TORONTO

REPORT FOR ACTION

2257 Kingston Road – Zoning Amendment - Decision Report – Approval

Date: September 3, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 20 - Scarborough Southwest

Planning Application Number: 22 236511 ESC 20 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit the development of a 13-storey mixed use building at 2257 Kingston Road.

The proposed building would have a total gross floor area of 24,825.5 square metres and would contain 321 dwelling units fronting Kingston Road, resulting in a Floor Space Index of 5.90 times the lot area.

The proposal is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). It adds to the range and mix of residential units available in a compact form while maintaining a portion of the non-residential gross floor area that is currently on the subject property.

The proposal conforms with the Official Plan, as it intensifies a site designated *Mixed Use Areas* in a way that is compatible with the existing and planned context. It provides the necessary transition to adjacent low-scale land uses while introducing additional housing options within a contextually appropriate built form. The proposal is consistent with the goals of the Kingston Road (Cliffside Village) Avenue Study which introduced a Commercial-Residential (CR) zone to the Cliffside Village Kingston Road corridor in 2009 to facilitate intensification.

Through revisions to the proposal, the applicant has increased the amount of non-residential floor area. As prescribed by the in-force Zoning By-law for the Cliffside Village area, it is recommended that a contribution of \$832,000 be secured towards parkland improvements in the area as identified by the Parks Forestry and Recreation Facilities Master Plan, public art on-site, and streetscape improvements to the south of the subject property allowing for a zebra crosswalk on East Haven Drive.

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

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

- 1. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 2257 Kingston Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
- 2. Before introducing the necessary Bills for enactment, City Council require the Owner to enter into an Agreement pursuant to Section 37 of the *Planning Act*, to the satisfaction of the Executive Director, Development Review Division, with such Agreement to be registered on title to the lands at 2257 Kingston Road, to the satisfaction of the City Solicitor, in order to secure the following:
 - a. The Community Benefits recommended to be secured in the Section 37 Agreement are as follows:
 - 1. Prior to issuance of the first above grade building permit, the Owner shall pay to the City a cash payment of eight hundred thirty-two thousand dollars (\$832,000) to be secured towards the improvement of an existing park in the area as identified by the Parks Forestry and Recreation Facilities Master Plan, public art on-site, and streetscape improvements to the south of the subject property allowing for a zebra crosswalk on East Haven Drive to be determined by the Executive Director, Development Review Division and the General Manager, Parks and Recreation, in consultation with the Ward Councillor:
 - 2. The cash contribution set out in subsection 2.a.1. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of the cash contribution by the Owner to the City; and
 - 3. In the event the cash contribution in Subsection 2.a.1. above has not been used for the intended purpose within three (3) years of the zoning by-law amendment coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Executive Director, Development Review Division, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the site.
 - b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
 - 1. The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be

encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site;

3. 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

Kingston Road (Cliffside Village) Avenue Study

In 2009, the Cliffside Village Urban Design Guidelines were completed as part of the Kingston Road (Cliffside Community) Avenue Study. The objective of this study was to revitalize and re-urbanize the Kingston Road corridor as a vibrant, mixed-use, pedestrian-oriented main street. The Study area for the Kingston Road (Cliffside Village) Avenue Study includes the lands immediately north and south of Kingston Road and spans from Chine Drive to the east to the Kingston Road and Danforth Avenue intersection to the west.

The implementing Zoning By-law amendment of the Kingston Road (Cliffside Village) Avenue Study introduced a *Commercial-Residential* (CR) zone. This zone permits a wide range of commercial, institutional and residential uses with provisions regulating height, density, building setbacks, Section 37 community benefit contributions and bicycle parking standards. The By-law also sets out heights permitted within the CR zone, ranging from a minimum of 3-storeys to a maximum of 6-storeys depending on the location and with a 45-degree angular plane ensuring transition to the surrounding context. If the height exceeds 6-storeys the Owner must provide community benefits secured pursuant to Section 37 of the *Planning Act*.

The Final Report on this Study can be viewed at: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2009.SC30.23

Pre-Application Consultation

A pre-application consultation meeting was held with City staff June 27, 2022, to identify application requirements and provide feedback on the development proposal.

Current Application

The current application was submitted on January 20, 2023, and deemed Complete on February 14, 2023.

PROPOSAL

Description: This Zoning By-law Amendment application proposes a 13-storey mid-rise building along Kingston Road, with non-residential uses on the ground floor and residential uses above.

Density: The proposed total gross floor area of 24,825.5 square metres results in a density of 5.90 times the lot area.

Dwelling Units: A total of 321 residential units are proposed. The proposed units are comprised of 26 studio units (8.1%), 54 one-bedroom units (16.8%), 89 one-bedroom plus den units (27.7%), 45 two-bedroom units (14%), 72 two-bedroom plus den units (22.4%), and 35 three-bedroom units (10.9%).

