

4206, 4608 and 4212 Kingston Road – Zoning Amendment Application – Decision Report – Approval

Date: September 2, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 24 - Scarborough-Guildwood

Planning Application Number: 22 125367 ESC 24 OZ

Related Application: 20 122927 ESC 24 SA

SUMMARY

This application proposes to amend the Zoning By-law to permit the construction of a 12-storey (36 metres) mixed use building and a 7-storey (21.85 metre) residential building at 4206, 4608 and 4212 Kingston Road. The proposal consists of 271 residential dwelling units and approximately 246 square metres of non-residential gross floor area, with a total gross floor area of approximately 20,741 square metres.

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. The proposed buildings represent an appropriate mix of land uses on the site, contained in a built form that respects the existing and planned context, encouraging a comfortable and attractive pedestrian environment on Kingston Road.

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 4206, 4608 and 4212 Kingston 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 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

The applicant submitted a Site Plan Application on March 6, 2020 to facilitate the proposed development at 4206, 4608 and 4212 Kingston Road. Following discussions with City Planning staff throughout the review of that related application, the applicant submitted the subject Zoning By-law Amendment application on March 22, 2022, deemed to be complete as of May 12, 2022.

A Preliminary Report on the Zoning By-law Amendment application was adopted by Scarborough Community Council on June 30, 2022, authorizing City Planning staff to conduct a community consultation meeting. Comments from the community consultation are summarized in the Comments section of this Report. A copy of the Preliminary Report and Community Council's direction is available online at: <https://secure.toronto.ca/council/agenda-item.do?item=2022.SC33.19>

Staff conducted a community consultation meeting for the application on February 21, 2023. A summary from the community consultation can be found below in the Comments section of this Report.

THE SITE

Description

The site is located along the northwest side of Kingston Road, south of Lawrence Avenue East. The subject site is irregular in shape and has a combined area of approximately 1.77 acres (7,163 square metres), with a frontage on Kingston Road of around 54 metres. See Attachment 2 of this report for the Location Map.

Existing Use

The site is currently occupied by an automotive dealership at 4206 Kingston Road and the Idlewood Inn at 4212 Kingston Road.

Surrounding Area

The surrounding land uses include:

North: Low-rise residential neighbourhood comprised of single and semi-detached dwellings. Further north is Galloway Road Public School and Lawrence Avenue East.

South: Kingston Road is immediately southeast of the subject site. On the southeast side of Kingston Road are low-rise residential and commercial uses including a landscaping store and an auto-parts store. Maplewood High School is located further south of these buildings.

East: Immediately northeast is Toronto Family Residence, a short-term emergency shelter operated by the City of Toronto's Shelter, Support and Housing Administration. Further east are various commercial and institutional uses including a car dealership, a place of worship, and Native Child and Family Services Toronto.

West: Immediately southwest are two residential townhouse blocks. Further southwest is a single-storey commercial plaza.

THE APPLICATION

Description

The proposed Zoning By-law amendment will facilitate the construction of a 12-storey (36 metre excluding mechanical penthouse) mid-rise, mixed use building ("Building A") and a 7-storey (21.85 excluding mechanical penthouse) residential building ("Building B"). The existing automotive dealership and Idlewood Inn on the subject site will be demolished.

Density

The proposal consists of 271 residential dwelling units between the two buildings, and approximately 246 square metres of non-residential gross floor area. The total proposed gross floor area of approximately 20,741 square metres would result in a density is 2.88 times the area of the lot.

Dwelling Units

The proposal includes 271 dwelling units, 36 studio (13.3%), 115 one-bedroom (42.4%), 91 two-bedroom (33.6%), and 29 three-bedroom units (10.7%).

Amenity Space

The application proposes 707.74 square metres (2.61 square metres per unit) of indoor amenity space, including 384 square metres of co-working space for residents. Approximately 638 square metres (2.35 square metres per unit) of outdoor amenity space is proposed and includes a large 574 square metre of contiguous outdoor amenity space at the northwestern portion of the site.

Access, Bicycle Parking, Vehicle Parking and Loading

The proposal includes a total of 280 vehicular parking spaces, including 233 parking spaces for residents, 42 visitor parking spaces, 4 parking spaces for the proposed non-residential uses, and one car-share space. Most of the vehicular parking spaces will be

provided in the underground parking garage, with the exception of 5 spaces at grade. 11 of the vehicular parking spaces will be accessible.

A total of 249 bicycle parking spaces are proposed, of which 20 are short-term bicycle parking spaces and 229 are long-term bicycle parking spaces. 20 of the spaces will be located at-grade and the remaining 229 spaces will be located in the P1 level of the underground garage.

One Type 'G' loading space is proposed to be located at the northwest of the site, to the rear of the proposed 12-storey building.

A 3-metre road widening conveyance along the Kingston Road frontage will be provided to facilitate the future construction of the Eglinton East Light Rail Transit line ("EELRT").

Additional Information

See 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: <https://www.toronto.ca/4212KingstonRd>

See Attachments 1-13 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 in order to permit the proposed height, density, and setbacks. The amendment will also bring the subject site into the City of Toronto Zoning By-law 569-2013 and establish new development standards related to the gross floor area, number and mix of dwelling units, parking, loading, and amenity areas, amongst other items.

APPLICATION BACKGROUND

Application Requirements

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

- Arborist Report
- Architectural Plans
- Civil and Utilities Plans
- Environment Site Assessment – Phase One
- Functional Service Report
- Geotechnical Study
- Hydrogeological Report
- Landscape Plans and Soil Volume Plan

- Noise Impact Study
- Planning Rationale
- Site Grading and Drainage Plans
- Stormwater Management Report
- Topographical Survey
- Toronto Green Standards Checklist
- Pedestrian Level Wind Study
- Transportation Impact Study
- Tree Preservation Plan

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 Official Plan Urban Structure Map 2 identifies the subject property as being located on an *Avenue*. The land use designation as per Map 23 for the site is *Mixed Use Areas*. (See Attachment 3 of this report for the Land Use Map). Furthermore, Kingston Road is identified as a *Major Street* on Map 3 with a planned right-of-way width of 36 metres. 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 Policies (SASP)

SASP 272 applies to the site and prohibits any service stations, used car sales lots and public garages, except where they existed on June 26, 2003.

It is noted that the subject site is located within lands delineated as part of the Guildwood GO Station Protected Major Transit Station Area (PMTSA) as per SASP 641 which forms part of the Council-adopted Official Plan Amendment (OPA) 570. However, the OPA and SASP are not currently in-effect, as Ministerial approval has not yet been granted.

Zoning

The subject site is zoned Commercial-Residential (CR-86-202-203-324-325-400-600-601-602-603-604) under the former City of Scarborough West Hill Community By-law 10327, as amended. The zoning category permits various commercial and residential uses, but prohibits automobile sales, service, and maintenance uses, auto sales rooms, single detached dwellings, semi-detached dwellings, and duplexes. The Commercial-Residential Zone performance standards for this site also permit a minimum building height of two storeys and a maximum of eight stories, and a minimum 7.5 metre rear yard setback and 3 metre front yard setback, among other zoning provisions. See Attachment 4 of this report for the existing Zoning By-law Map.

