

245 Morningside Avenue – Zoning Amendment – Decision Report – Approval

Date: September 2, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 25 - Scarborough-Rouge Park

Planning Application Number: 22 205463 ESC 25 OZ

SUMMARY

This application proposes to amend Zoning By-law 569-2013, as amended, to permit the redevelopment of 245 Morningside Avenue with two residential buildings of 18 and 28 storeys in height connected by a 6-storey base building. A total of 518 dwelling units are proposed and a total gross floor area (GFA) of 37,842 square metres, including 668 square metres of non-residential GFA.

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 policies for *Mixed Use Areas* and conforms to Site and Area Specific Policy (SASP) 272 by proposing residential and retail/commercial uses only.

This report reviews and recommends approval of the application to amend the Zoning By-law on the basis that the proposal represents good planning and implements the Official Plan policies through a built form that is appropriately scaled to its context, with a density that is supported by existing and future (Eglinton East LRT) transit service on Kingston Road.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend Zoning By-law 569-2013, as amended, for the lands at 245 Morningside Avenue 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 Development Review 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 Consultation (PAC) was held in June 2022. The Planning Application Checklist Package resulting from the PAC meeting is available here: [Application Information Centre - 245 MORNINGSIDE AVE \(toronto.ca\)](#).

The Zoning By-law Amendment application was submitted on September 19, 2022, and deemed completed on November 11, 2022. Staff conducted a Community Consultation Meeting for the application on February 28, 2023. The community consultation is summarized in the Comments section of this report.

THE SITE

Description

The subject site is a rectangular corner lot which is located north of Lawrence Avenue East and east of Morningside Avenue. The subject site has an area of 4,620 square metres, with a frontage of 48 metres on Lawrence Avenue East and 96.47 metres on Morningside Avenue.

Existing Use

The site currently contains a two-storey commercial building that is comprised of two units: one currently vacant unit (formerly Shoeless Joes) and one KFC/Taco Bell restaurant. Surface parking and a drive-through facility are located around the building. The property is located within a larger plaza, Morningside Crossing, which includes a large grocery store and other retail/commercial uses as described below.

Surrounding Land Uses

North: To the immediate north of the subject site is a bank. Further north and east, is the rest of the retail/commercial plaza and surface parking. Fronting Kingston Road is a retail building containing a range of businesses including fast food restaurants, convenience stores, banks and an orthodontist.

South: On the south side of Lawrence Avenue East, there are two tower-in-the-park apartment buildings of up to 19 storeys in height.

East: To the immediate east of the site is a building containing a range of businesses including fast food restaurants, medical centre and a laundromat.

West: West of Morningside Avenue is the Kingston Square Shopping Mall containing a range of businesses including fast food restaurants, a grocery store, and a pharmacy.

THE APPLICATION

Description

The application proposes a mixed-use development with an 18-storey building (61.0 metres excluding mechanical penthouse) and a 28-storey building (91.5 metres excluding mechanical penthouse) connected by a 6-storey base building. The proposed 6-storey base building contains a mix of residential and retail uses on the ground floor and residential uses through Floors 2 to 6. In addition to non-residential uses, a lobby, short term bicycle room and amenity space are also located on the ground floor. The existing single storey retail/commercial building would be demolished.

Density

The proposal has a gross floor area of 37,842 square metres, including 668 square metres of retail floorspace, which results in a density of 8.2 times the area of the lot.

Dwelling Units

The proposal includes 518 condominium dwelling units, with 275 one-bedroom units (53%), 189 two-bedroom units (36%), and 54 three-bedroom units (10%).

Amenity

A total of 1,363 square metres of interior amenity space and a total of 788 square metres of outdoor amenity space is proposed.

Access, Bicycle Parking, Vehicle Parking and Loading

The proposal includes a total of 259 vehicle parking spaces including 29 visitor parking spaces and 2 car share parking spaces, within two levels of underground parking. Vehicular access to the development site would be provided from the existing private driveway located on the east side of the property.

A total of 398 bicycle parking spaces including 44 short-term bicycle parking spaces. Bicycle parking will be provided on Level P1 while a bicycle storage area for short term spaces alongside a bike repair area will be located at ground level within a storage room adjacent to the lobby.

One Type B and one Type C loading space will be located at the east side of the site, adjacent to the retail garbage area.

Additional Information

Refer to the Attachments of this report for the Application Data Sheet, Location Map, a 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 Information Centre – City of Toronto -

www.Toronto.ca/245MorningsideAve

See Attachments 1-11 for a Location Map, Application Data Sheet, Site Plan, Elevation drawings, and other materials.

Reasons for Application

A Zoning By-Law Amendment application is required to facilitate the proposed mixed-used development and to establish the appropriate zoning provisions applying across the site to regulate the development under the City's Zoning Bylaw 569-2013, as amended. The application seeks to establish site specific development standards including height and density, among other standards.

Additionally, the lands currently do not form part of City-wide Zoning By-law 569-2013, as amended. A Zoning By-law Amendment is also required to bring the subject site into City-wide Zoning By-law 569-2013, as amended.

APPLICATION BACKGROUND

Application Requirements

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

- Topographic Plan of Survey
- Architectural Plans, Elevations and Sections
- Geotechnical Study
- Energy Strategy Report
- Sun/Shadow Study
- Landscape Plans
- Tree Preservation Report and Plan
- Civil and Utilities Plans
- Planning Rationale Report
- Public Consultation Strategy Report
- Community Facilities & Services Study
- Housing Issues Report
- Pedestrian Wind Study
- Transportation Impact Study
- Functional Servicing and Stormwater Management Report
- Hydrogeological Review Summary and Report

Detailed information about the application, including plans and reports, is available at the Application Information Centre (AIC) at the following link:

www.Toronto.ca/245MorningsideAve

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

Official Plan

The land use designation for the site is *Mixed Use Areas*, as per Official Plan Land Use Map 23 of the Official Plan (see Attachment 3). Map 3 (Right-of-Way Widths of Existing Major Streets) of the Official Plan identifies Lawrence Avenue East and Kingston Road as 'Major Streets'. Furthermore, Lawrence Avenue East, Morningside Avenue and Kingston Road are identified on Map 5 (Enhanced Surface Transit Network) of the Official Plan as 'Transit Priority Segments'.

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 (SASP 272)

SASP No. 272 applies to the site and establishes that service stations, used car sales lots and public garages are not permitted within the *Mixed-Use Areas* designation except where they existed on June 26, 2003.

Zoning

The subject site is zoned CR Commercial Residential under the Scarborough West Hill Zoning By-law 10327, as amended by By-law 597-2003. The Commercial Residential zone permits a variety of uses including residential uses, day nurseries, financial institutions, medical centres, offices, retail stores, restaurants and recreational uses. The subject site is also subject to a number of performance standards including

maximum heights, and minimum front and rear yard setbacks. Refer to Attachment #4 of this report for the existing Zoning By-law Map.

The site is not currently subject to City-wide Zoning By-law 569-2013.

Design Guidelines

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

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Bird-friendly Design Guidelines
- Pet Friendly Design Guidelines for High Density Communities

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

Toronto Green Standard (TGS)

The Toronto Green Standard 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 application has not been submitted.

COMMUNITY CONSULTATION

A virtual community consultation meeting was hosted by City Planning staff on February 28, 2023. Approximately 28 members of the public attended the meeting as well as the Deputy Mayor. A presentation was provided by the applicant and City staff on the site context, planning process, and next steps.

The following comments and issues were raised in the facilitated discussion and in correspondence from members of the public throughout the application review:

- Concerns about access to bicycle storage;
- Questions regarding the affordability and tenure of units;
- Concerns about increased traffic in the area with existing traffic congestion;
- Concerns about pedestrian safety in the surrounding area;
- Questions regarding the existing access easements within the plaza; and
- Questions regarding the use of the ground floor space and if community space could be considered

The comments raised above have been considered through the review of the application and are commented on as appropriate within the body of this report.

