

27 and 29 Parkcrest Drive - Official Plan Amendment and Zoning Amendment – Decision Report - Approval

Date: May 27, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 20 - Scarborough Southwest

Planning Application Number: 22 216036 ESC 20 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit a residential infill development at 27 and 29 Parkcrest Drive. The proposed development consist of five blocks of stacked, back-to-back townhouse units. The proposed townhouse blocks are oriented along a shared private driveway from Parkcrest Drive and a central linear outdoor amenity space. Vehicular parking is provided in a one level underground parking garage.

To facilitate the proposed development, the applicant requested an amendment to the *Neighbourhoods* designation of the Official Plan. Through the review of the application it was determined an Official Plan Amendment not required. Along this stretch of Kingston Road, townhouse built form occurs frequently as a transition between midrise development along the corridor and lower scale land uses within the *Neighbourhoods*. A zoning by-law amendment is still required in order to permit the proposed density on the lands and to establish appropriate performance standards to facilitate this development.

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). As noted above it conforms with the Official Plan and provides an additional housing opportunity that fits within the existing and planned context.

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

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 27 and 29 Parkcrest Drive 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.

DECISION HISTORY

A pre-application meeting was held on January 14, 2022. The current application was submitted on October 22, 2022, and deemed Complete on November 5, 2022.

THE SITE

The subject site has an area of 8,140 square metres (0.81 hectares) is rectangularly shaped and occupied by two existing residential detached dwellings. There are no existing non-residential uses.

The subject lands are located on the east side of Parkcrest Drive, just south of Kingston Road and west of Markham Road.

The subject lands have a frontage of approximately 83 metres along Parkcrest Drive and a depth of nearly 146 metres.

Immediately north of the subject lands is a 7 storey apartment building that fronts onto Kingston Road (39-45 Parkcrest Drive) on the east side of its intersection with Parkcrest Drive/Annis Road, and a 12 storey triangular-shaped residential building apartment building (40 Parkcrest Drive) on the west side. Both buildings take their access from Parkcrest Drive while the Kingston Road frontage consists primarily of open lawn private recreational space.

South of the subject lands are detached residential dwellings on large lots. To the immediate east of the subject lands is a townhouse complex at 50 Markham Road behind a retail/commercial plaza at the corner of Markham Road and east and south of the subject lands.

Further west, on the south side of Kingston Road, is a vacant lot that formerly contained a single-detached dwelling (3365 Kingston Road), an automotive dealership (3357 Kingston Road) and a retail strip plaza (3355 Kingston Road). Collectively, these three properties and the one-storey single-detached dwelling at 34 Annis Road were assembled into a development site on which an Official Plan Amendment and Zoning By-law amendment were approved by City Council to permit the construction of an 11-storey mixed use building fronting Kingston Road, with 10 three storey townhouses to

the rear on lands designated *Neighbourhoods* (south of the 12-storey apartment building at 40 Parkcrest Drive). Through the development approval, a new public park was secured fronting onto Annis Road, directly opposite the subject site. This application was approved by Council July 19, 2023 with out amendments and without debate. Council's decision can be found at the following link:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.SC6.5>

THE APPLICATION

Description: The applicant proposes developing the subject lands with five blocks of stacked and back to back townhouses having a gross floor area of 11,837 square metres.

Density: The applicant's proposal will result in a density of 1.42 times the area of the lot.

Dwelling Units: The applicant is currently proposing 112 units consisting of 15 percent one bedroom units; 60 percent 2 bedroom units and, 25 percent 3 bedroom units.

Access, Vehicle Parking, Bicycle Parking and Loading: The proposed townhouse blocks are oriented along a shared 6 metre wide private driveway from Parkcrest Drive. Pedestrian access is also provided along walkways running along the driveway designed to function like sidewalks.

Vehicle parking is provided in a one level underground parking garage accessed from Parkcrest Drive. A total of 119 vehicle parking spaces are proposed as follows; 112 residential parking spaces and 7 visitor parking spaces. In addition, 88 bicycle parking spaces will be provided on site, of which 78 bicycle parking spaces will be located below grade and 10 bicycle parking spaces will be located at grade.

Loading Space: The applicant is providing an enclosed Type G loading space located at grade near the ramp to the underground parking garage.

Additional Information

Refer to Attachment 1, 6 and 7 of this report for the Application Data Sheet, Site Plan and Elevations of the applicant's proposal. Detailed project information including all plans and reports submitted as part of the Applicant's Proposal can be found on the City's Application Information Centre at: www.toronto.ca/27ParkcrestDrive

Reasons for Application

An Official Plan Amendment application was included in the application to amend the *Neighborhoods* designation but it was determined an amendment was not required.

A Zoning By-law Amendment application is required to change the zoning category from Residential Detached (RD) zone to a Residential Multiple (RM) zone with several

amended performance standards, including building height, building setbacks, floor space index and lot coverage, among other matters.

APPLICATION BACKGROUND

Application Submission Requirements

In addition to architectural plans and drawings, the following reports/studies were submitted in support of the application:

- Arborist Report
- Geotechnical Study
- Hydrological Report
- Planning Rationale
- Public Consultation Strategy Report
- Servicing Report
- Stormwater Management Report
- Transportation Impact Study
- Traffic Operations Assessment

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 Official Plan amendments and Zoning By-law standards.

