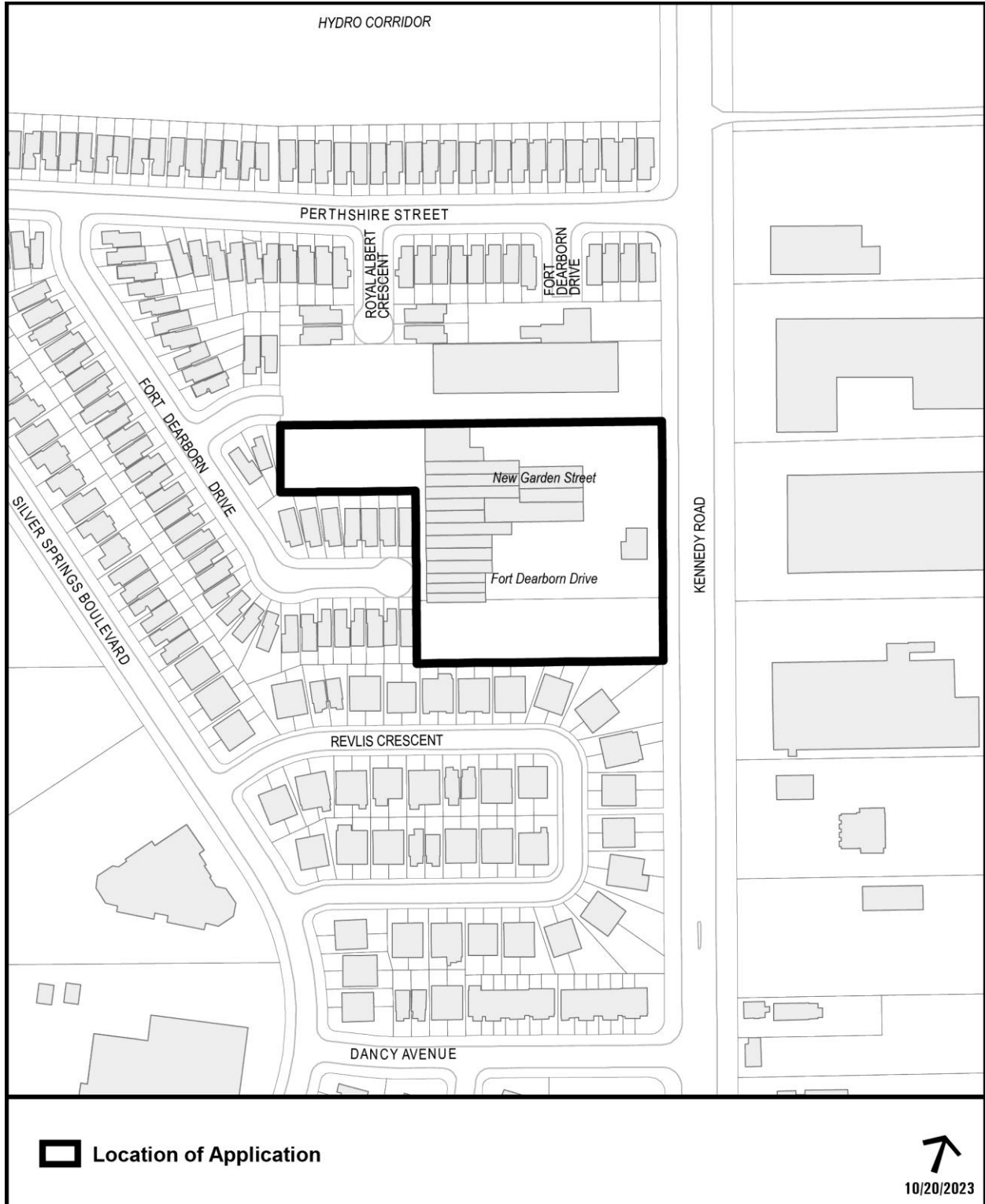
Parking and Loading

Parking Spaces: 175 Bicycle Parking Spaces: 48 Loading Docks: 1

CONTACT:

Laura Dainard, Senior Planner, Community Planning
(416) 396-7023
Laura.Dainard@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