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 (PPS) (2020) and conformity with the Growth Plan (2020). In the opinion of staff, the proposal conforms with the Growth Plan and is consistent with the PPS.

Land Use

This application has been reviewed against the Official Plan policies and guidelines 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 site is designated *Mixed Use Areas* in the Official Plan (refer to Attachment 3) which permits the proposed residential and commercial uses. The application proposes a total gross floor area (GFA) of 37,642 square metres with 668 square metres of non-residential gross floor area. This represents an almost full replacement of the existing non-residential GFA currently on the subject lands but in a form more pedestrian oriented form than the remainder of the existing commercial plaza which is largely access via automobile. The proposal therefore adheres to Official Plan policy 3.5.3.3 with respect to supporting retail opportunities in a form that promotes pedestrian and transit use. The site is located in an area served by several existing bus routes as well as proposed rapid transit. A stop on the future Eglinton East LRT is proposed to be located within 500 metres of the site, at Kingston Road and Morningside Avenue.

Furthermore, the site-specific Zoning By-law Amendment will ensure that service stations, used car sales lots and public garages are not permitted in the proposed development, as prohibited by SASP 272. Therefore the proposed residential and retail/commercial uses are acceptable and conform to the intent of Official Plan policy 4.5 regarding *Mixed Use Areas*.

Site Organization & Public Realm

The Official Plan states that the public realm is the fundamental organizing element of the city and its neighbourhoods. The Official Plan acknowledges that the scale and massing of buildings define the edges of, and give shape to, the public realm. The way in which buildings are sited frame and support adjacent streets, lanes, parks, and open spaces to promote civic life and the use of the public realm, and to improve safety, pedestrian comfort, interest and experience.

The built form is located central to the site, with a front yard setback of 3 metres at the northwest corner of the building on Morningside Avenue, 11.65 metres close to the

corner of Lawrence Avenue and Morningside Avenue and 14.7 metres from the building entrance to Morningside Avenue. There is a setback along Lawrence Avenue East of 3 metres to the proposed retail units and 5 metres to the internal east-west access abutting the northern boundary of the site. The proposed front yard setback provides a widened public realm which includes a large landscaped area, outdoor amenity space and a pedestrian clearway along Morningside of 3.7 metres wide. A 6-metre wide existing pedestrian clearway would connect the sidewalk in front of the building to the corner of Lawrence Avenue East and Morningside Avenue.

Retail units are proposed on the ground floor of the proposal, fronting Lawrence Avenue East and the private street to the north of the site, which provide activation to the public realm. Through the review of the future site plan application, staff will work with the applicant to address direct sidewalk connections to the retail units. Similarly for the retail unit(s) on the north side of the building, sidewalk connections will be determined at the site plan stage.

The proposed service and loading area, as well as access to the underground parking structure is located off the private street to the east, and this area also provides a secondary access to the lobby and pick up/drop off area. This area is appropriately screened and conforms to Official Plan policies as well as the Tall Building Design guidelines with respect to internalizing service activities and access and minimizing the impact of this area on the public realm. City staff will work with the applicant during the site plan process to ensure there is an adequate walkway, tree planting and screening of the building's east façade.

Staff consider the proposal to provide a generous landscaped frontage and public realm area, with new tree plantings, landscaping and pedestrian connections that will enhance the public realm and meet the intent of the Official Plan policies.

Density, Height and 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.

Through the review of the application, and in consideration for the comments received through correspondence from the public, including at the community consultation meeting, the following revisions are proposed from the original submission:

- The tower floorplates have been reduced from 797 to 750 square metres in gross construction area (GCA), therefore complying with the Tall Building Design Guidelines;
- The base building setback to the northern property boundary has been increased from 2.5 metres to 5 metres and the base building setback to the eastern boundary has been increased from 2.5 metres to 4 metres; and
- The residential units at-grade have been replaced by additional retail space to provide a full replacement of the existing non-residential GFA.

The proposed total gross floor area is 37,842 square metres with a floor space index (FSI) of 8.2 times the area of the lot. The site is in close proximity to the future Eglinton East Light Rail Transit system with a proposed stop at the intersection of Kingston Road and Morningside Avenue. In addition to the emergence of a higher-order transit context, the site will continue to be serviced by frequent bus routes that service the site, including express service. Considering the existing and planned context of the transportation network, and the location at the intersection of two major streets, as a corner lot of a larger mixed-use future development block, this site can accommodate to accommodate the proposed level of density. As such the proposed density is considered appropriate for the site.

The application proposes an 18-storey tall building (61 metres in height plus a 5 metre mechanical penthouse) and a 28-storey tall building (91.5 metres plus a 5 metre mechanical penthouse) with a 6-storey base building connecting the two buildings. The tallest building is located at the intersection, and it then transitions to the 18-storey building to the north of the site. The separation distance between the two buildings is 25 metres, therefore adhering to the Tall Building Design guidelines.

The proposed retail space that would be located along the frontage of Lawrence Avenue East would provide high visibility and access to both pedestrian and vehicular traffic. The proposed buildings have a varying streetwall height of between 4 and 6 storeys, with elements – particularly at the front entrance on Morningside Avenue - that are stepped back to reduce their impact. Along Lawrence Avenue East, the streetwall steps down from 6 storeys to 4 storeys to the east of the building and along Morningside Avenue, the corners of the buildings have a 6 storey streetwall and the central portion containing the entrance, reads as 4 storeys in height, stepping back to 6 storeys. This massing is mirrored on the east side of the building façade. The connecting base building is also set back from the adjacent base buildings by between 3 metres and 8.7 metres, further minimizing the impact of the built form. The proposed first floor height is 7.25 metres, which exceeds the minimum 4.5 metre requirement in the Tall Buildings Design Guidelines.

Step backs of 3 metres from the edge of the podium are deployed for, between the 5th and 7th levels of the buildings. The 18-storey building is also stepped back from the podium by 11.7 metres at the 7th level on the east side, and this area is to be used for outdoor amenity space.

Given the location on a corner lot in a *Mixed Use Areas* designation, in an area with a tall building context on Lawrence Avenue East, the proposed heights and massing are considered appropriate for the surrounding context. As such, staff are satisfied that the proposed heights, massing, and scale are appropriate for the context of the surrounding area, frame the streets with good proportion, and creates a comfortable and attractive public realm.

Block Context Plan

The applicant submitted a Block Context Plan with the application. The submitted material demonstrates that should the plaza evolve over time; the proposed mixed-use development is appropriately located to allow for the deployment of new public streets

to break up the block and facilitate access to central parts of the plaza. This would then enable a compact and walkable community to develop. The submitted Block Context Plan is instructive in the review of the application to determine the appropriateness of the submitted application. While satisfactory, no additional development entitlements or approvals are being granted to the remainder of the site via this acceptance of the Block Context Plan and applications for development approvals will be required for review and, if appropriate, approval by Council.

Shadow and Wind Impacts

The Official Plan requires new development to be designed to limit its impact on neighboring streets, parks, open spaces and properties by adequately limiting any excess shadowing of, and uncomfortable wind conditions on, neighboring streets, properties and open spaces, having regard for the varied nature of such areas.

The applicant submitted a Sun/Shadow Study in support of the application. The shadow study demonstrates the shadow impacts during the Spring (March 21) and Fall (September 21) equinoxes. Staff have reviewed the shadow study and consider the shadow impacts to be minimal and appropriate. During March and September, the study demonstrates that the majority of the shadows being cast are on Morningside Avenue for a period of 3 hours and on the *Mixed Use Areas* designated lands surrounding the site. There is also a period of two hours where there is minimal shadowing on the *Neighbourhoods* lands to the east, at 5:18pm and 6:18pm. During the September equinox, there is minor shadowing on Heron Park at 6:18pm, however the shadow impact is no greater than that of the existing buildings adjacent to the park and the specific area affected is the Morningside library parking lot, so as a result, there are no concerns.