Statutory Public Meeting Comments

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

POLICY 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, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Official Plan

The land use designation for the site is *Neighbourhoods*. See Attachment 3 of this report for the Land Use Map.

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

The Healthy Neighbourhoods policies of the Official Plan contained in Section 2.3.1, state that *Neighbourhoods* are considered to be physically stable areas. Development within *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. Policies and development criteria aim to ensure that physical changes to established *Neighbourhoods* are sensitive, gradual and generally "fit" the existing physical character.

The Built Form policies of the Official Plan are contained in Section 3.1.2. These policies relate to the form of the new development and recognize that for the most part future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area.

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

Zoning

The subject site is zoned Residential Detached (RD) under Zoning By-law 569-2013, as amended. The RD (f30.0; a2780) (x395) zoning category permits detached houses, duplexes, triplexes, and fourplexes. Exception 395 provides a series of site specific setback requirements that would apply to the subject lands. See Attachment 4 of this report for the existing Zoning By-law Map.

The proposed stacked and back-to-back townhouse building is considered an apartment building under Zoning By-law 569-2013, amended and is therefore not permitted.

The Applicant's Proposal requests permission to rezone the lands from a Residential Detached (RD) Zone to a Residential Multiple (RM) Zone. In addition to the permitted building types in the RD Zone, the RM Zone also permits semi-detached houses and apartment buildings.

In the RM Zone, apartment buildings are subject to minimum side yard setbacks of 2.4 metres, a minimum rear yard setback of 7.5 metres, a minimum front yard setback of

6.0 metres, and a maximum height of 12.0 metres, among other standards. It is noted that in the Residential Apartment (RA) Zone and the Commercial Residential (CR) Zone, apartment buildings containing 20 or more dwelling units are required to provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit.

Design Guidelines

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

- Townhouse and Low-Rise Apartment Guidelines
- Growing Up Guidelines for Children in Vertical Communities

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

Site Plan Control

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

COMMUNITY CONSULTATION

The subject application was received October 12, 2022 deemed complete November 14, 2022. The local Councillor was notified of the application October 25, 2022. A Community Consultation Meeting was held via WebEx on November 8, 2023 and was attended by approximately 25 members of the public, the Ward Councillor, City Planning Staff, the applicant, owner and project architect. Matters raised by the community at the meeting and through correspondence included:

- Potential traffic impacts on local streets;
- Concerns that the proposed parking supply is inadequate, particularly the visitor parking;
- Questions relating to the loss of trees;
- Concerns about the wildlife and the quality of life to the people who are living in the neighbourhood; and,
- Concerns about whether the existing schools can accommodate this and all other proposed developments in the neighbourhood.

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 has reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020).

Policy 1.1.3.2 of the PPS (2020) directs that land use patterns shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use infrastructure which are planned or available; are transit supportive and support active transportation. Furthermore, Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public services facilities required to accommodate projected needs. The proposal is consistent with the PPS in this regard.

Policy 1.4.3 of the PPS (2020) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit. The proposal is consistent with the PPS in this regard.

Policy 1.6.6.1 of the PPS (2020) directs that expected growth or development shall be accommodated in a manner that promotes the efficient use and optimization of existing infrastructure, including municipal sewage services and municipal water services. The proposal is consistent with the PPS in this regard.

The Growth Plan contains policies about how land is developed, resources are managed and protected, and public dollars are invested. It directs municipalities to support the creation of complete communities that provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; to develop mixed-use, transit-supportive, pedestrian-friendly urban environments; and to plan for more resilient, low-carbon communities (Sections 1.2.1 and 2.2.1). The proposal conforms to the Growth Plan by directing growth to appropriate settlement areas and making efficient use of land and existing services and infrastructure, including proximity to public and active transportation.

In planning to achieve the minimum intensification and density targets in the Growth Plan, municipalities are directed by Policy 5.2.5.6 to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form. The proposal supports the achievement of complete communities through a more compact built form,

with dwellings units that are high quality, attractive and contribute to the vitality and character of the neighbourhood. The City has implemented these objectives through the implementing policies of the Official Plan, including Public Realm policies in Section 3.1.1 and Built Form policies in Section 3.1.2.

In the opinion of Staff, 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 and planning studies described in the Policy and Regulation Considerations Section of the Report as well as the policies of the Official Plan as a whole.

As recognized in the City's Expanding Housing Options in Neighbourhoods (EHON) initiative, there is a need to expand permissions to develop 'Missing Middle' housing in *Neighbourhoods* in order to allow residents to age in their communities, to accommodate more people in their underused houses and to provide alternative forms of housing. Council has approved multiple initiatives permitting gentle density intensification throughout the city to alleviate the demand for housing and to build a more equitable city.

Staff has determined there is no need to redesignate the site from *Neighbourhoods* to *Apartment Neighbourhoods* to allow for townhouses or an apartment building of up to four storeys. The proposed uses are provided for and the applicant's proposal reflects this built form and height. Furthermore, between Bellamy Drive and Markham Road, there are often instances where townhouses exist on lands designated *Neighbourhoods* behind properties with Kingston Road frontage and *Mixed Use Areas* designation. This pattern, found in the existing context, is an appropriate intermediate scale of development that provides transition between midrise buildings along *Avenues* and lower scale development in *Neighbourhoods*. While not the most frequently occurring form of development, the *Neighbourhoods* policies do not preclude development whose physical form exists in substantial numbers within the geographic neighbourhood. As described in greater detail below, the proposal has been shaped to generally adhere to or exceed minimum setback requirements. Similarly the development is positioned to preserve trees across the development site, particularly those on the property boundary to generally fit into the existing and planned context.