3000, 3004, 3008, 3012, 3020 Kennedy Road

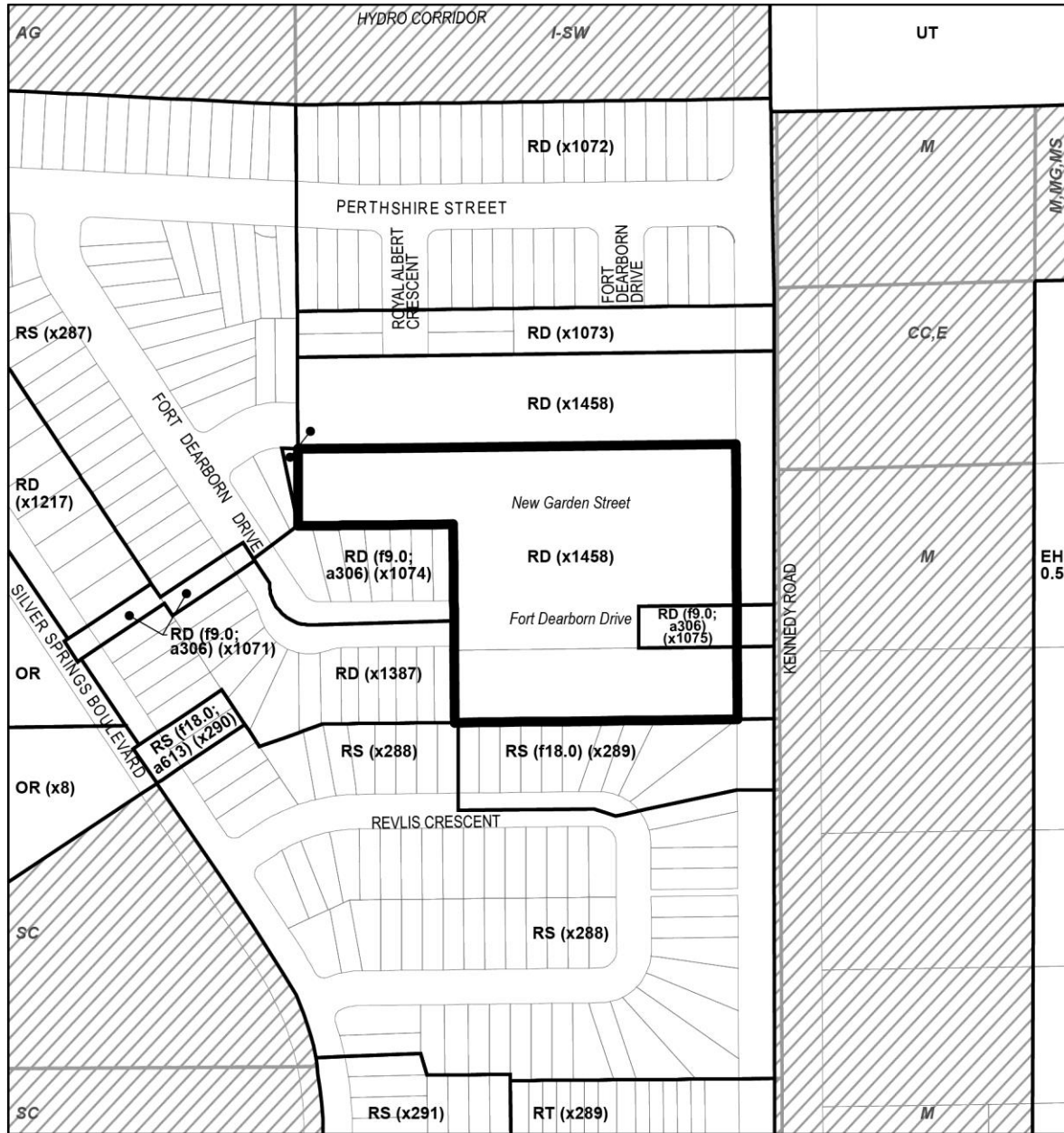
Official Plan Land Use Map 19

File # 23 206748 ESC 22 0Z

-  Location of Application
-  Neighbourhoods
-  Parks
-  Utility Corridors
-  General Employment Areas



Attachment 4: Existing Zoning By-law Map



3000, 3004, 3008, 3012, 3020 Kennedy Road

Zoning By-law 569-2013

File # 23 206748 ESC 22 OZ

Location of Application

- RD Residential Detached
- RS Residential Semi-Detached
- RT Residential Townhouse
- EH Employment Heavy Industrial
- OR Open Space Recreation
- UT Utility and Transportation