The applicant submitted a Pedestrian Level Wind Study and an Addendum letter in support of the application. This study and letter describe the anticipated wind conditions around the revised development proposal. The majority of the site is expected to result in safe, comfortable conditions on a seasonal basis. The ground floor amenity and landscaped areas to the east and west of the buildings are expected to be comfortable for sitting activities during the Summer and Fall, which represents an improvement from existing conditions according to the study. During the Spring, the entire perimeter of the building is expected to have wind conditions acceptable for sitting. Staff support the study's conclusion that all grade-level pedestrian wind-sensitive areas within and surrounding the site would be acceptable for the intended uses on a seasonal basis.

With respect to the 7th floor exterior amenity space, the study shows there are a couple of areas deemed uncomfortable or suitable for walking activities during the Spring. The study recommends mitigation strategies to ensure the full Level 7 outdoor amenity terrace will be comfortable for sitting or more sedentary activities throughout the warmer months. To address this matter, a 2 metre high glass perimeter guard and trellis structures above seating areas near the tower facades have been added to mitigate the potential wind impacts.

Additional mitigation measures will be determined through the site plan process if necessary.

Unit Mix

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. Furthermore, the Growing Up Guidelines require a minimum of 25% of all units to be two- and three-bedroom units. The proposed development consists of 518 residential dwelling units. The proposed unit mix consists of 275 one-bedroom units (53%), 189 two-bedroom units (36%), and 54 three-bed room units (10%).

The proposed unit mix meets the objectives of the Growing Up Guidelines) to provide a minimum of 10% 3-bedroom units and 15% 2-bedroom units within new developments.

Amenity Space

Official Plan Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

A total of 2,151 square metres (sqm) of amenity space is proposed, with 1,363 sqm of interior amenity space and 788 sqm of outdoor amenity space. This represents an overall ratio of 4.15 sqm of amenity space per unit, which exceeds the Zoning By-law requirement of 4 sqm per unit.

On the ground floor, 476 sqm of interior amenity space and 92 sqm of exterior amenity space is proposed. Additional interior and exterior amenity space is proposed on the seventh floor and includes an outdoor seating area. At the 7th level, interior amenity is proposed in both residential buildings, and they are connected by an exterior amenity space on the roof of the connecting base building. There is also an additional area of interconnected exterior amenity space on the east side of the 18-storey building. All areas of proposed interior and exterior amenity space are interconnected via a door from each space, thereby complying with the requirements of Zoning By-law 569-2013.

Traffic Impact

An Urban Transportation Considerations report and Addendum were submitted in support of the application.

The report estimates that the proposed development will generate approximately 95 vehicle 2-way AM peak hour traffic volume and 25 2-way PM traffic volume. The report finds that the proposed net new generated vehicle traffic is not expected to have a significant impact on the existing street network and as such, will require no mitigation measures.

Transportation Services staff has accepted the conclusions of the reports.

Access, Loading & Parking

Vehicle access to the buildings is provided from the private street to the east of the site, with a new u-shaped driveway connection to a pick up/drop off area and will also

provide access to the parking garage ramp, service and loading area. The parking ramp and loading spaces are located to the north and south of the drop-off area to ensure vehicle conflicts are minimized.

The primary pedestrian access to the building is from Morningside Avenue to a centralized lobby and entrance area, with secondary access to the building from the pick-up/drop-off area and the private driveway to the east of the site. A pedestrian clearway of 3.7 metres in width is proposed along Morningside Avenue, connecting to the existing 6-metre wide pedestrian clearway at the corner of Lawrence Avenue East and Morningside Avenue. During the site plan process, staff will work with the applicant to ensure there is direct sidewalk access to the proposed retail units on the north and south sides of the building.

The proposed development will incorporate 259 vehicle parking spaces comprised of 228 resident parking spaces, 29 visitor parking spaces and 2 car-share spaces. A total of 14 accessible parking spaces are also proposed, which meets the requirement of the City of Toronto Zoning By-law 569-2013, as amended.

With regards to loading, one Type C and 1 Type G loading space are located at-grade and accessed from the private street to the east of the site, to accommodate waste collection, loading and delivery activities.

A total of 398 bicycle parking spaces are proposed, with 354 long-term bicycle parking spaces located on the P1 underground level and 44 short-term bicycle parking spaces located on the ground level adjacent to the lobby, thereby meeting the Zoning By-law requirement. A bicycle maintenance facility is proposed on the ground floor within the short-term bicycle parking room which is accessed directly via the rear pick up/drop off area.

Transportation Demand Management Plan

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

- Provision of bicycle parking spaces and bicycle repair station, in accordance with the City of Toronto Zoning By-law 569-2013 Zone 2 and the TGS Tier 1;
- Provision of one pre-loaded Presto card for each unit to the value of \$156 including taxes;
- Provision of two car-share spaces and one car-share membership per unit for one year;
- Implement programs to inform new residents of available travel mode choices and transit information; and,
- Explore the provision of a new bike share station on the site or in close proximity, during the site plan review process.

Transportation Planning staff finds the strategies acceptable, and these strategies will be secured through the future site plan application.

Servicing

The applicant submitted a Functional Servicing, Stormwater Management Report and Servicing Report Groundwater Summary in support of the application, which were reviewed by Engineering and Construction Services (ECS) staff. The reports concluded that there is sufficient servicing capacity to service the proposed development. As such, upgrades to the municipal infrastructure are not required. ECS staff have reviewed the findings of these reports and have accepted the conclusions on available municipal servicing capacity to support the proposed development.

Parkland

The City of Toronto Parkland Strategy (PLS) 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 PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the 2022 draft update to the PLS methodology, the development site is currently in an area with 12 - 28 square meters of parkland per person, which is less than the City wide average provision of 28 square metres of parkland per person (2022).

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.

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, foundational to creating complete communities and include matters such as recreation, libraries, childcare, 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 prepared a Community Services & Facilities (CSF) study in support of this proposal. The study identified a number of community needs and as such, the City's Community Services and Facilities staff have identified a number of priorities to inform the allocation of future Community Benefits Charge (CBC) funds within the West Hill neighbourhood:

- Contribution towards community agency space eligible for the City's Community Space Tenancy Policy.
- Contribution towards upgrades to Curran Hall to enhance physical spaces for programs and service needs as identified in the neighbourhood action plan for the south-east Scarborough Planning Table.

- Contribution towards Mornelle Court Hub to develop community hub and computer lab as identified in the neighbourhood action plan for the south-east Scarborough Planning Table.

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).

An Arborist Report and Tree Preservation Plan were submitted in support of the application. The report identifies 40 trees within 6 metres of the subject property. The proposed development would require the removal of 30 trees to accommodate the proposal. The designated trees for removal are not protected by the City of Toronto Private Tree By-law and will require no tree replacement. The preservation of the remaining 10 trees will be possible with the recommended tree protection measures. The proposal would also require the injury of 4 City trees along Morningside Avenue due to their tree protection zones encroaching on the proposed sidewalk.

The application is required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 4, which based on the development area of the site (4,617 square metres), requires 840 cubic metres of soil volume. The submitted landscape plans specify soil volumes totaling 1,342 cubic metres, including a combined total of nineteen (19) proposed new trees within the site, therefore complying with the TGS requirement. During the site plan application review, a Landscape Detail Plan will be required to ensure adequate soil depth above the underground parking structure.

School Boards

The application was circulated to the publicly funded school boards for review. Toronto District School Board (TDSB) has indicated that there is sufficient capacity at the local schools, Joseph Brant Public School and West Hill Collegiate Institute, to accommodate students anticipated from this development.