The proposed residential uses are deployed in a four-storey stacked and back-to-back townhouse building which is categorized as an apartment building in the Zoning By-law. The *Neighbourhoods* land use designation permits residential uses in a variety of forms, including apartment buildings.

Density, Height and Massing

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

This application will include a total of 11,837 square metres of gross floor area resulting in a floor space index of 1.42 times the area of the lot. Staff consider this level of development acceptable, as it is deployed in a contextually appropriate manner that fits in within the existing and planned context.

The 4 storey development blocks propose a height of 10.4 metres with adequate separation distance of 13.9 metres between the blocks that conform with the applicable urban design guidelines. Given the grade of the subject land relative to neighbouring properties, the heights are comparable to the existing residential detached dwelling to the south (zoned to 9 meter maximum height). As indicated in the submitted elevations and massing, the end of Block A fronting Parkcrest Drive is designed to support and animate the local street. See Attachment 8 and 9 for 3D and Massing Models

The application proposes a minimum rear yard setback of 5.5 metres for blocks A,B, and C, and a minimum rear yard setback of 8.4 metres and 7.6 metres for blocks D and E respectively, providing greater setbacks to the single detached residential property to the south. When combined with the existing setback for lands to the south, the existing dwelling at 25 Parkcrest Drive is separated from the proposed development on the subject lands by approximately 14 metres. Planning staff are satisfied with the proposed yard requirements. They have been deployed to ensure appropriate fit and separation, but also to ensure the preservation of existing mature trees along the side property lines and the Parkcrest Drive frontage.

City Planning staff have reviewed this application against the applicable Official Plan Policies with respect to built form and massing and the overall intent of the Townhouse and Low-Rise Building Design Guidelines. It is the opinion of staff that these standards have been met and the proposal is acceptable.

Traffic Impact, Access, Parking and Loading

The applicant submitted a Transportation Impact Study Assessment prepared by LEA Consulting Limited, a traffic engineering consultant, dated Aug 9, 2022, and a revised Traffic Operations Assessment.

This project is expected to generate 17 (4 in and 13 out) and 18 (11 in and seven out) two-way vehicular trips in the AM peak and PM peak hours. The consultant assessed conditions at key intersections for the morning and afternoon peak hours.

The consultant concluded that the surrounding road network will have a negligible impact from the site-generated traffic. City Staff agreed with the consultant's conclusion that the site-generated traffic volume is small and would not negatively impact the surrounding road network (Kingston Road at Parkcrest Drive, Parkcrest Drive at Annis Road, and Parkcrest Drive at the site driveway).

Further, vehicular infiltration throughout the neighbourhood as a result of this application is either unlikely or insignificant on the immediate public road network. The vast majority of vehicular traffic will flow to and from Kingston Road via its signalized intersection at Parkcrest Drive.

Vehicle parking is provided in a one level underground parking garage accessed from Parkcrest Drive. A total of 119 vehicle parking spaces are proposed to include 112 residential parking spaces and 7 visitor parking spaces. In addition, 88 bicycle parking spaces will be provided on site, in which 78 bicycle parking spaces are located below grade and 10 bicycle parking spaces are located at grade.

The loading space requirements for this site are based on By-law 569-2013, as amended. Based on this by-law, the proposed development requires at least one Type "G" loading space (one for 31 to 399 dwelling units). One Type of "G" loading space is being provided in this development. City staff support the proposed loading space and location.

Streetscape

Currently, there are no sidewalks along Parkcrest Drive. The proposal contemplates a 2.1-metre-wide sidewalk along the Parkcrest Drive frontage. The proposed sidewalk extends the existing sidewalk which ends just to the north of the subject lands and will be continuous across the driveway and designed with the potential to be extended. The alignment of the proposed sidewalk is respectful the existing trees that are intended to be retained and preserved.

Detailed refinements regarding boulevards and streetscape elements will be assessed at the Site Plan Control stage.

Public Transit

The area surrounding the subject lands is well serviced by public transit as it is a 4-minute walk to bus stops at Kingston Road and Parkcrest Drive. These stops are served by multiple local and express routes with a frequency of service of 10 minutes or less. The site is also a 10 minute cycle along local streets to Eglinton GO station.

Servicing

Engineering and Construction Services staff reviewed the submitted Functional Servicing and Stormwater Management Report (by Husson Engineering, dated March 6, 2024) and are satisfied, sufficient servicing infrastructure capacity is available to support the proposed development. The owner will be required to make an application to Toronto Water Division, for the installation of any proposed services within the City's right-of-way after acceptance of the stormwater management report and site servicing plan.

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.

The site is approximately a 500 metre walk from Lochleven Park, a 13,000 square metre park which contains a baseball diamond, play structure, and landscaped open space. Across the street, a new local parkette will be implemented at 34 Annis Road through the development approved.

Tree Preservation

The applicant is to submit a tree planting deposit to ensure the planting and survival of new City trees. In addition, Forestry requires the planting of new trees to replace the private trees proposed for removal.