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

Design Guidelines

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

- Mid-Rise Building Performance Standards
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Streetscape Manual
- Bird-friendly Design Guidelines
- Toronto Accessibility Design Guidelines

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

Toronto Green Standard

The Toronto Green Standard (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 development is subject to Site Plan Control. A Site Plan Control application was submitted in March 2020 (File No. 20 112927 ESC 24 SA) and has been reviewed concurrently with the subject Zoning By-law Amendment application. Staff are continuing the concurrent review of the Site Plan application to ensure that all outstanding comments are addressed.

COMMUNITY CONSULTATION

On February 21, 2023, staff held a virtual community consultation meeting in conjunction with the local Ward councillor. Some of the concerns raised by attendees included those relating to potential impacts to traffic, shadow impacts, transportation

demand management (TDM) measures, provisions of retail space, and concerns relating to privacy.

The matters raised through community consultation have been considered through the review of the application and summarized below:

- With regards to potential traffic impacts, the applicant's Traffic Impact Study has demonstrated that there will be no adverse impacts to the nearby traffic network;
- With regards to the potential shadowing, the applicant's Shadow Study has satisfactorily demonstrated that any shadowing on the adjacent *Neighbourhoods* and the public realm is minimal and/or acceptable for the development of this site;
- With regards to TDM, the applicant has proposed a number of TDM measures which will be secured through the Site Plan application.
- In relation to retail space, the proposed development will include approximately 246 square metres of non-residential gross floor area; and,
- In relation to privacy, the proposed buildings are massed and set back to minimize privacy concerns, with the proposed landscaping and plantings providing an additional buffer. These matters will be further discussed in detail in subsequent sections of this 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*. 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 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 site is designated *Mixed Use Areas* in Map 23 of the Official Plan (Attachment 3) which permits the proposed residential and commercial uses. The proposed 245.7 square metres of non-residential floor space along Kingston Road as well as the 271 residential units will provide an appropriate mix of land uses as envisioned in the Official Plan. The site-specific Zoning By-law Amendment will also

ensure that service stations, used car sales lots and public garages are not permitted in the proposed development, as prohibited by SASP 272.

Public Realm and Site Organization

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.

Building A (12 storeys) will be set back 3.2 metres from the existing property line and 0.2 metres from the future property line along Kingston Road. This is considered appropriate as the building frontage along Kingston Road will consist of active uses on the ground floor. As such, the proposed front yard setback will help create a more engaging interface between the active uses and the public realm. Specifically, most of the frontage will consist of commercial units along Kingston Road, with a smaller frontage featuring indoor amenity space that is programmed as a co-working space for residents. Immediately adjacent to the future front property line will be a landscape buffer and walkways connecting the commercial units and the indoor amenity space to a new 2.1 metre sidewalk. Canopies are currently proposed which may encroach past the future property line but will provide weather protection and a more comfortable public realm.

Building A (12 storeys) will be set back 5 to 9 metres from the southwest property line adjacent to the neighbouring townhouse blocks, and over 5.5 metres to the northwest property line adjacent to the single and semi-detached *Neighbourhoods* to the rear of the site. The setbacks will be landscaped and planted with trees and will provide adequate privacy and a good transition to the neighbouring residential uses. Similarly, Building B (7 storeys) will be set back 9 metres from the east property line facing the Toronto Family Residence building. The east-facing ground floor residential dwelling units will feature 4-metre-deep terraces, with the remaining 5 metres to be landscaped with tree plantings, also providing privacy and an adequate transition to the neighbouring building. The north end of Building B will be set back over 12 metres from the northwest property line, providing a generous setback from the adjacent single and semi-detached dwellings.

The private driveway and turning circle providing access to the underground garage ramp will be flanked by 2.1 metre walkways on both sides, creating a pedestrian connection to the outdoor amenity space and pet relief area at the northwest corner of the subject site. A further 1.5 metre walkway will provide a pedestrian connection to the west-facing ground floor dwelling units facing a large 574 square metre outdoor amenity area. These units will also feature a 4-metre-deep terrace, creating an interface with the outdoor amenity area that promotes a safe, and comfortable public realm.

As such, staff is satisfied that the siting and organization of the proposed buildings represents good and orderly planning, creating a desirable public realm and providing a good transition to surrounding land uses.

Density, Height, Massing

Building A has a proposed height of 12 storeys (36 metres excluding mechanical penthouse) and Building B proposed at 7 storeys (21.85 metres excluding mechanical penthouse). Staff have reviewed the proposed heights and consider them to be appropriate. Policies 3.1.4.4 and 3.1.4.5 of the Official Plan state that mid-rise buildings shall have heights generally no greater than the width of the right-of-way (ROW) that it fronts onto. Similarly, the Mid-rise Guidelines states that buildings on *Avenues* shall be no taller than the width of the adjacent *Avenue's* ROW. In this regard, the proposed 12-storey, 36-metre building mass facing Kingston Road for Building A is appropriate, as it is no taller than the planned 36-metre right-of-way width of Kingston Road.

The Official Plan requires that mid-rise buildings maintain street proportion and open views of the sky. This is generally achieved by stepping back building massing generally at 80% of the adjacent ROW. Meanwhile, the Mid-rise Guidelines state that a 45-degree angular plane shall be taken from a height equivalent to 80% of the ROW width. Building A steps back 1.5 metres at the 7th storey (approximate height of 17.7 metres or 49% of the ROW width of Kingston Road) with an additional 'pedestrian perception stepback' at the 12th storey (approximate height of 33 metres or 92% of the ROW width) as per the Mid-rise Guidelines. It is noted that Building A will only fall beneath the 45-degree angular plane when taken from the existing property line and not the future property line. This is due to the 3-metre road widening to be conveyed for the EELRT. The piercing of the angular plane when taken from the future property line is minor, impacting only the corners of the top two storeys, and the issue only arises due to a conveyance beyond the 36-metre planned ROW width of Kingston Road. Therefore, staff find the proposed built form to be appropriate and generally in-keeping with the intent of the Official Plan and Mid-rise Guidelines.

Buildings A and B feature various other stepbacks within the massing, providing a more gradual and appropriate transition to surrounding buildings and land uses. Building A features substantial terracing at its rear, with 7.2-metre, 6-metre, 6-metre, and 12-metre stepbacks at the 2nd, 5th, 7th, and 8th storey respectively. It falls beneath the angular plane when taken from the rear property line of the adjacent *Neighbourhoods*, as per the Mid-rise Guidelines. Building B also steps back from the *Neighbourhoods* to the north, with 6.1 metre stepbacks at the 5th and 7th storey and falling under the rear angular plane as well. At 7 storeys in height Building B is an appropriate transitional element between the taller Building A fronting Kingston Road and the lower scale land uses adjacent to the site.

As such, staff is satisfied that the proposed building height, massing, and stepbacks provide a good transition between areas of different development intensity and scale, frames the street with good proportion, reduces shadowing onto adjacent land uses, and creates a comfortable and attractive public realm.

Sun, Shadow, Wind

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 has provided a shadow study illustrating the shadow impacts during the fall (September 21) and spring (March 21) equinoxes. Staff have reviewed the shadow study and finds the shadow impacts to be minimal and appropriate. During March, most of the shadows casted by the proposed development will be contained within the subject site. Some dwellings in the adjacent lands designated *Neighbourhoods* will be impacted in the morning at 9:18am, though they are mostly limited to the dwellings directly adjacent to the subject site along the south side of Pilot Street and are already currently impacted by shadow to some extent. By 11:18am most of the shadowing is gone. During the afternoon there is some shadowing on to the adjacent Toronto Family Residence, followed by some shadowing on Kingston Road which will last into the evening. The shadowing impact will be similar during the September 21 fall equinox.