See Former City of Scarborough L'Amoreaux Community By-law No.12466 and Former City of Scarborough Milliken Employment District By-law No.24982

- I-SW Institutional-Social Welfare
- SC School
- AG Agricultural Uses

- M Industrial Zone
- CC Community Commercial Zone
- E Employment Zone
- MG General Industrial Zone
- MS Special Industrial Zone

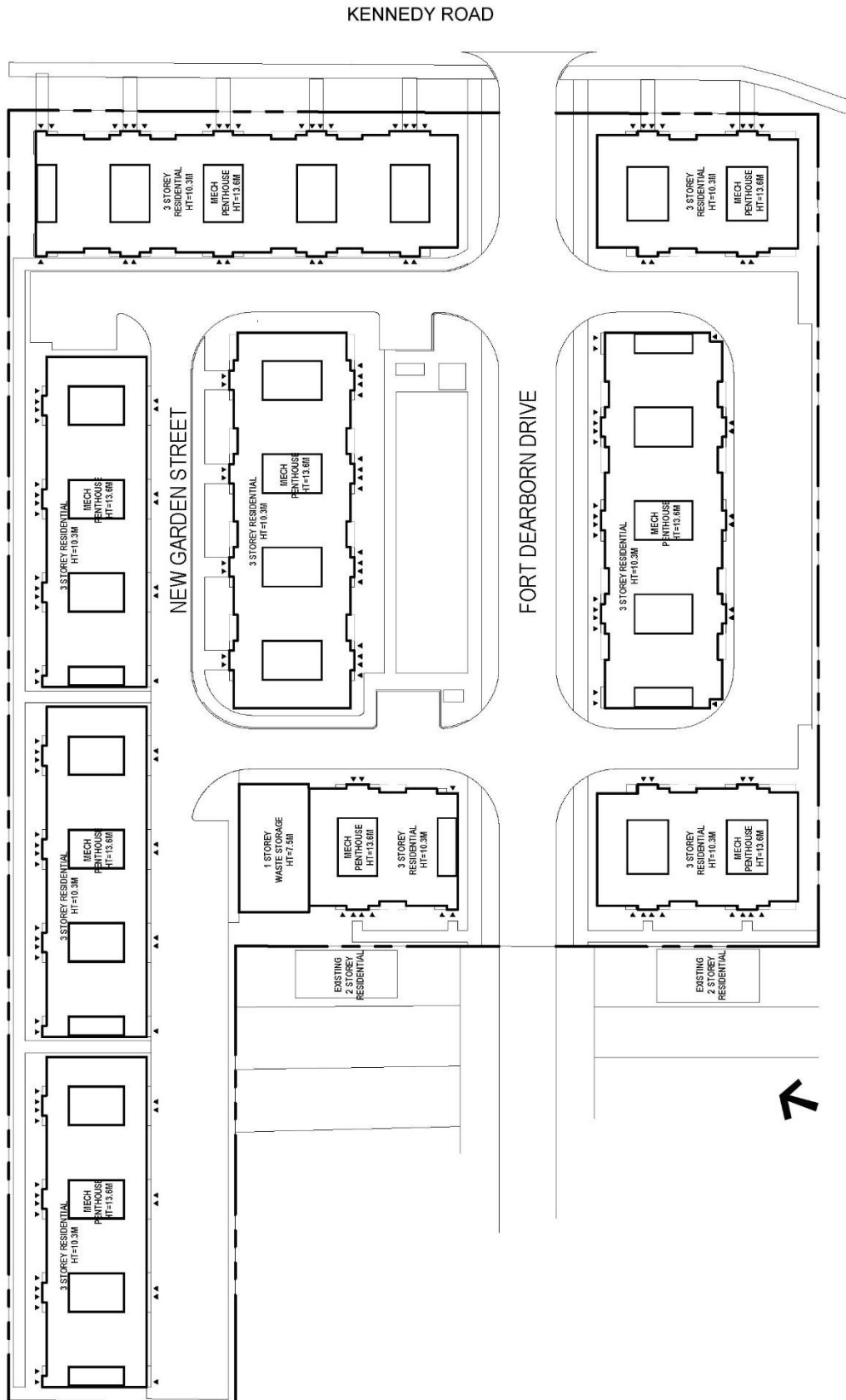


Not to Scale
Extracted: 10/23/2023

Attachment 5: Draft Zoning By-law Amendment

(Attached separately as a PDF)