There are 38 privately owned trees and 45 City owned trees to be removed, in addition to the 5 private trees that will be injured. The applicant will replace 36 large-growing private trees (with some additional smaller trees/shrubs) and 6 large-growing City street trees.

Of note, the City trees are primarily composed of invasive Siberian elm trees that would have been planted as a hedgerow (not by the City) many years ago. Further, 41 of the 45 City categorized trees are in fair to poor condition. Staff will examine the tree planting strategy further during site plan approval. A tremendous effort went into adjusting setbacks to preserve important tree clusters, particularly those on adjacent sites. Staff will continue to work with the applicant to preserve as many trees as possible during site plan approval.

Toronto Green Standard

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

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 proposal meets the intent of the Official Plan and the development criteria for *Neighbourhoods*. It will result in modest and appropriate intensification of an underutilized site and will improve the streetscape along Parkcrest Drive. While the applicant requested an Official Plan Amendment, staff has determined one was not required, but are recommending the zoning by-law amendment be advanced.

New grade-related residential units are being proposed in a built form that is permitted under the Official Plan's *Neighbourhoods* designation that is sensitive to and compatible with the existing and planned context. Staff worked with the applicant and the community to address and resolve key concerns related to improving the quality of the built form and to provide much needed family-size dwelling units. Staff recommend that Council approve the application to amend the Zoning By-law.

CONTACT

Marian Barsoum, Planner, Community Planning, Scarborough District Tel. No. (416) 396-5004, E-mail: Marian.Barsoum@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: Site Plan
Attachment 7: Elevations
Attachment 8: 3D Massing Model Looking Northeast
Attachment 9: 3D Massing Model Looking Southwest

Attachment 1: Application Data Sheet

Municipal Address: 27 PARKCREST DR Date Received: October 12, 2022

Application Number: 22 216036 ESC 20 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: REVISED PROPOSAL- The revised proposal contemplates the comprehensive redevelopment of the subject site with five blocks of stacked, back-to-back townhouse dwelling units. The proposed townhouse blocks are oriented along a shared private driveway from Parkcrest Drive and a central linear outdoor amenity space and served by a single level underground parking garage. Residential gross floor area of 11,837.28 square metres, with 119 vehicle parking spaces (112 Residential Parking spaces, 7 Visitor Vehicle parking spaces.)

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			BUHUI SHI

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	RD (f30.0; a2780) (x395)	Heritage Designation:
Height Limit (m):	9	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	8,322	Frontage (m):	62	Depth (m):	152
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	267		3,384	3,384
Residential GFA (sq m):	400		11,837	11,837
Non-Residential GFA (sq m):				
Total GFA (sq m):	400		11,837	11,837
Height - Storeys:	2		4	4
Height - Metres:	6		10.4	10.4

Lot Coverage Ratio (%)	40.66	Floor Space Index:	1.42
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	11,837	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	2			
Condominium:			112-142	112-142
Other:				
Total Units:	2		112-142	112-142

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			4	11	97
Total Units:			4	11	97

Parking and Loading

Parking Spaces:	119	Bicycle Parking Spaces:	88	Loading Docks:	1
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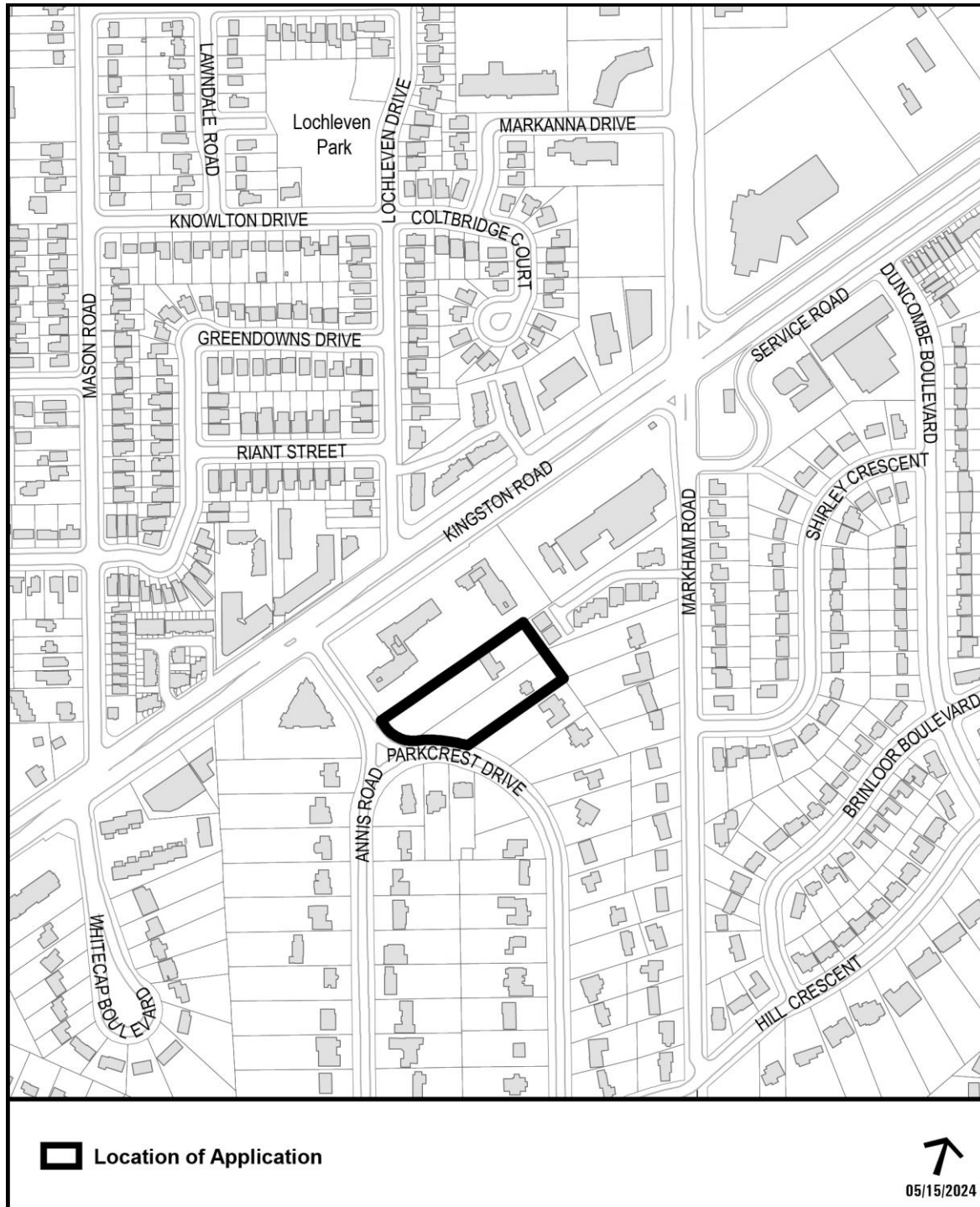
CONTACT:

Marian Barsoum, Planner

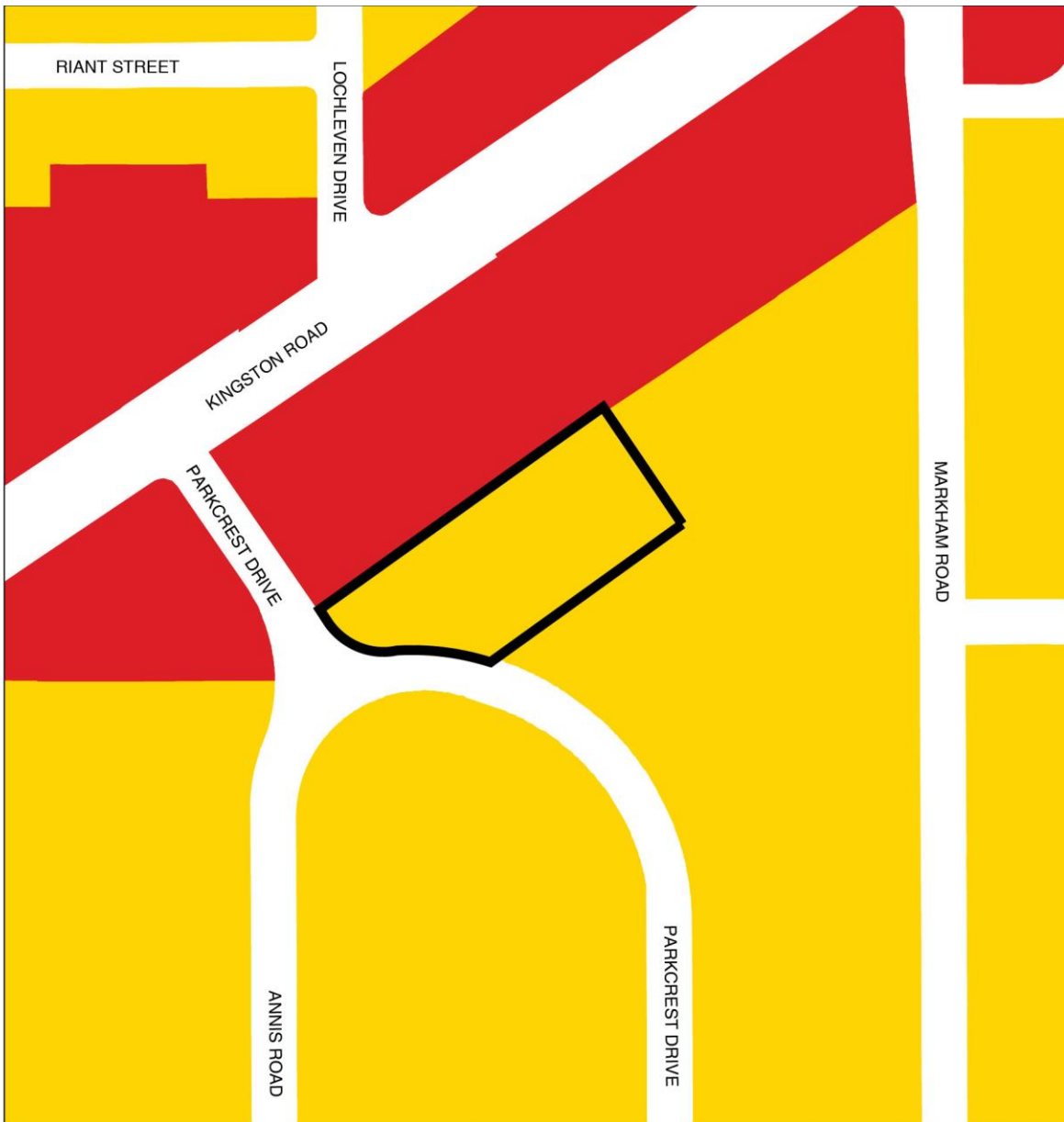
(416) 396-5004

Marian.Barsoum@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



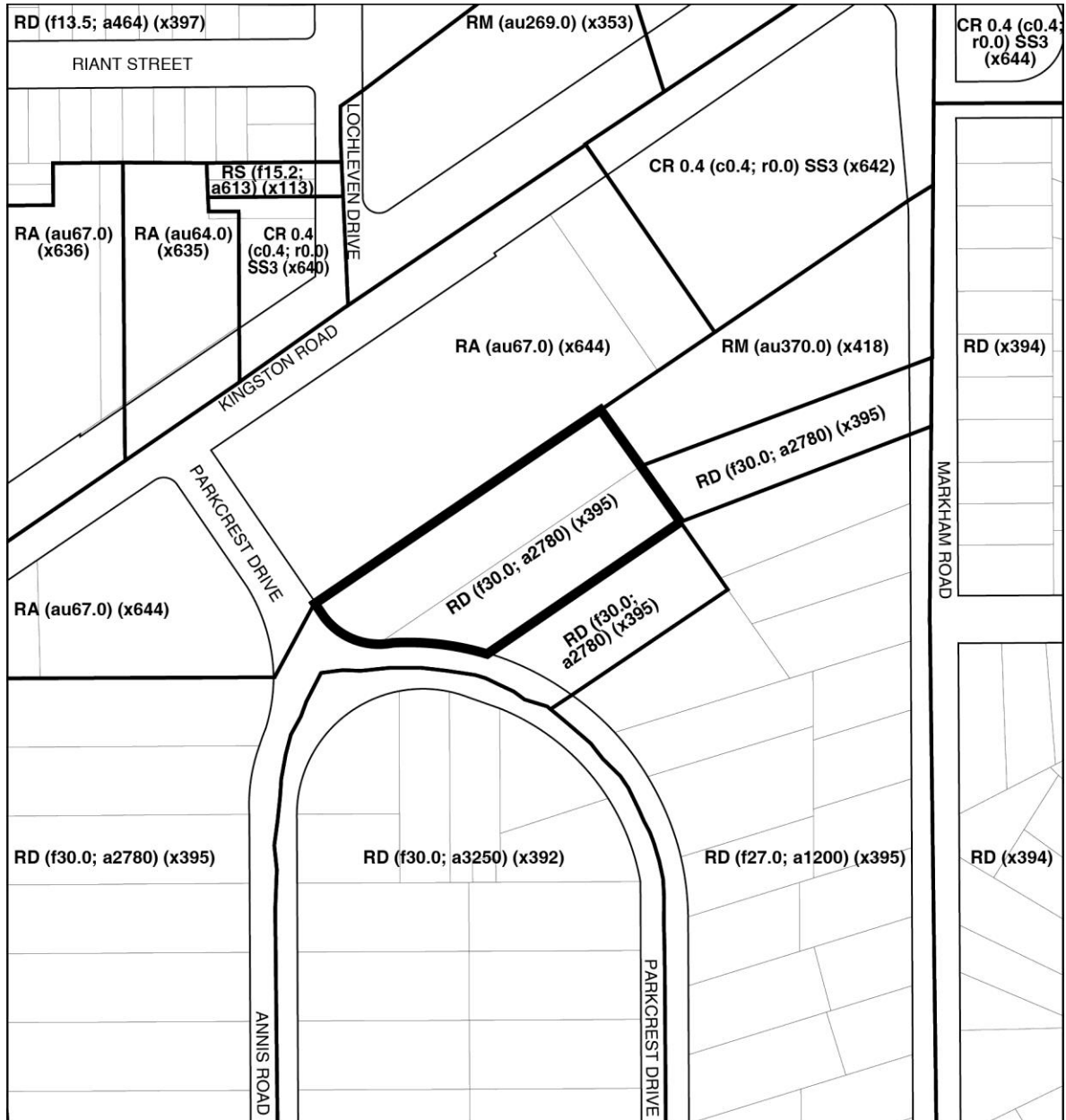
Official Plan Land Use Map 23

27 Parkcrest Drive
File # 22 216036 ESC 20 02



Not to Scale
Extracted: 10/17/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