The Toronto Catholic District School Board (TCDSB) has indicated that there is insufficient space within the local elementary school, St Martin De Porres Catholic School. Sufficient space exists within the local secondary schools to accommodate additional students. As part of the future site plan application, the TCDSB has requested that warning clauses indicating that while the TCDSB has plans to accommodate students from this development, sufficient accommodation may not be available for all anticipated students and 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 or sooner. Performance measures for Tier 1 development features secured through the zoning by-law process include automobile infrastructure, cycling Infrastructure, storage and collection of recycling and organic waste. At present, the applicant has agreed to provide high-performance/green attributes including green roof, bird friendly glazing, EV charging outlets and native/adaptive planting material for landscaping.

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, SASP 272 and other applicable guidelines. 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). Furthermore, the proposal is in keeping with the intent of the Official Plan, particularly as it relates to *Mixed Use Areas* and SASP 272.

The proposal provides for mixed-use intensification at an intersection of two major streets, in close proximity to existing and future EELRT rapid transit. The proposal also positively contributes to the public realm with generous setbacks, landscaping and ground floor retail uses animating Lawrence Avenue East and the internal east-west street to the north of the site. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE



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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: North Elevation
Attachment 8: South Elevation
Attachment 9: East Elevation
Attachment 10: West Elevation
Attachment 11: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 245 MORNINGSIDE AVENUE Date Received: September 19, 2022

Application Number: 22 205463 ESC 25 OZ

Application Type: Rezoning

Project Description: REVISED: Proposal for two residential buildings 18 and 28 storeys in height, with a 6-storey podium. A total of 518 dwellings are proposed. The proposed density is 8.2 FSI.
ORIGINAL: Redevelopment of the subject site with two residential buildings of 15 and 25 storeys in height, with a 6-storey podium. A total of 456 residential units are proposed. The proposed total gross floor area is 38,246 square metres, consisting of 37,799 square metres of residential GFA and 447 square metres of non-residential GFA, comprised of retail space. The proposed density is 8.28 FSI.

| | | | |
|----------------|----------------|-----------------|---|
| Applicant | Agent | Architect | Owner |
| BOUSFIELDS INC | BOUSFIELDS INC | DIAMOND SCHMITT | FIRST CAPITAL (MORNINGSIDE) CORPORATION |

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 272

Zoning: CR Heritage Designation: N

Height Limit (m): N/A Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 4,617 Frontage (m): 97 Depth (m): 61

| | | | | |
|-----------------------------|----------|----------|----------|--------|
| Building Data | Existing | Retained | Proposed | Total |
| Ground Floor Area (sq m): | 706 | | 2,598 | 2,598 |
| Residential GFA (sq m): | 0 | | 37,174 | 37,174 |
| Non-Residential GFA (sq m): | 706 | | 668 | 668 |
| Total GFA (sq m): | 706 | | 37,842 | 37,842 |
| Height - Storeys: | 1 | | 28 | 28 |
| Height - Metres: | 7 | | 92 | 92 |

Lot Coverage Ratio (%) 56.28 Floor Space Index: 8.2

| | | |
|--------------------------|--------------------|--------------------|
| Floor Area Breakdown | Above Grade (sq m) | Below Grade (sq m) |
| Residential GFA: | 37,174 | |
| Retail GFA: | 668 | |
| Office GFA: | | |
| Industrial GFA: | | |
| Institutional/Other GFA: | | |

| | | | | |
|-----------------------------|----------|----------|----------|-------|
| Residential Units by Tenure | Existing | Retained | Proposed | Total |
| Rental: | | | | |
| Freehold: | | | | |
| Condominium: | | | 518 | 518 |
| Other: | | | | |
| Total Units: | | | 518 | 518 |

Total Residential Units by Size

| | | | | | |
|--------------|-------|----------|-----------|-----------|------------|
| | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
| Retained: | | | | | |
| Proposed: | | | 275 | 189 | 54 |
| Total Units: | | | 275 | 189 | 54 |

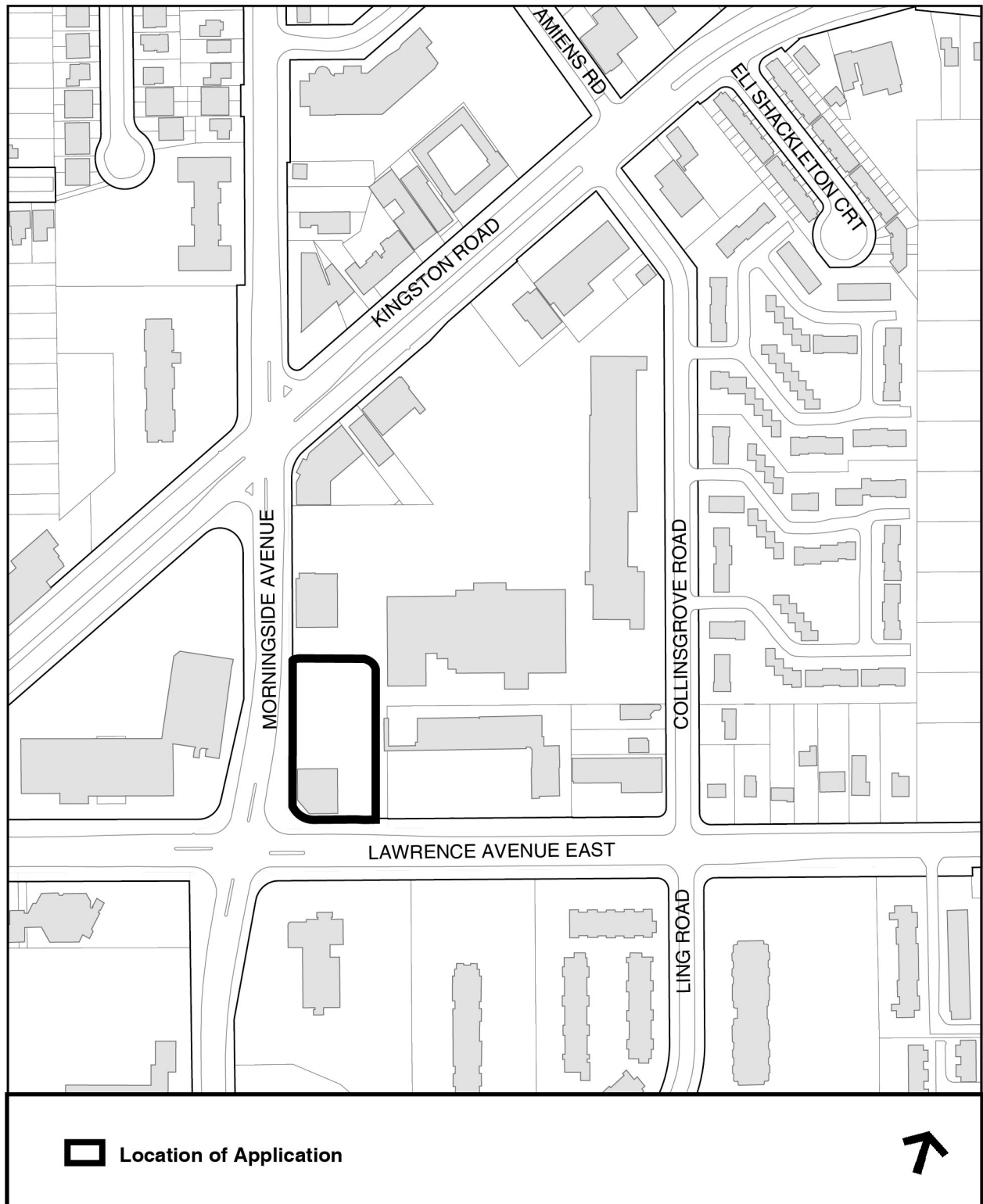
Parking and Loading

| | | | | | |
|-----------------|-----|-------------------------|-----|----------------|---|
| Parking Spaces: | 259 | Bicycle Parking Spaces: | 398 | Loading Docks: | 2 |
|-----------------|-----|-------------------------|-----|----------------|---|