Amenity: A total of 642.8 square metres of indoor amenity space and 865.3 square metres of outdoor amenity space is proposed.

Access, Parking and Loading: The proposed vehicular access is provided from East Haven Drive. No vehicular access is provided from Kingston Road. The proposal includes 202 vehicular parking spaces located in two levels of an underground parking garage. The proposal contemplates one carshare space and two short-term pick-up and drop-off spaces for visitors at grade.

The proposal includes 268 bicycle parking spaces: 46 short-term at-grade for residential and commercial use and 221 long term spaces on the ground floor and first level of the underground parking garage. One Type-G loading space is proposed to service the development. Pedestrian access to the site is available from Kingston Road and East Haven Drive.

Detailed project information is found on the City's Application Information Centre at: Application Information Centre - 2257 KINGSTON RD (toronto.ca)

Reasons for Application

An application to amend the Zoning By-law is required to establish appropriate performance standards including: building height, density, building setbacks, amenity space and minimum commercial / retail space.

THE SITE

Description: The subject property is located at the southeast corner of Kingston Road and Ridgemoor Avenue, west of East Haven Drive. The site is rectangular in shape with

an overall area of approximately 8,935 square metres having a frontage of 120 metres on Kingston Road and 30 metres along Ridgemoor Avenue to the north.

Existing Use: Most of the subject property is currently occupied by a 1-storey commercial plaza building and associated paved at-grade parking in the area fronting Kingston Road. The northern most portion of the existing building contains second storey office uses.

Surrounding land uses: Directly north of the subject property is a commercial plaza with at-grade parking. To the east is East Haven Drive with single detached dwellings and a school site to the southeast. To the immediate south of the site is a commercial plaza with rental dwelling units on the second storey and at-grade parking in the front and rear. Further south, at the corner of Kingston Road and Leatherwood Gardens is a recently constructed 11-storey mixed-use building with ground floor commercial/retail uses. To the west is Kingston Road and a commercial/retail site and 2-storey at-grade commercial/retail and dwelling units on the second storey buildings.

APLICATION BACKGROUND

Application Submission Requirements

- The following reports/studies were submitted in support of the application:
- Survey;
- Architectural Plans, Elevations and Sections;
- Block Context Plan;
- Green Roof Statistics and Rooftop Plan;
- Sun and Shadow Study;
- 3D Modelling;
- Landscape Plans;
- Soil Volume Plan;
- Arborist Report;
- Civil and Utilities Plans:
- Planning Rationale Report;
- Public Consultation Strategy Report;
- Community Services and Facilities Study;
- Pedestrian Wind Study;
- Transportation Impact Study;
- Functional Servicing and Stormwater Management Report;
- Hydrogeological Review Summary and Report;
- Preliminary Geotechnical Investigation;
- TGS V4 Checklist:
- Energy Modelling / Strategy Report; and
- Draft Zoning By-law Amendment.

The subject application was submitted and deemed complete on February 14, 2023.

POLICY CONISDERATIONS

Provincial Land-Use Policies: All decisions of Council, in respect of any authority that affects a planning matter, shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan Designation: The subject property is designated *Mixed Use Areas*. The Urban Structure Map 2 identifies this portion of Kingston Road as 'Avenues'. The application is subject to Site and Area Specific Policy 324 - Kingston Road (Cliffside Community) Avenue Study. Ridgemoor Avenue was created as a result of SASP 324 and has since been assumed by the city. See Attachment 3 of this report for the Land Use Map.

Zoning: The subject property is zoned *Commercial Residential* (CR) under the Scarborough Cliffside Community Zoning By-Law 9364. The CR zone type permits a broad range of commercial, recreational and residential uses, including offices, hotels, financial institutions, medical centres, restaurants, retail stores, personal services shops, municipal parking lots, places of entertainment, recreational uses, educational and training facilities, day nurseries, dwelling units, nursing homes, and retirement homes. See Attachment 4 of this report for the Zoning Map.

The lands are not part of city-wide Zoning By-law 569-2013, as amended. Should this application be approved, the lands would be brought into By-law 569-2013, as amended.

Design Guidelines

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

- Cliffside Village Urban Design Guidelines;
- Mid-rise Buildings Study and Performance Standards;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines;
- Bird Friendly Guidelines;
- Best Practices for Effective Lighting; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines can be found here:

https://www.toronto.ca/citygovernment/planning-development/official-planguidelines/design-guidelines/

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.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted at the time of this report.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

The proposed residential density is consistent with the density envisioned in the Kingston Road (Cliffside Village) Avenue Study, which intensifies a currently underutilized site that is served by existing surface transit (i.e., buses). This conforms and does not conflict with Growth Plan (2020) direction on achieving complete communities through a range and mix of densities deployed in high quality, compact built form, and a vibrant public realm.