Staff is of the opinion that proposed shadow impacts are adequately limited and appropriate for the subject site, given that shadows on the *Neighbourhoods* pass quickly in the morning. Shadow impacts on Kingston Road are limited to only a few hours in the afternoon/evening. Staff is satisfied that there will be no significant impacts on the public realm and shadows are mitigated by the proposed built form and massing.

The applicant has provided a pedestrian level wind assessment. The consultants found conditions in the tested areas to be suitable for sitting, standing and/or strolling in the summer, and at no point are wind conditions deemed uncomfortable. Relatively higher wind speed is expected around the south and north ends of the subject site. However, resident or pedestrian activity in this area is expected to be minimal as it is the location of a transformer located within the side yard, and with only a small section of Kingston Road being impacted. Similarly, resident activity in the impacted northern area will also be minimal as it will be the location of a vent and infiltration trench. Higher wind activity is also expected in and around the underpass through Building A, but as a driveway, it is not expected that residents or pedestrians will spend an extended period of time in that location. The area with the most adverse wind conditions is the outdoor corridor between Buildings A and B. However, it is also not expected that residents will spend an extended period of time in this space, as it will primarily be used to access an outdoor amenity space which is directly accessible via the lobby.

Measures to further mitigate negative wind impacts as recommended in the applicant's wind assessment will be secured through the Site Plan application.

Access, Traffic Impact, Parking, Loading

Access and Site Circulation

Vehicular access to the site is proposed to be provided via a right-in/right-out driveway to Kingston Road. A private driveway will go through an underpass via an opening in Building A leading to a turning circle, where an internalized loading area and a ramp to the underground parking garage can be accessed.

Traffic Impact

In support of the development proposal the applicant has provided a Traffic Impact Study by LEA Consulting. The analysis confirms that the development is not expected to have a significant impact on the traffic operations of the road network surrounding the

site. In this regard, the City's Transportation Services staff has reviewed the Traffic Impact Study and considers its finding acceptable.

Parking and Loading

275 vehicular parking spaces are proposed in a two-level below-grade parking garage, in addition to 5 visitor surface parking spaces, with a total vehicular parking supply of 280 spaces. This includes 233 vehicular parking spaces for residents, 42 visitor parking spaces, 4 parking spaces for non-residential uses, and 1 car-share space. 11 of the parking spaces will be accessible. Transportation Services staff finds the proposed parking supply and proposed parking rate acceptable.

1 Type 'G' loading space is being proposed, which complies with the requirements of Zoning By-law 569-2013. Transportation Services staff finds the proposed number of loading spaces to be acceptable.

Transportation Demand Management

Transportation Demand Management (TDM) strategies have been proposed including the provision of a bicycle repair station, a car-share parking space/service, and pre-loaded PRESTO cards. Transportation Planning staff finds the strategies acceptable, and the City will secure these strategies through the Site Plan application.

Road Widening

A 3.0 metre road widening conveyance at the Kingston Road frontage will be provided to protect for the future Eglinton East Light Rail Transit line ("EELRT").

Servicing

The applicant has submitted a Functional Servicing Report, Stormwater Management Report, and Hydrogeological Report in support of the application. City Engineering and Construction Services staff have reviewed the submitted material and determined that there is sufficient infrastructure capacity to service the proposed development. Outstanding technical comments will be addressed, and works will be secured through the Site Plan application.

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. This development proposes 271 dwelling units of which 120 (44%) are larger units, including 91 two-bedroom (33.6%) and 29 three-bedroom (10.7%) dwelling units. Staff supports the proposed unit mix as it meets and exceeds what is recommended in the Growing Up Guidelines.

Amenity Space

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

The proposed development has 271 residential units and provides 707.74 square metres of indoor amenity space and 638.50 square metres of outdoor amenity space. The applicant is proposing a minimum rate of 2.0 square metres each of outdoor and indoor amenity space per unit, to be secured through the site-specific zoning by-law. This is consistent with the City of Toronto's Zoning By-law 569-2013.

An exception will be made in the site-specific Zoning By-law that will exempt the development from requiring a minimum of 40 square metres of outdoor amenity space be directly adjoining to an indoor amenity space. Staff finds this to be acceptable for this development as over 60 square metres of the outdoor amenity space found in Building B will be accessible from the indoor amenity space via the lobby. As the proposed indoor amenity space is programmed to be a 'co-working' space for residents, Staff finds it acceptable that the outdoor amenity space is not directly adjacent to the indoor amenity space.

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.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).

As proposed, this development would require the removal of twenty-three (23) by-law protected privately owned trees, located on the subject site. The planting of three replacement trees (or otherwise cash-in-lieu of planting payment) for each by-law protected private tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved. The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 3, which based on the area of the site (7,206 square metres), requires 1,310 cubic metres of soil volume. The submitted landscape plans specify soil volumes totaling 1,873.41 cubic metres, including a combined total of forty-six (46) proposed new trees on the private and public portions of the site. These tree planting plans are satisfactory to the City's Urban Forestry staff.

Schools

The application was circulated to the school boards. The Toronto Catholic District School Board has advised that sufficient space exists within the local elementary and secondary schools to accommodate additional students anticipated from the development as proposed.

The Toronto District School Board ("TDSB") has indicated that the projected accommodation levels at local schools warrant the use of warning clauses, as a result of the cumulative impact arising from all residential development in the school's attendance areas. The TDSB will require that warning signs be erected on the site, and warning clauses be included in the Site Plan Control Agreement.

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.

A total of 249 bicycle parking spaces and 55 electric vehicle supply equipment (EVSE) enabled parking spaces (out of a total of 280 parking spaces) are proposed. Tier 1 performance measures relating to vehicle and bicycle parking will be secured through the site-specific zoning by-law, while other measures will be secured on site plan drawings and through a Site Plan Agreement.

Conclusion

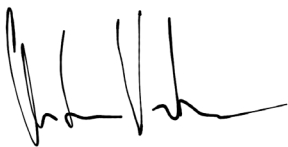
The proposal has been reviewed against the policies of the PPS (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Official Plan. Staff is of the opinion that the proposal is consistent with the PPS (2020) and conforms with the A Place to Grow: Growth Plan for the Greater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

Furthermore, the proposal conforms to the Official Plan, particularly as it relates to providing a high-quality mix of uses that meets the needs of the local community, within a built form that provides an appropriate transition between areas of different development intensity. Staff worked with the applicant and the community to address and resolve the following key concerns: transition to *Neighbourhoods*, traffic, shadow impacts, and opportunities for retail space. The development also proposes a high proportion of family-sized units that exceeds what is recommended by City guidelines. As such, Staff recommends that Council support approval of the application.

CONTACT

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SIGNATURE



Christian Ventresca MSc Pl, 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: South Elevation – Buildings A and B
- Attachment 8: West Elevation – Buildings A and B
- Attachment 9: North Elevation – Building A
- Attachment 10: North Elevation – Building B
- Attachment 11: East Elevation – Building A
- Attachment 12: East Elevation – Building B
- Attachment 13: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 4206, 4208 and 4212 KINGSTON ROAD **Date Received:** May 24, 2024

Application Number: 22 125367 ESC 24 OZ

Application Type: Rezoning

Project Description: Proposal for a development consisting of a 12-storey mixed-use building with retail uses at grade and residential uses above and a seven-storey residential building with both at-grade and below-grade parking and at-grade outdoor amenity. The proposed development includes 271 residential units.