27 Parkcrest Drive

File # 22 216036 ESC 20 0Z



Location of Application

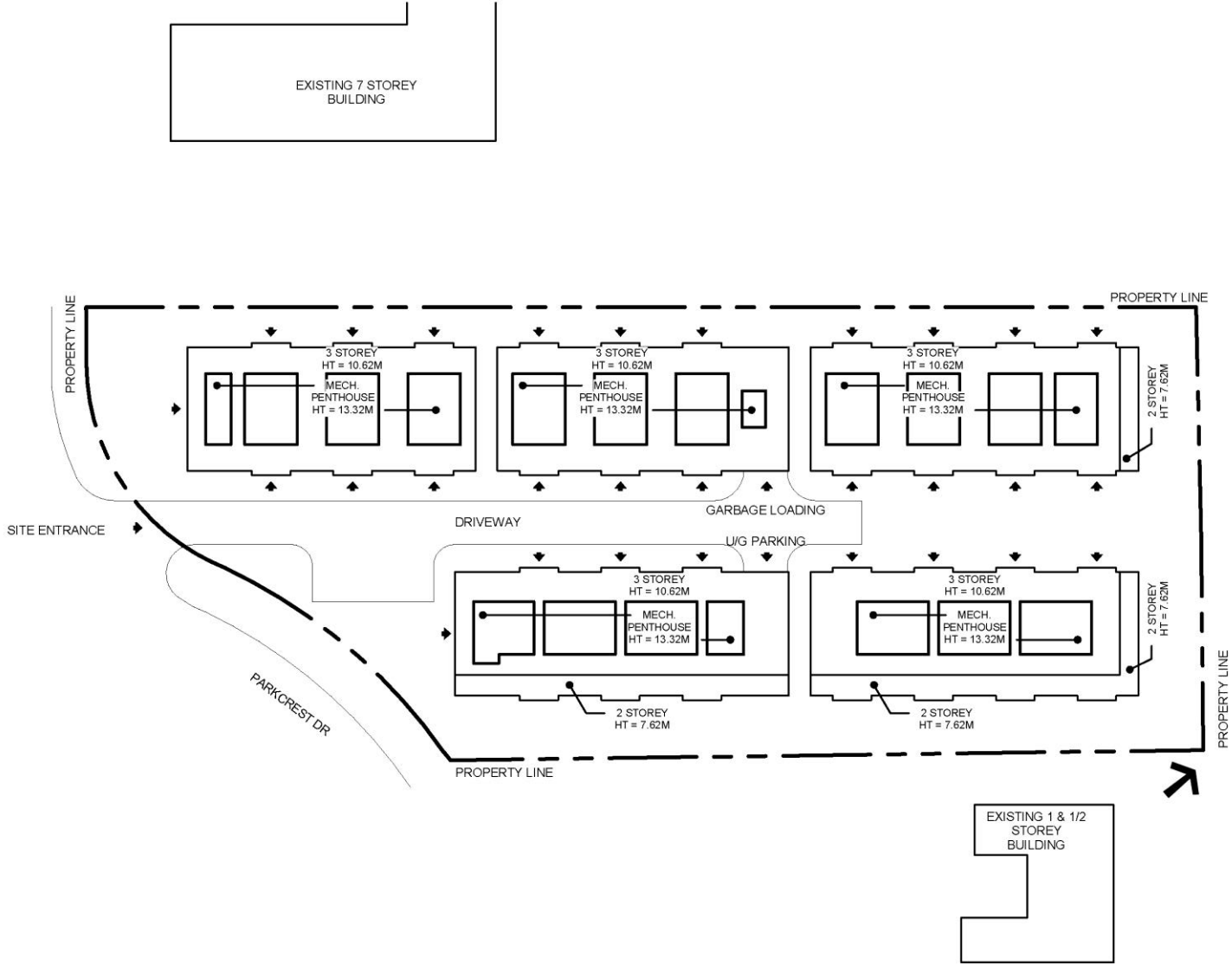
RD Residential Detached
RS Residential Semi-Detached
RM Residential Multiple
RA Residential Apartment
CR Commercial Residential



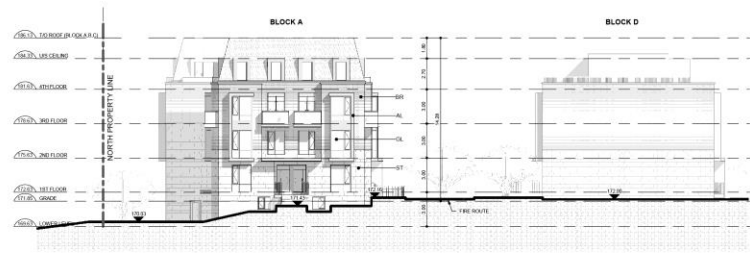
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Attachment 5: Draft Zoning By-law Amendment

(Attached separately as a PDF)



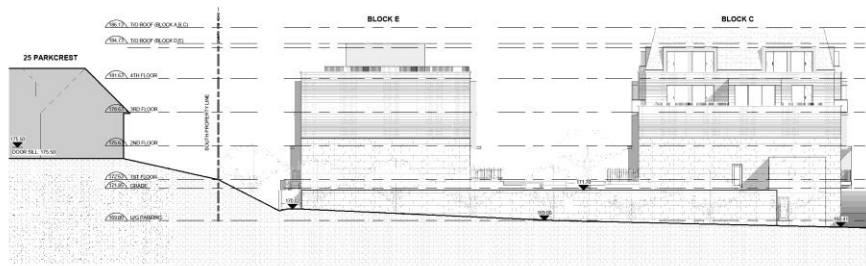
Attachment 7: Elevations



West Elevation (Block A, D)



South Elevation (Block B,C)



East Elevation (Block C,E)



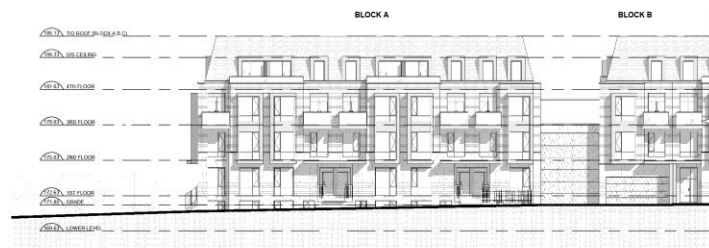
North Elevation (Block B,E)