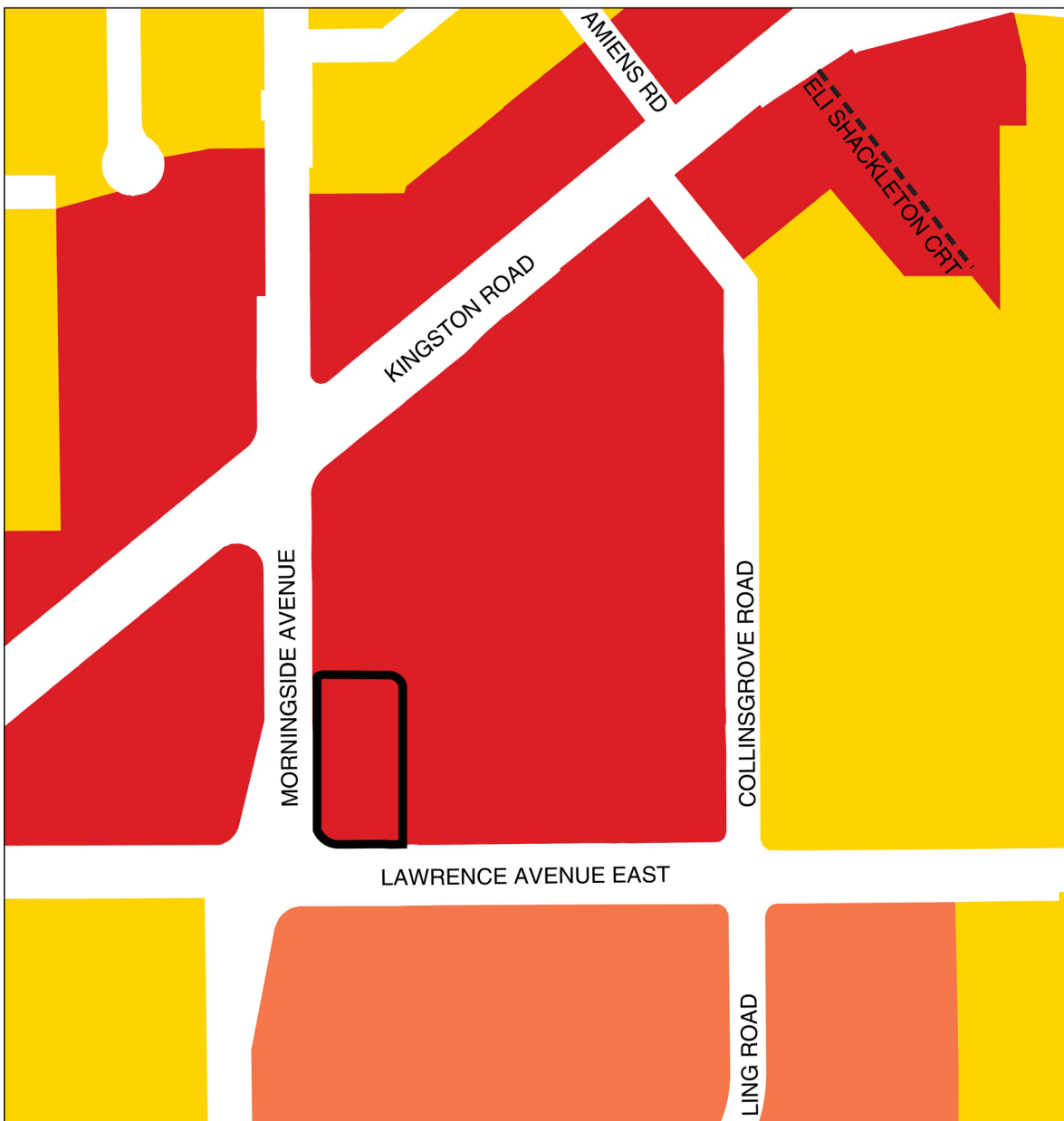
CONTACT:

Kathryn Moore, Manager, Community Planning
 416-395-7176
 Kathryn.Moore@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 23