Applicant	Agent	Architect	Owner
WESTON CONSULTING	WESTON CONSULTING	Z SQUARE CONSULTING INC	2685941 ONTARIO INC

EXISTING PLANNING CONTROLS

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

Zoning: CR **Heritage Designation:** N

Height Limit: 2-8 storeys **Site Plan Control Area:** Y

PROJECT INFORMATION

Site Area (sq m): 7,206 **Frontage (m):** 54 **Depth (m):** 86

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,706	2,706
Residential GFA (sq m):			20,495	20,495
Non-Residential GFA (sq m):	1,925		246	246
Total GFA (sq m):	1,925		20,741	20,741
Height - Storeys:	2		11	11
Height - Metres:			36	36

Lot Coverage Ratio (%): 37.56 **Floor Space Index:** 2.88

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	20,495	
Retail GFA:	246	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			271	271
Other:				
Total Units:			271	271

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		36	115	91	29
Total Units:		36	115	91	29

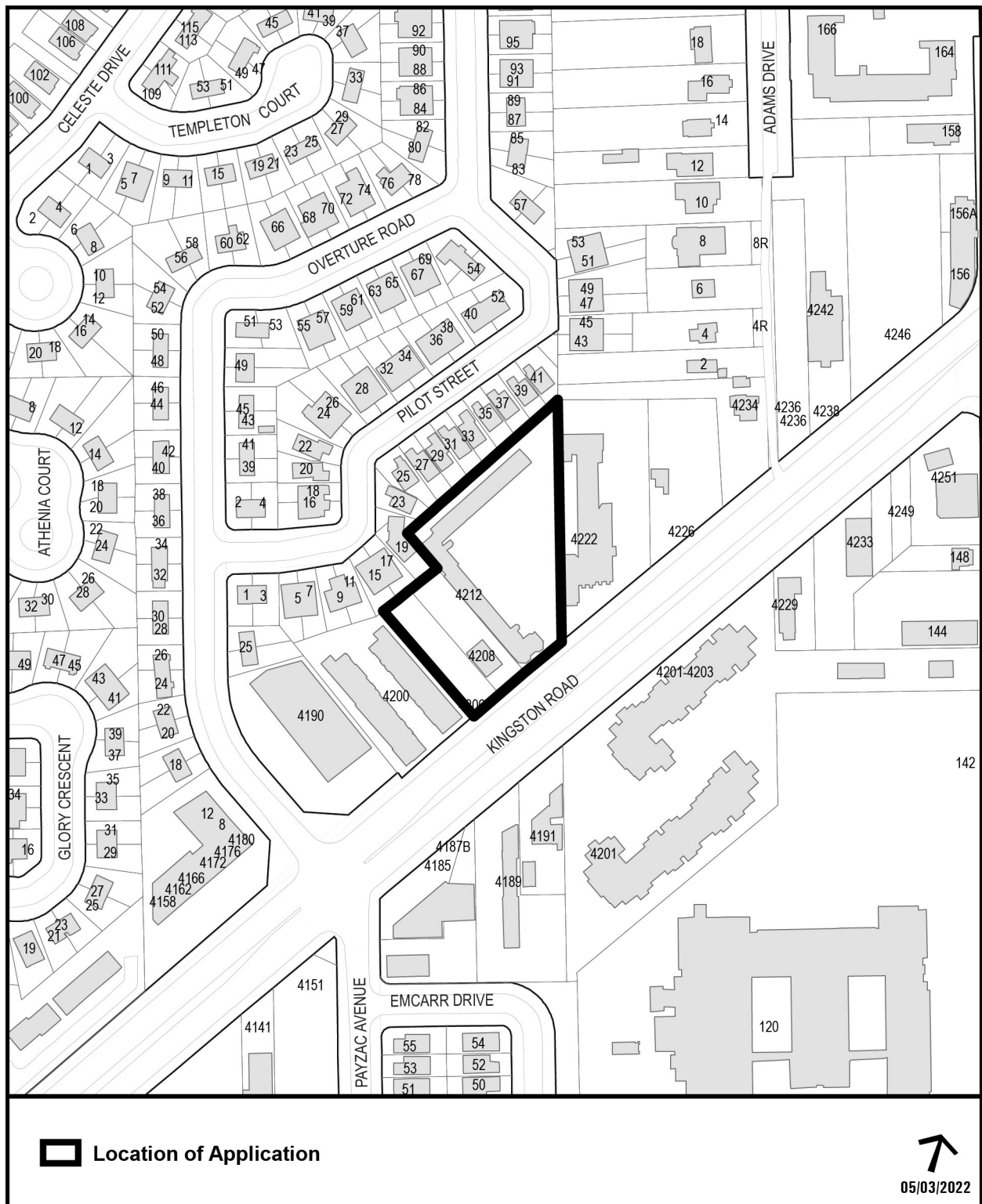
Parking and Loading

Parking Spaces: 280 Bicycle Parking Spaces: 249 Loading Docks: 1

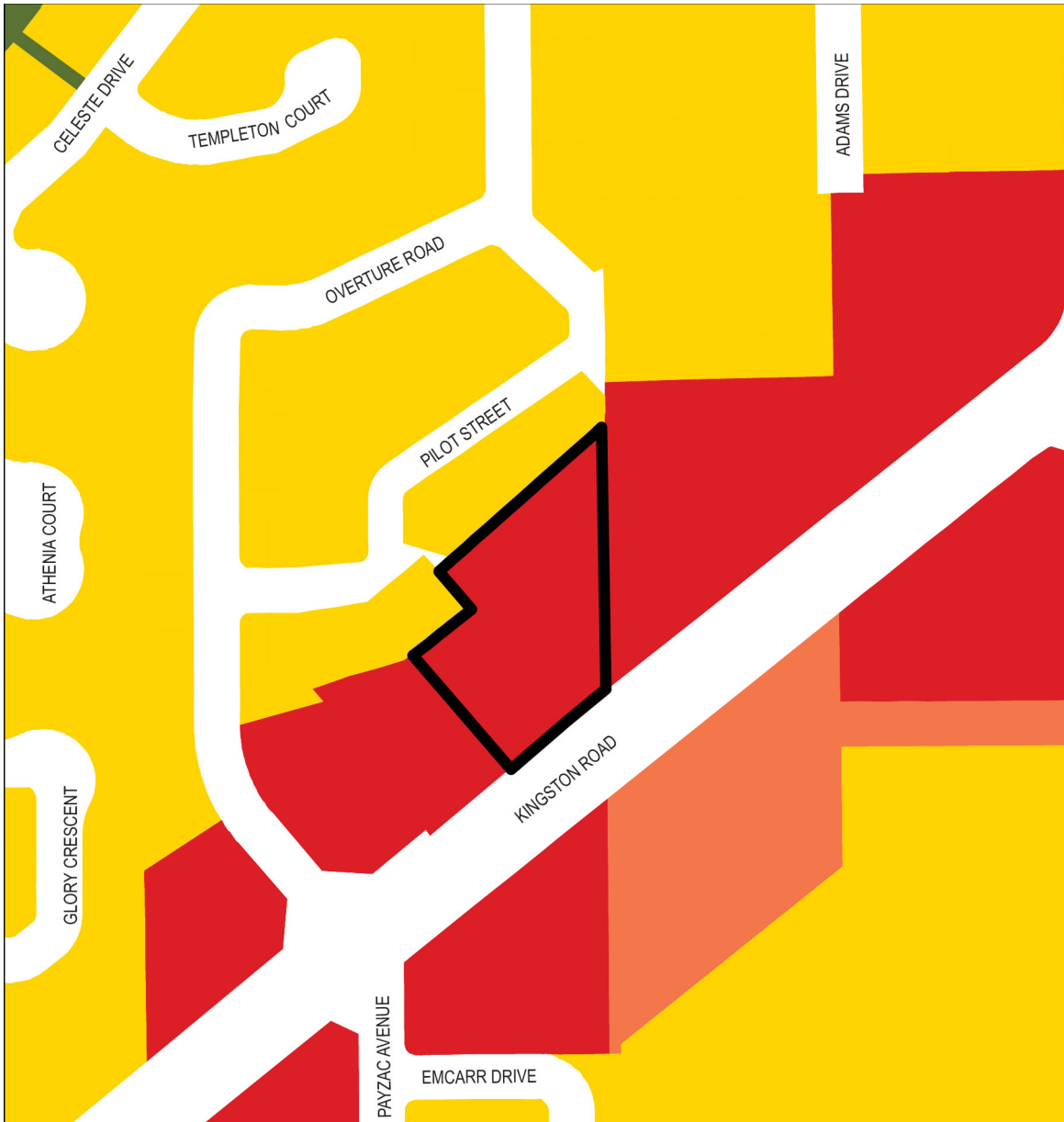
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map 23