The proposal provides a high quality compact built form and enhances the public realm through an improved built form and streetscape that promotes pedestrian activity and vibrancy complementing the re-urbanization of this segment of Kingston Road.

Official Plan

The application has been reviewed against the Official Plan policies, including Official Plan Amendments 479 (Public Realm) and 480 (Built Form) described in the Policy Consideration Section of this Report as well as the policies of the Toronto Official Plan as a whole.

Land Use

The subject property is located in a designated *Mixed Use Area* and along an *Avenue* where an *Avenue* Study has been completed (the Kingston Road Revitalization Study). *Mixed Use Areas* and *Avenues* are expected to absorb much of Toronto's anticipated growth, including a range of housing options. The Kingston Road (Cliffside Village) Avenue Study introduced the *Commercial-Residential* (CR) zone, which permits midrise built form on the subject property.

The site is currently occupied by a strip plaza and parking lot that is approximately 2,072 square metres of commercial / retail space. The application initially contemplated approximately 805 square metres of at-grade commercial / retail space fronting on to Kingston. Recognizing the significance of retail replacement in the immediate neighbourhood, staff were able to work with the applicant to increase the amount of non-residential space proposed to 1,076.4 square metres of at-grade commercial/retail uses fronting on to Kingston Road.

The proposed development is consistent with the planned context for the subject property and the surrounding area, as outlined in the *Avenue* Study, and can be supported by staff. The proposal represents an appropriate intensification of the subject property in accordance with the relevant policies and guidelines.

Density, Height, Massing

This application has been reviewed against the Official Plan policies, planning studies and design guidelines described in the Policy Considerations section of this report.

The applicant proposes a height and density of 13 storeys with transition in scale provided at the rear (east) of the subject property towards the *Neighbourhoods* designated area. At a height of just over 41.4 metres (excluding the mechanical penthouse) and an FSI of 5.9, the proposed development functions on the lands, provided the Owner enters into a community benefits agreement under Section 37 of the *Planning Act*.

The proposed front yard (Kingston Road) setback ranges from 3.0 to 5.0 metres. As the lands are generally flat, this will create an opportunity for patio space and landscaping that will enhance the façade and streetscape along Kingston Road where non-residential (commercial / retail) uses will be located. A four-storey podium is proposed fronting on to Kingston Road. Step-backs starting at 4-storeys are proposed along the Kingston Road frontage of the building, which is acceptable in this context.

The proposed rear yard setback along East Haven Drive is a minimum 3.0 metres, which is consistent with the rear yard setbacks for mixed use developments under the City-wide Zoning By-law 569-2013. One vehicular driveway access is provided from East Haven Drive. All vehicular turn movements are located within the site where the mid-portion of the building is setback 24.5 metres from the rear property line.

Along the rear façade, an approximately 28.5 metre rear step-back from the rear property line (East Haven Drive) is provided at and above the 8-storey, with the rear of the building terracing towards the 13-storey in compliance with the 45-degree rear angular plane prescribed in the Zoning by-law. Outdoor amenity space is provided at the 8-storey of the building. Any projections through this rear angular plane are considered minor and can be supported by staff.

The exterior north side of the building ranges 3 to 5 metres at-grade and are stepped back above the 7-storey by approximately 4.5 metres from the property line.

The proposed massing conforms to the relevant Official Plan policies including providing transition in scale to *Neighbourhoods*, providing adequate screening and privacy. Uses such as vehicular access and servicing are screened appropriately, and the amenity spaces provided are appropriate. An appropriate mix of unit types is provided in accordance with the Growing Up Guidelines. The proposal complies with the Mid-rise Guidelines including the building height being less than the width of the Kingston Road right-of-way, the provision of adequate separation distances from neighbouring buildings, and compliance with the 45-degree rear angular plane.

Given the existing and planned context of the site, the proposed density, height and massing of the building are appropriate and compatible with adjacent land uses and can be supported by staff.

Sun, Shadow, Wind

This application has been reviewed against the Official Plan policies and design guidelines described in the Issue Background Section of the Report. The Sun/Shadow Study submitted by the applicant indicates that the resulting conditions from the proposal will meet accepted standards and not unduly impact adjacent streets and open spaces.

Staff will continue to investigate wind conditions for the proposed outdoor amenity spaces through the Site Plan Control process.

Traffic Impact, Access, Parking

The subject property is currently accessed from Kingston Road. All vehicular traffic is proposed to take access from East Haven Drive.

The applicant submitted a Transportation Impact Study (TIS) which estimates the project is expected to generate;

- 96 two-way auto trips (35 inbound and 61 outbound) and 136 two-way auto trips (74 inbound and 62 outbound) during the AM and PM peak hours, respectively; and
- 48 two-way transit trips (25 inbound and 23 outbound) and 22 two-way transit trips (13 inbound and 9 outbound).