245 Morningside Avenue

File # 22 205463 ESC 25 0Z



Location of Proposal

Neighbourhoods

Apartment Neighbourhoods

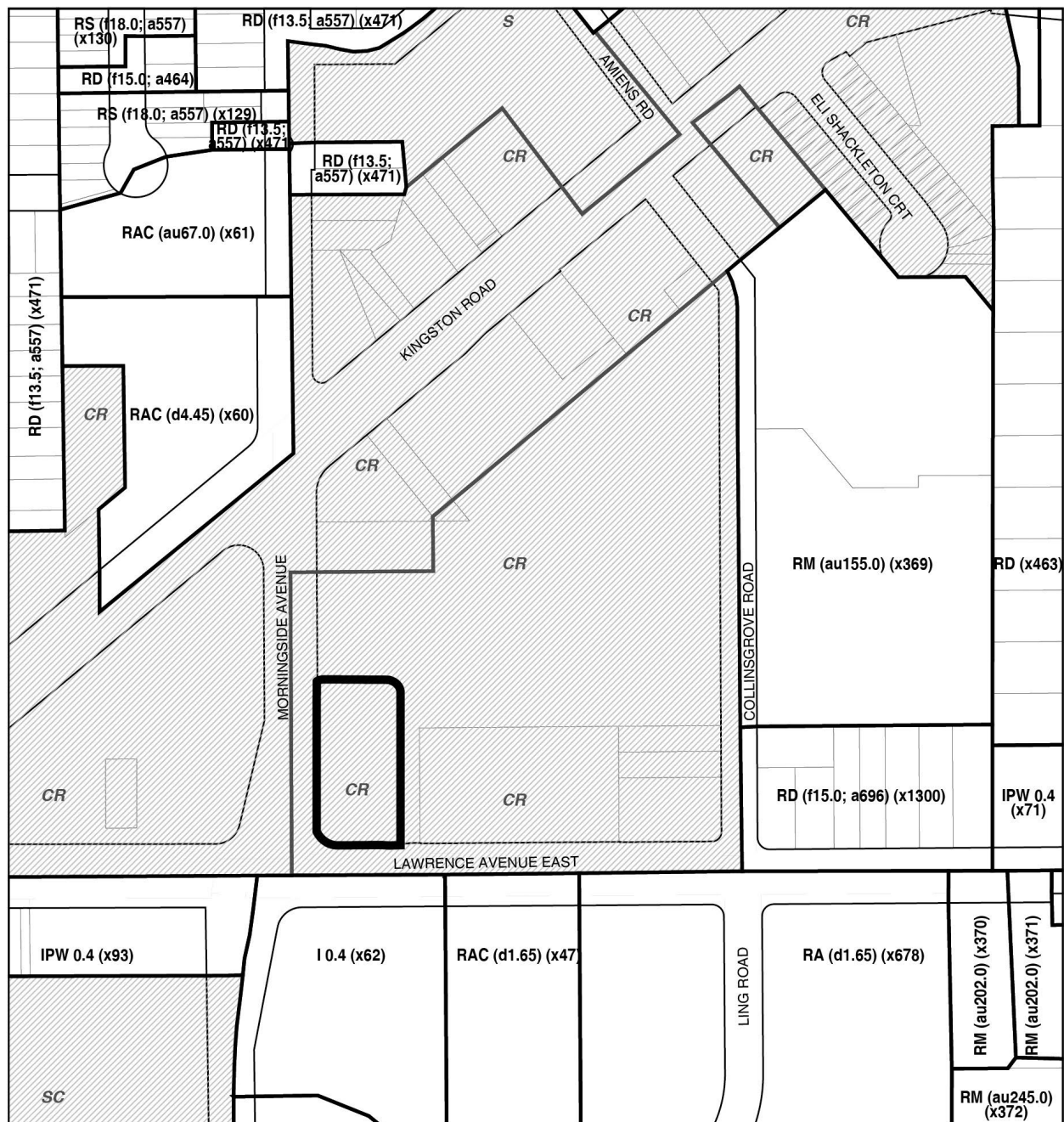
Mixed Use Areas

--- Roads not currently shown
on Land Use Map



Not to Scale
05/02/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

245 Morningside Avenue

File # 22 205463 ESC 25 0Z



Location of Application

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

I Institutional
IPW Institutional Place of Worship



See Former City of Scarborough
 West Hill Community By-law No.10327

S Single-Family Residential
CR Commercial-Residential
SC School

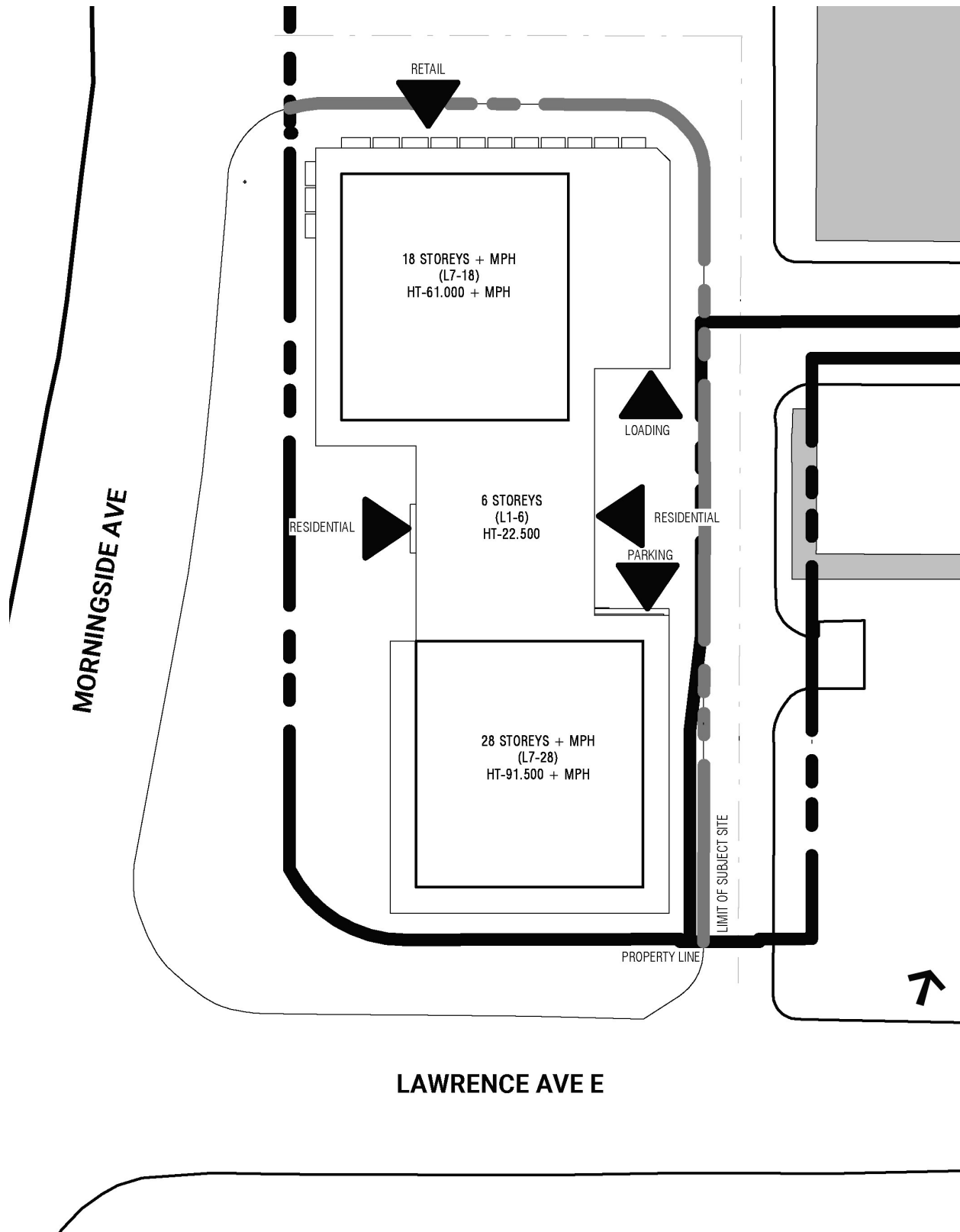


Not to Scale
 05/02/2024

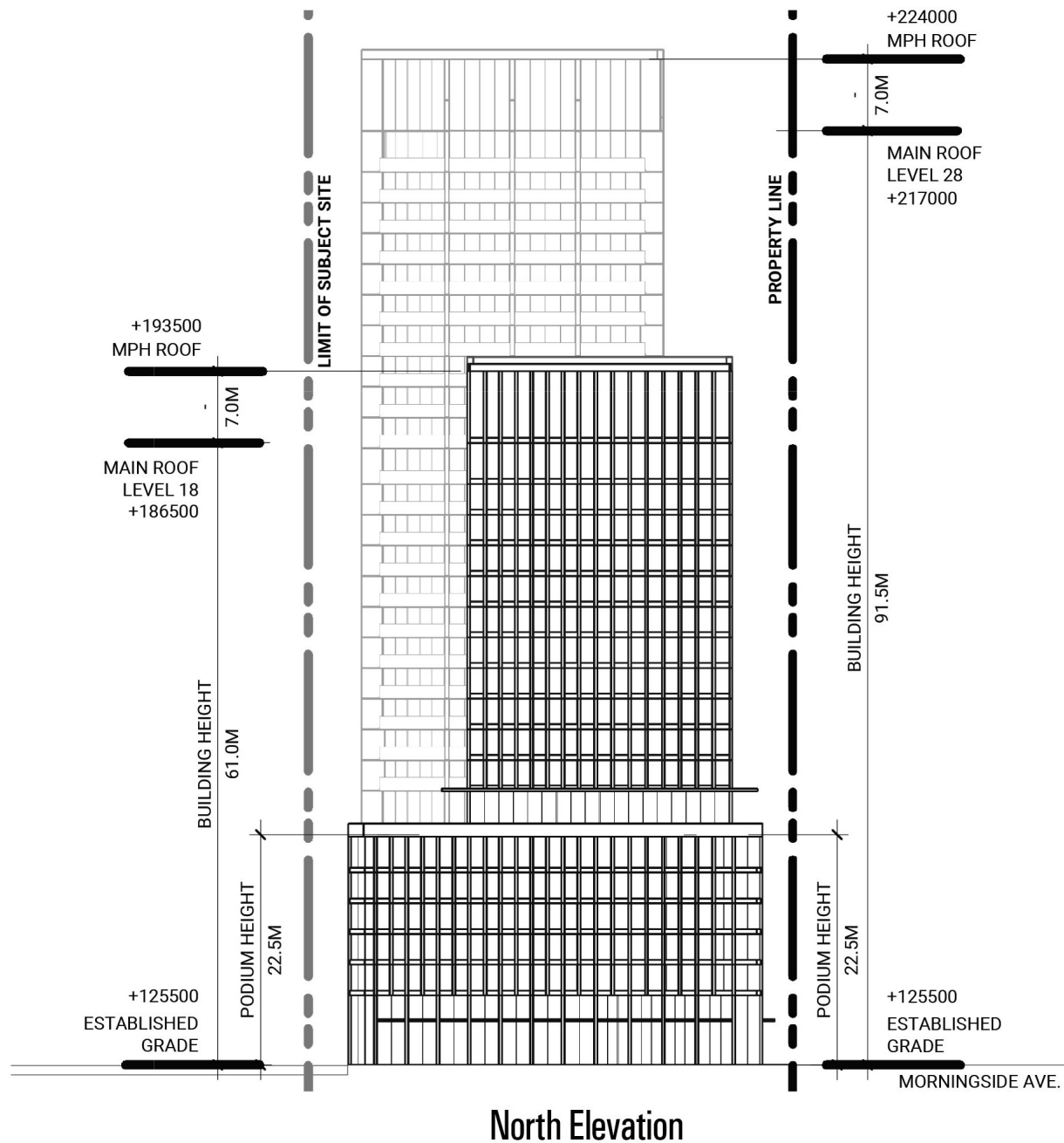
Attachment 5: Draft Zoning By-law Amendment