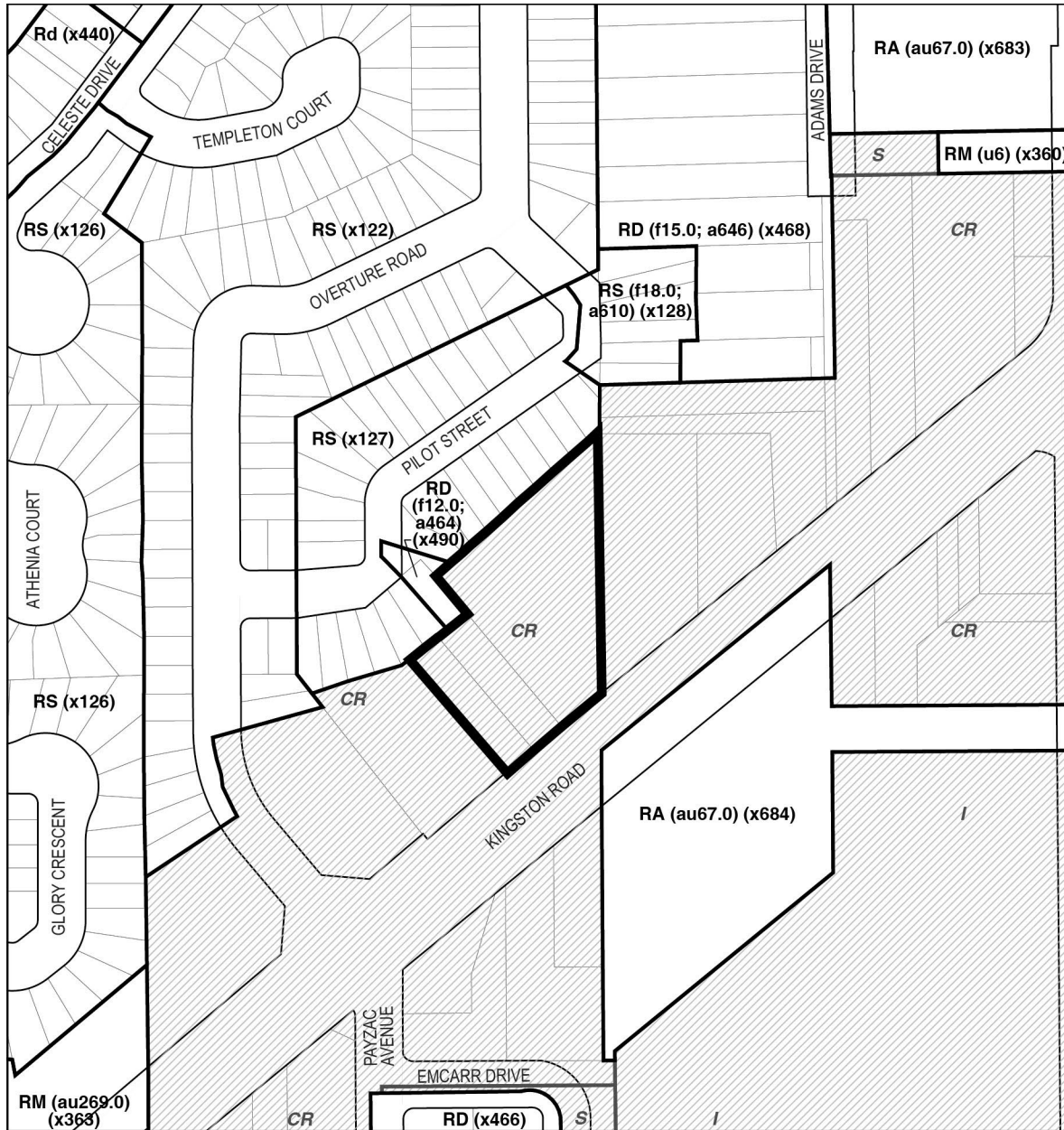
4212 Kingston Road

File # 22 125367 ESC 24 02




 Not to Scale
 Extracted: 03/28/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

4212 Kingston Road

File # 22 125367 ESC 24 0Z



Location of Application

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



See Former City of Scarborough Community By-laws

S Single-Family Residential
M Multiple-Family Residential
CR Commercial-Residential
I Institutional Uses