Attachment 6: Site Plan



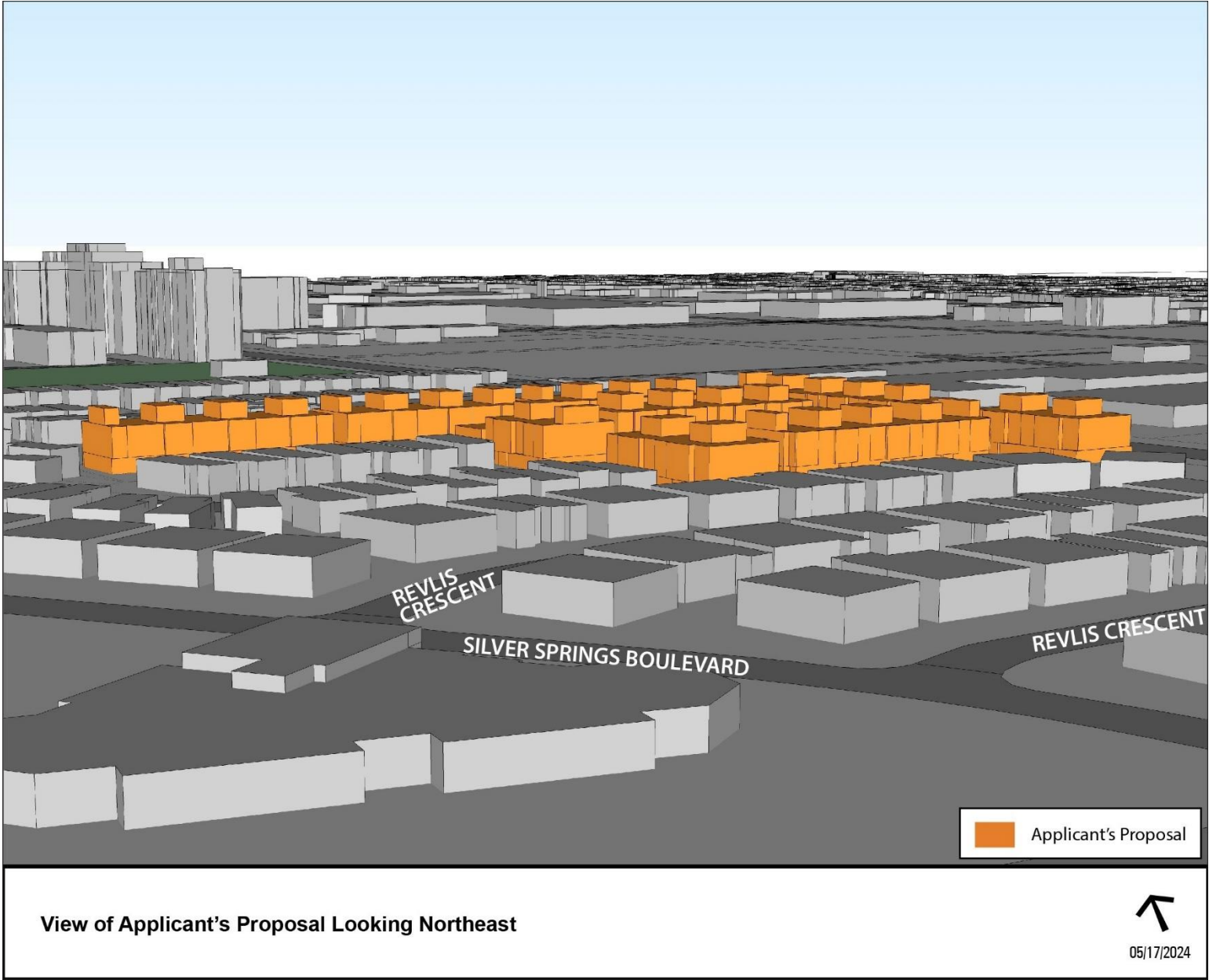
Attachment 7: Elevations



Looking South along Fort Dearborn Drive



Looking West along Kennedy Road





View of Applicant's Proposal Looking Southwest



05/17/2024