(Attached separately as a PDF)

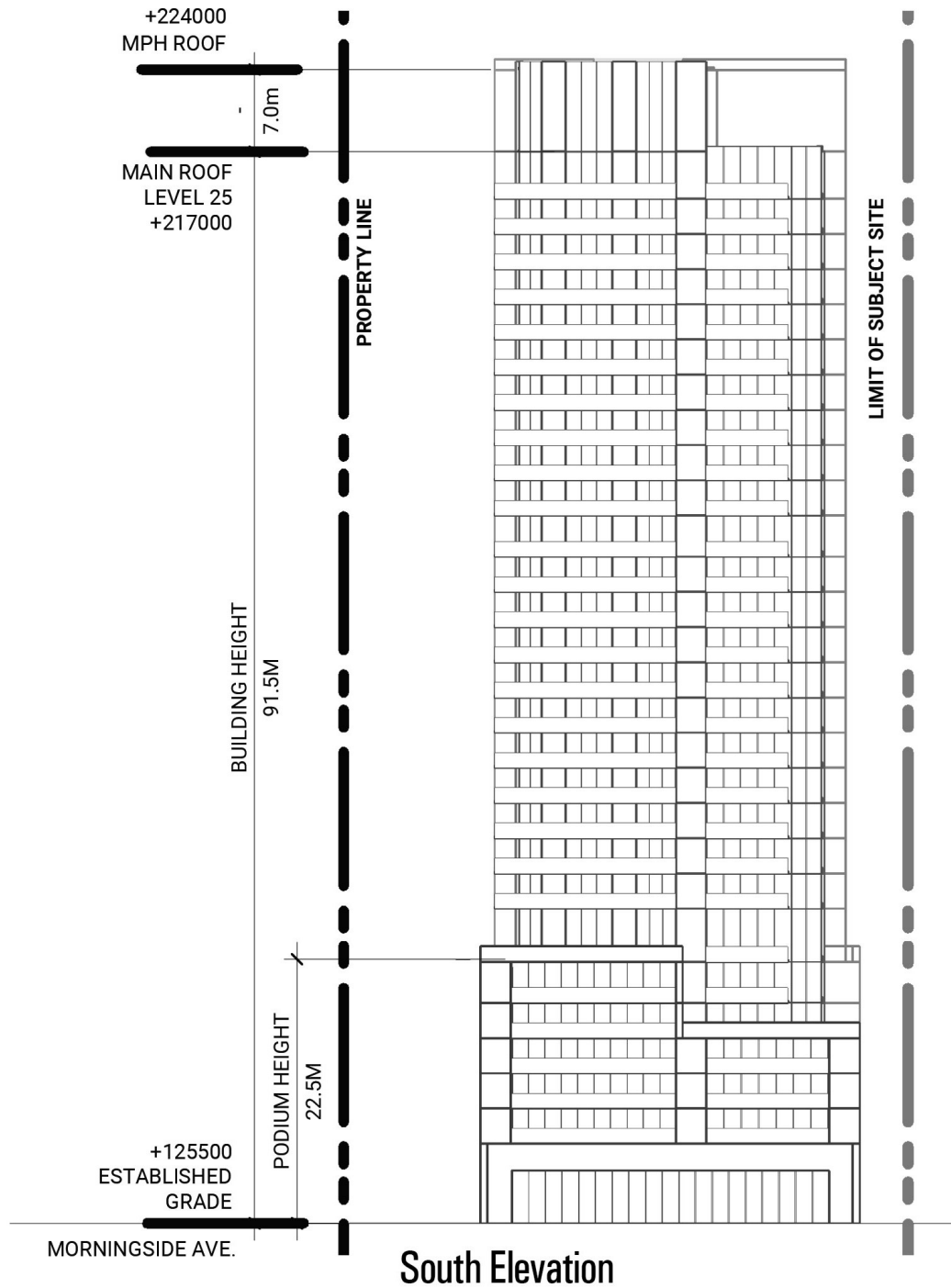
Attachment 6: Site Plan



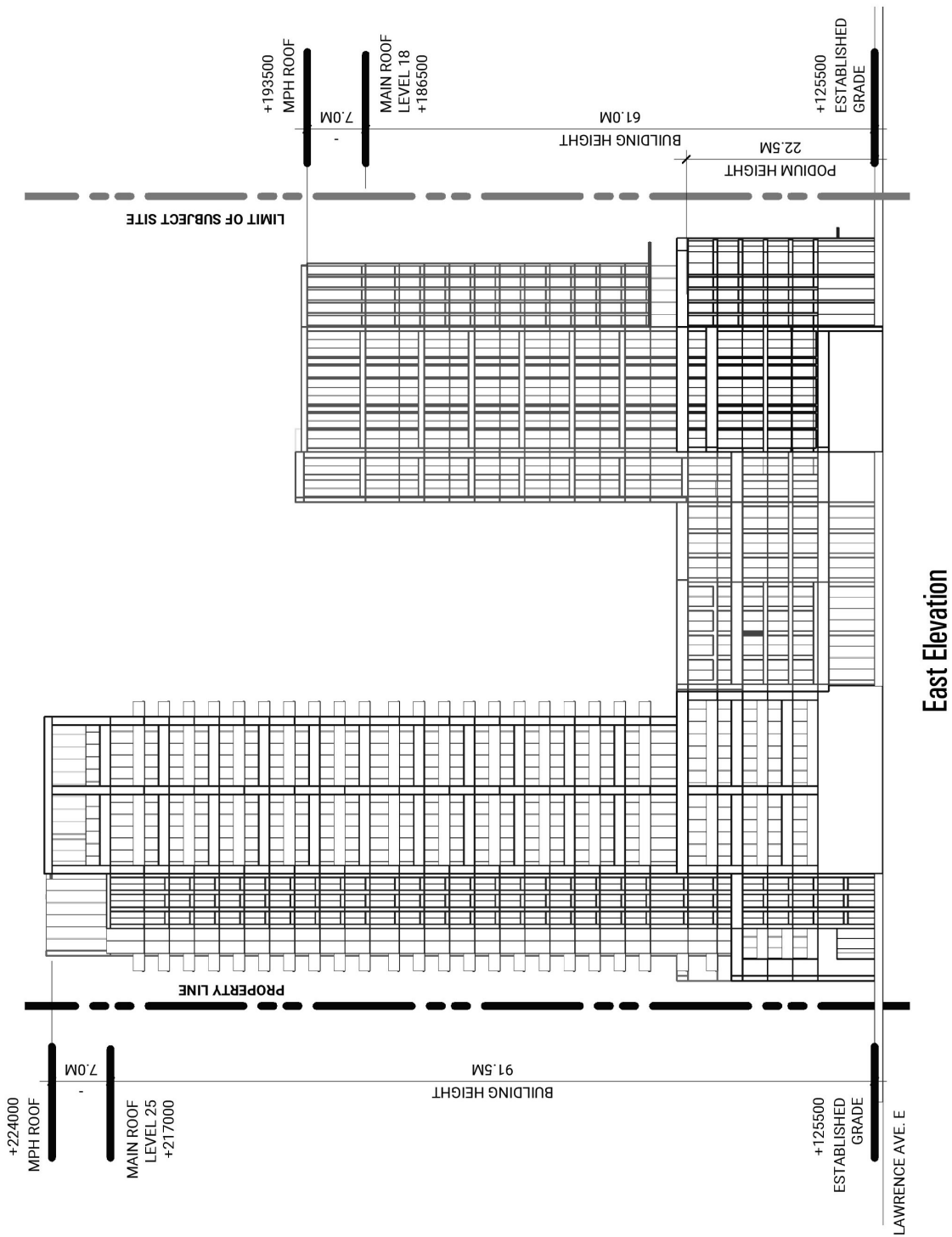
Attachment 7: North Elevation



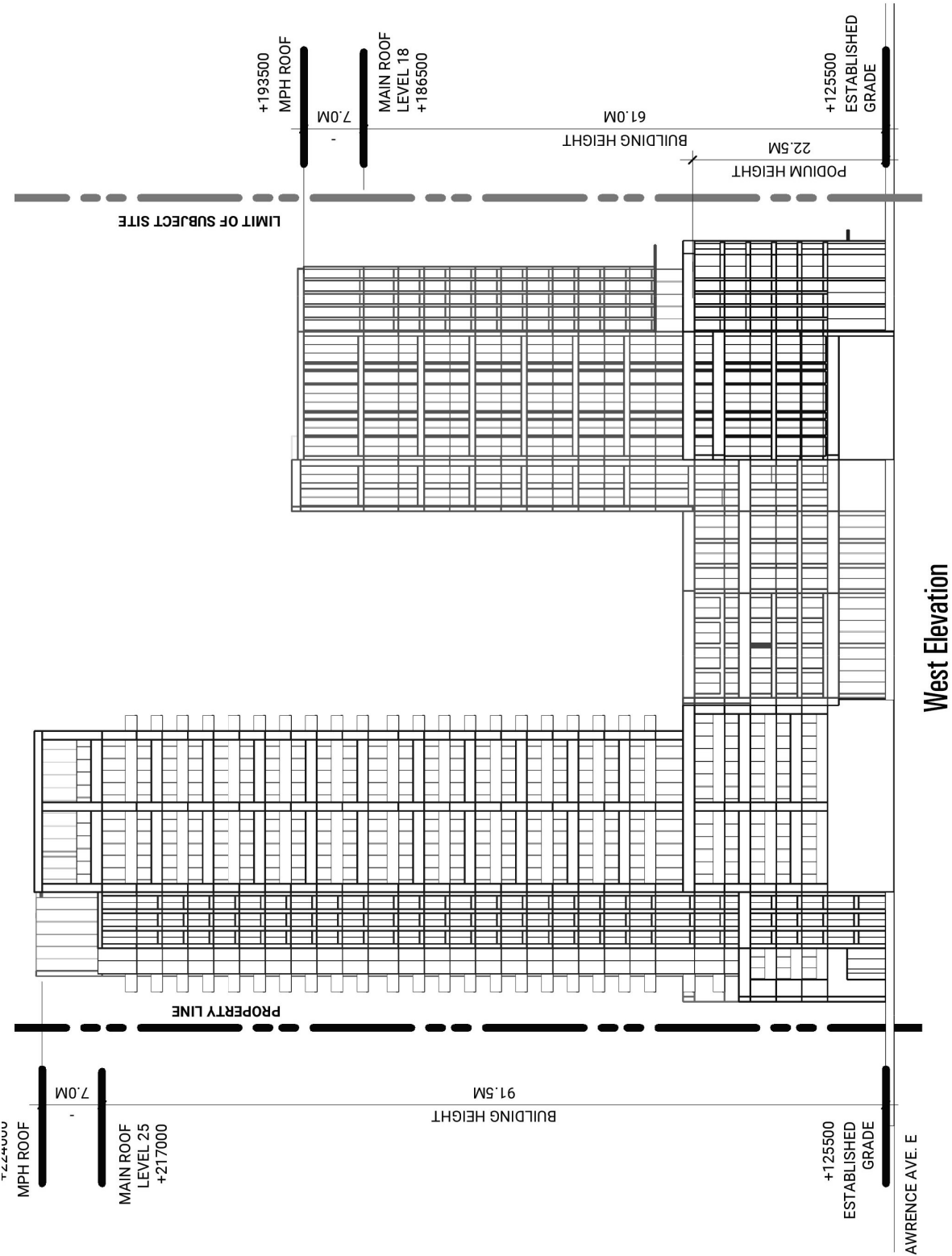
Attachment 8: South Elevation