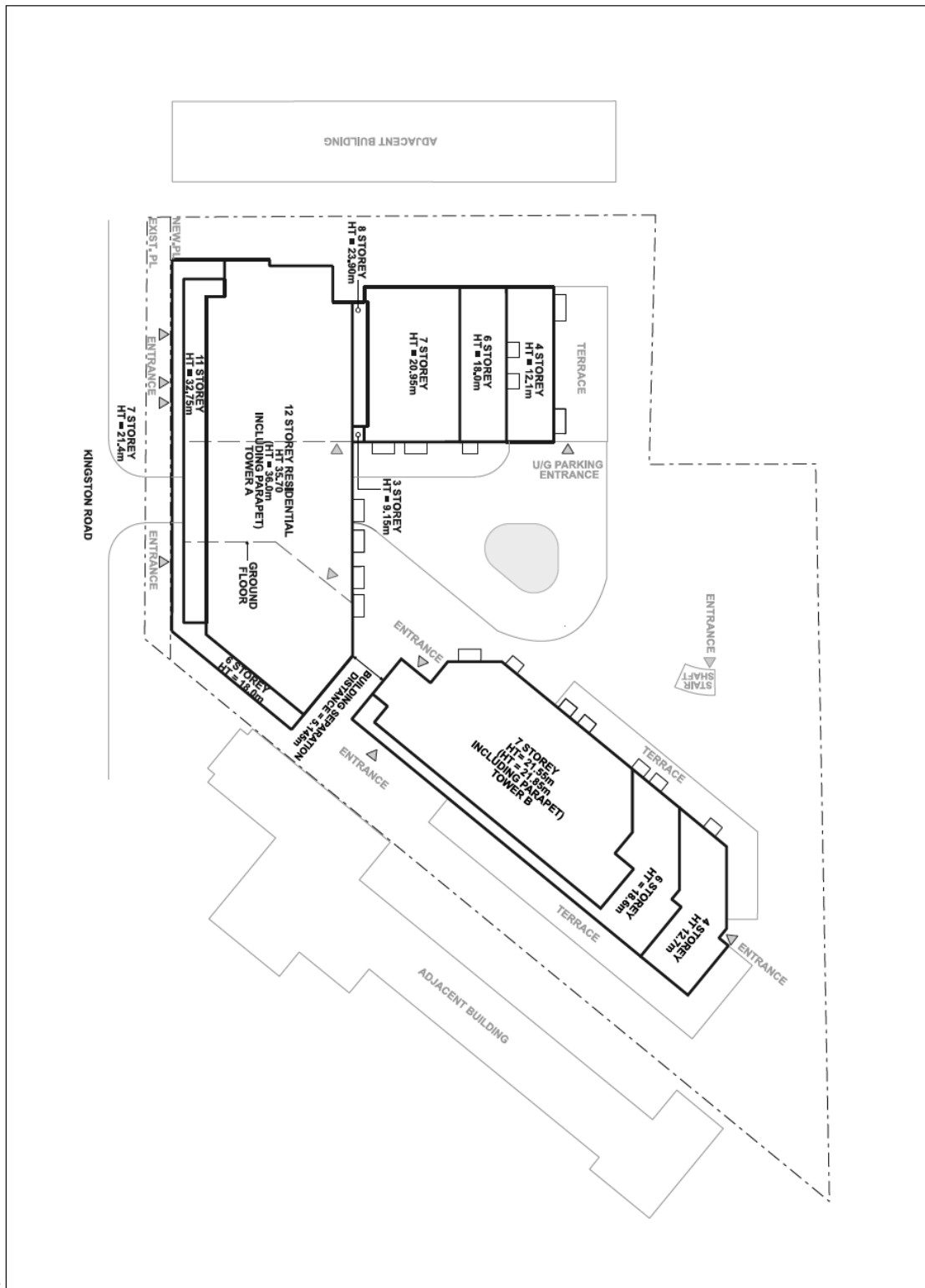
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 Extracted: 03/28/2022

Attachment 5: Draft Zoning By-law Amendment

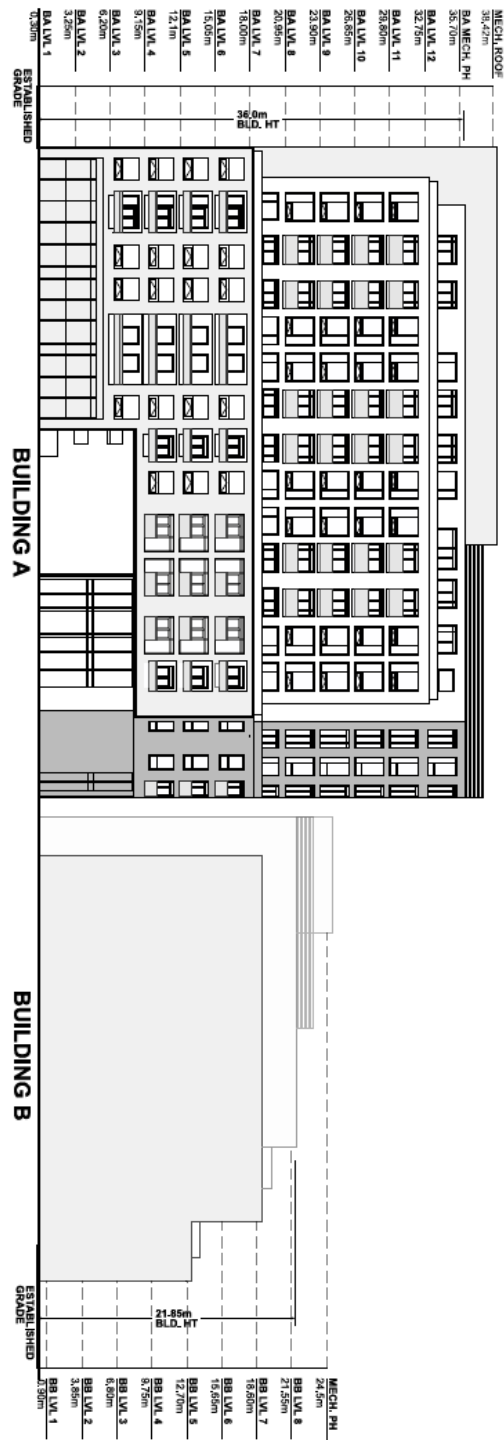
(Attached separately as a PDF)