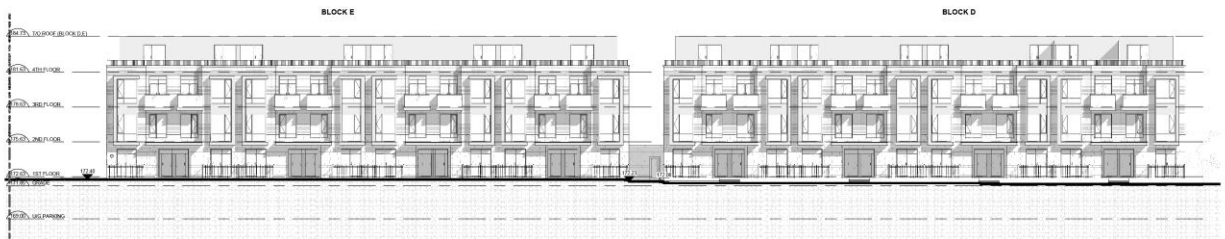
North Elevation (Block A)



South Elevation (Block D,E)

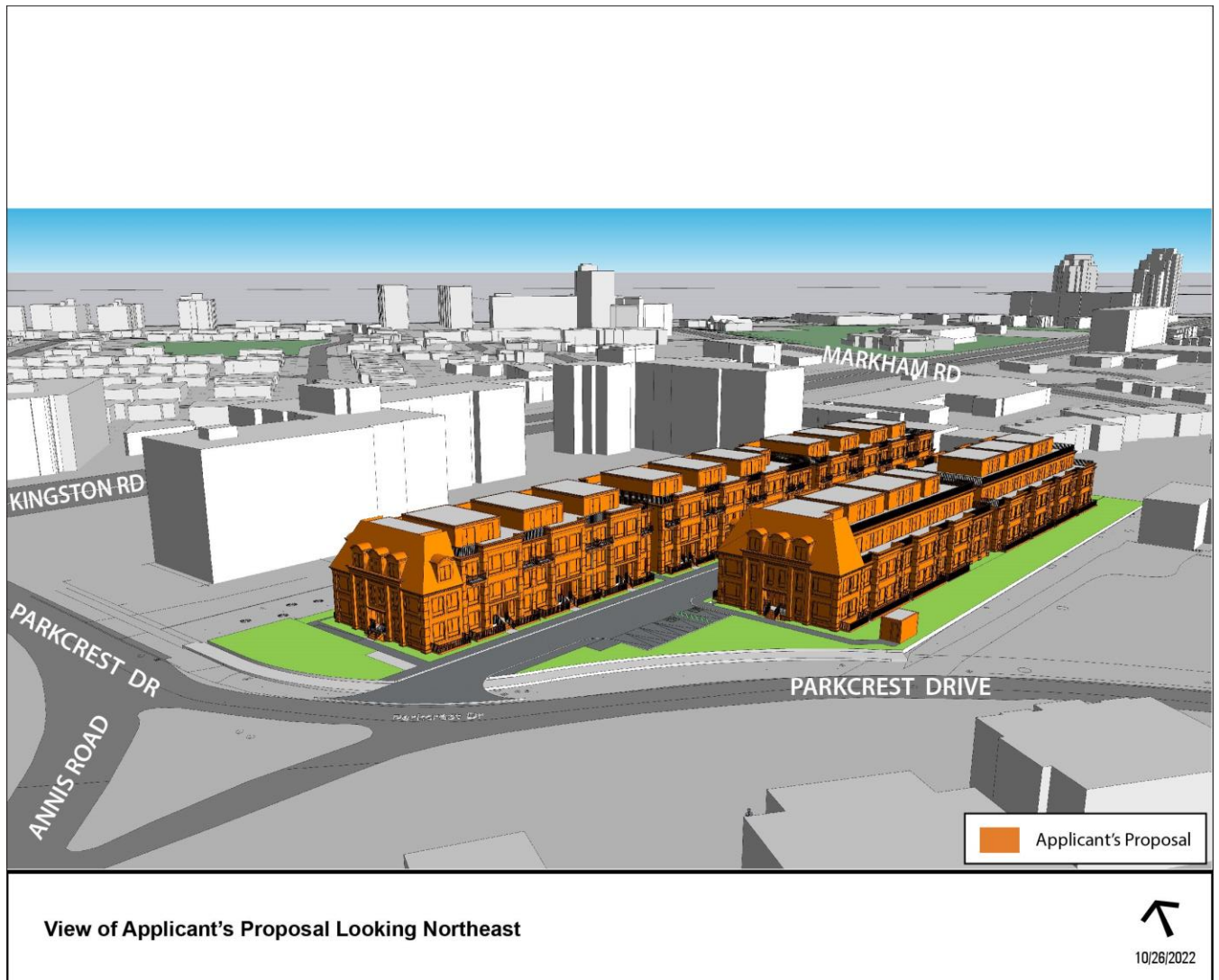


South Elevation (Block A)



North Elevation (Block D,E)

Attachment 8: 3D Massing Model Looking Northeast



Attachment 9: 3D Massing Model Looking Southwest