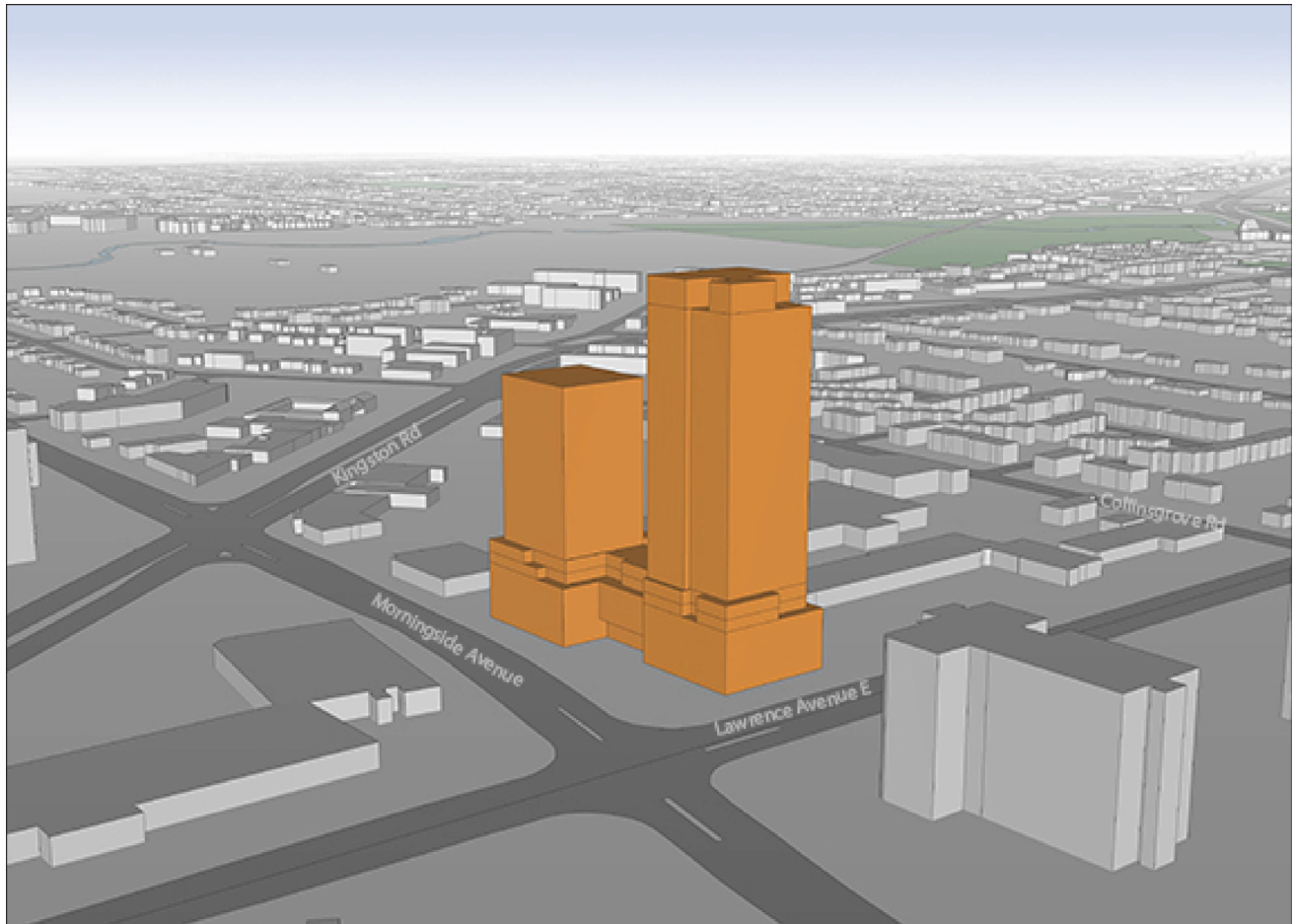
Attachment 9: East Elevation



Attachment 10: West Elevation



Attachment 11: 3D Massing Model



View of Applicant's Proposal Looking Southwest

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08/19/2024