Attachment 6: Site Plan

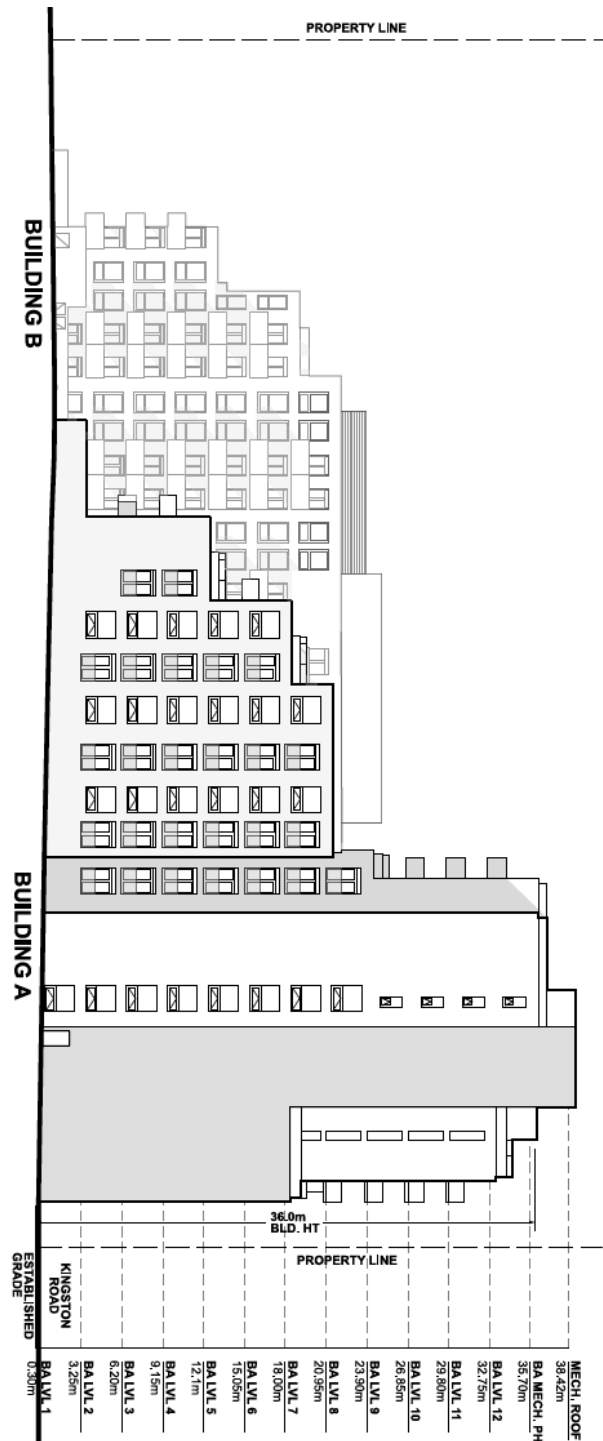
SITE PLAN



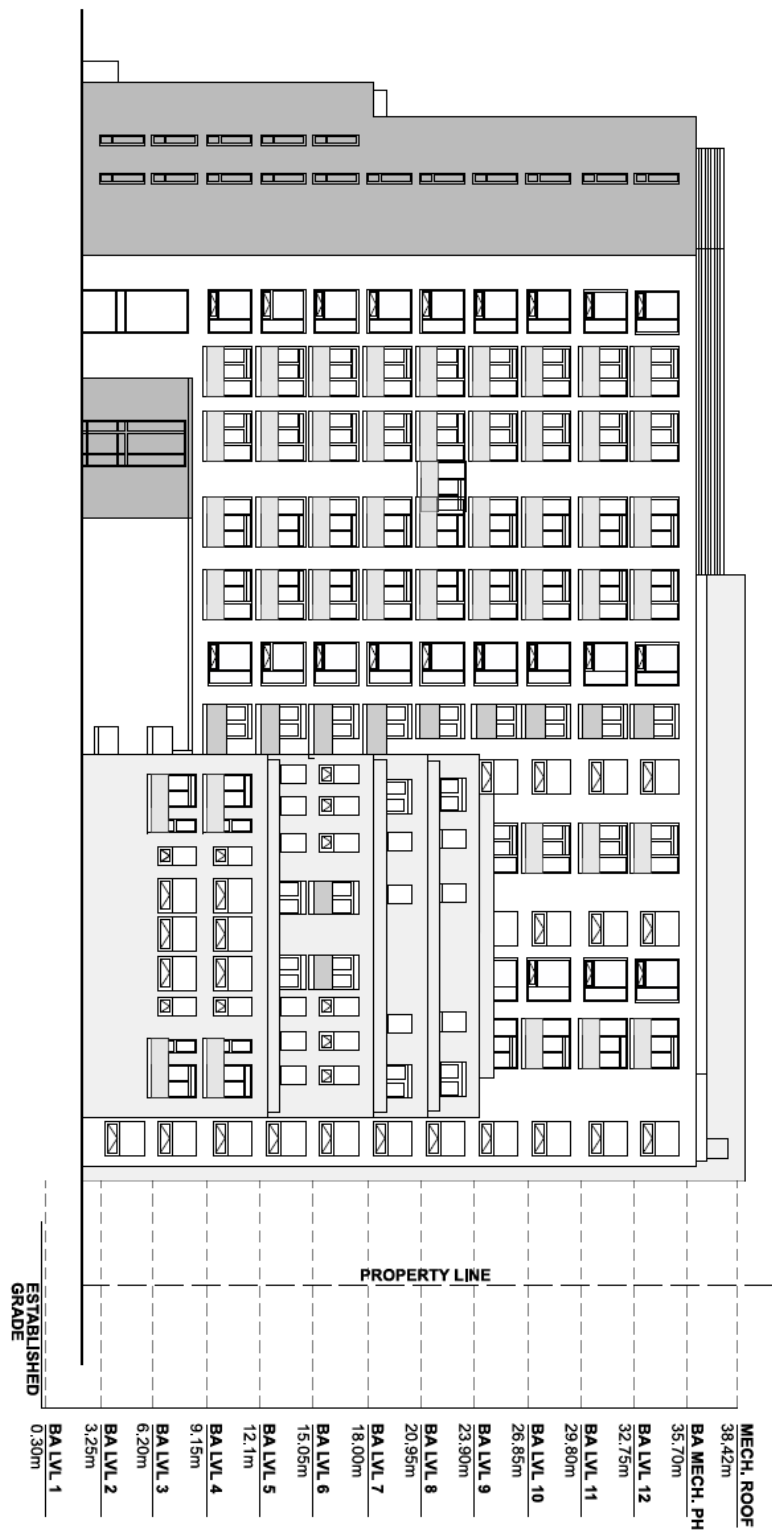
Attachment 7: South Elevation – Buildings A and B



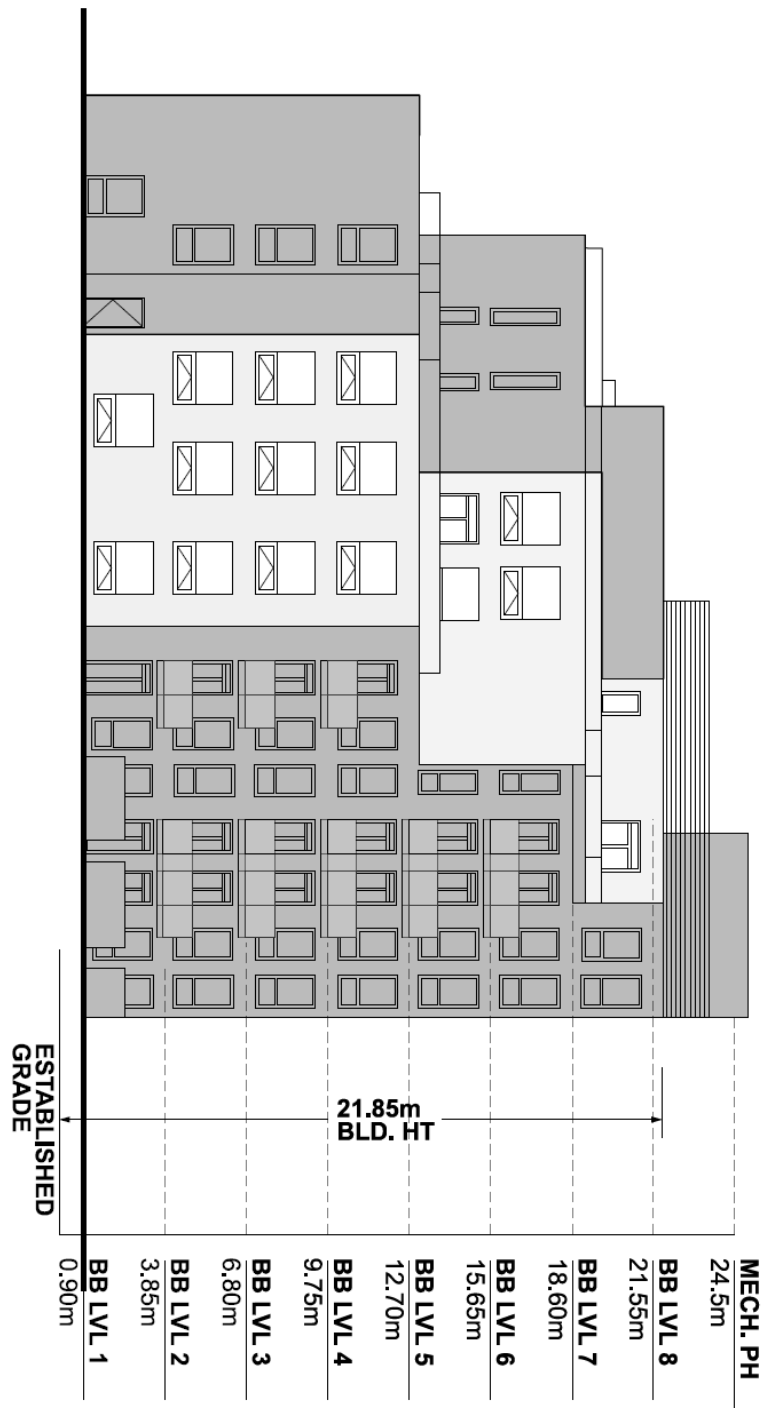
Attachment 8: West Elevation – Buildings A and B



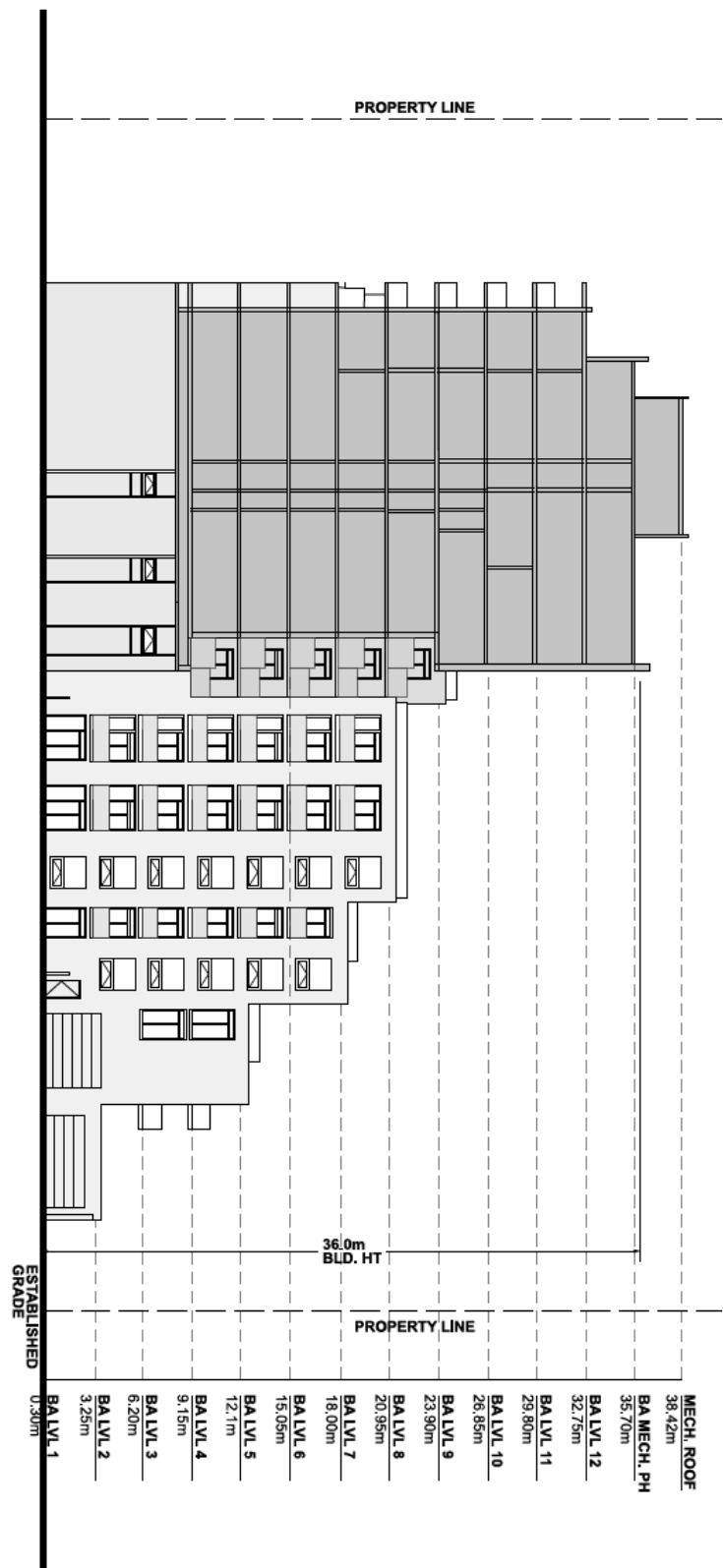
Attachment 9: North Elevation – Building A



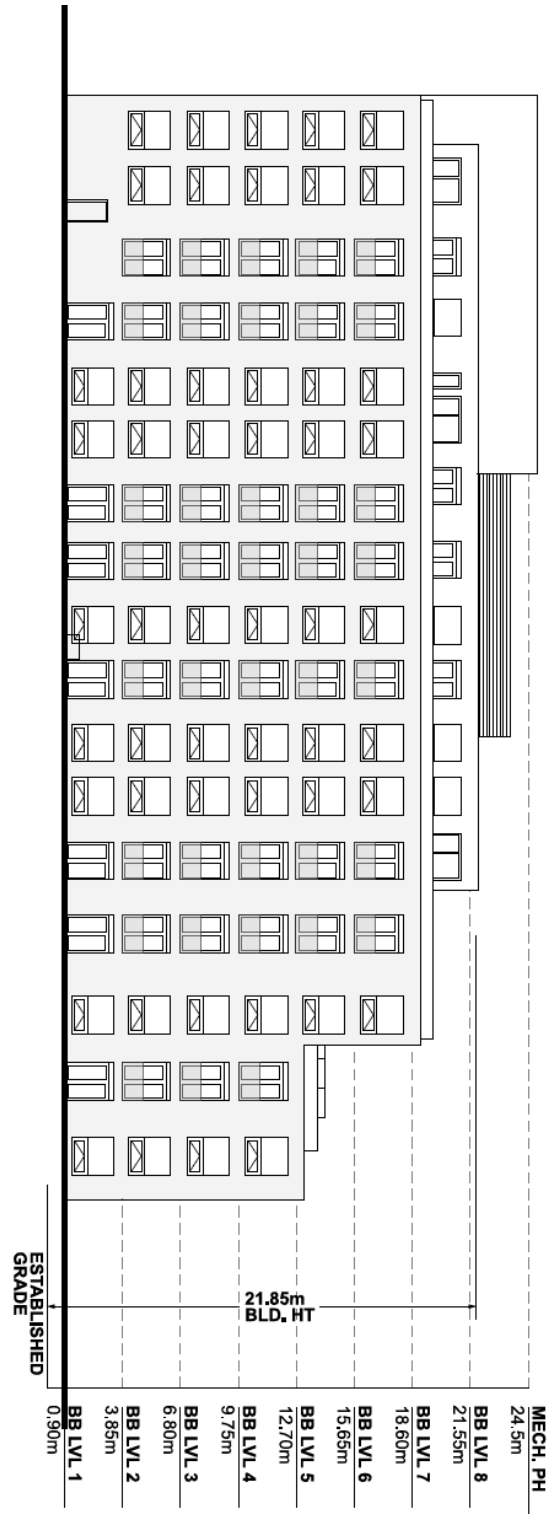
Attachment 10: North Elevation – Building B



Attachment 11: East Elevation – Building A



Attachment 12: East Elevation – Building B



Attachment 13: 3D Massing Model