The assessment concludes the new site traffic generation by the proposed development can be accommodated in the existing area road network and no improvement or mitigation measures are required or recommended.

Two levels of below-grade parking are proposed as part of the development. Two short-term parking spaces and one car share space are proposed at-grade accessed from East Haven Drive. These spaces cannot be considered as part of the on-site parking requirements and will be subject to a separate review process and separate license/permit requirements.

Transportation Services staff have recommended that parking rates for "Policy Area 4" be applied to the site due to its location on an *Avenue* and on a surface transit route. This results in a maximum of 202 parking spaces to be permitted on the site, with a blended parking rate of 0.57 spaces per residential unit. Residential and non-residential uses will share the minimum required visitor parking. Parking rates will be secured in the recommended draft zoning by-law amendment.

A Bike share station is to be provided on Kingston Road near the existing TTC bus stop on the north-west corner of the subject property.

Transportation Planning staff have indented a need for strong transportation demand management (TDM) measures. This will be evaluated further at the Site Plan Control stage.

Road Widening

There is no requirement for road widening dedication along the Kingston Road frontage of the subject site.

Streetscape

The current streetscape condition along this portion of Kingston Road consists of a sidewalk, TTC bus stop, and surface parking located between the existing building and Kingston Road.

The sidewalk is proposed to be widened along Kingston Road and Ridgemoor Avenue to 2.1 metres and a new sidewalk is to be constructed along East Haven Drive where one currently does not exist. Additional tree plantings and landscaped areas are proposed within the right-of-way along all three boundaries of the subject property. Bike share infrastructure is proposed at the north-west corner of the subject property in close proximity to the existing TTC stop.

Parking and loading are to be provided underground and internal to the building. Two short-term parking spaces are proposed to provide pick-up and drop-off space for visitors and one carshare interior to the site accessed from one curb cut on East Haven Drive

Staff consider this proposal to be an improvement to the overall streetscape and public realm along Kingston Road, East Haven Drive, and Ridgemoor Avenue.

Through a subsequent Site Plan application, opportunities will be explored for additional improvements to the public realm such as increased landscaped areas, furniture and additional tree planting.

Servicing

Development Engineering staff have reviewed this application and have confirmed adequate servicing is available for the subject property. If any existing easements are in place the owner is to confirm them and they will be assessed and dealt with through the Site Plan review process.

If any stormwater management and / or servicing issues arise they will be resolved at the Site Plan review process. The application will be required to comply with the relevant stormwater management and water quality elements of the Toronto Green Standard (TGS).

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official

Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 3+ hectares of local parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Tree Preservation

This 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).

The locations of utilities and services are to be confirmed through the Site Plan review process and should be planned and coordinated with planting plans early in the development process, to ensure that sufficient tree planting can be accommodated and that new (or existing) utilities will not conflict with tree plantings.

Urban Forestry has no objection to the Zoning By-law amendment application. The application appears to comply with TGS Version 4, Tier 1, Ecology requirements.

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 (Version 4). The applicant is encouraged to achieve Tier 2 or higher to advance the City's sustainability objectives, including the TransformTO NetZero Strategy. Performance measures for the Tier 1 development features will be secured through the Site Plan Approval process.

School Boards

The Toronto Catholic District School Board (TCDSB) has advised that the local elementary and secondary schools have sufficient space to accommodate additional students at the time the development is constructed and occupied.

The Toronto District School Board (TDSB) schools in the area are Cliffside Public School and Birchmount Park Collegiate Institute. TDSB staff have determined that there

may be insufficient capacity to accommodate students from new residential developments at Cliffside Public School by the time the proposed development is occupied.

Community Consultation

A virtual community consultation meeting was held on July 17, 2023 and attended by approximately 26 members of the public, City staff, the Ward Councillor, and the applicant's team. At the meeting, City staff and the applicant's team gave presentations on the site context and an overview of the application. Feedback, questions, and concerns relating to the application that were raised by the community included:

- Building massing, overall height, and potential shadow impacts;
- Traffic impacts, including the scope of the TIS, increased street parking in the existing neighbourhood to the east, and as it relates to additional traffic capacity in the area;
- Proximity of the subject property to Cliffside Public School located to the south-east and increased traffic on East Haven Drive;
- Vehicular access from East Haven Drive;
- The need for the provision of affordable housing;
- Transition to lower-scale land uses, including compliance with the rear 45-degree angular plane;
- Retail replacement;
- Concerns about construction-related impacts to the nearby community; and
- The proposed mix of unit sizes and types.

Staff worked with the applicant and the local community to address these concerns, and they are commented on accordingly in the preceding sections of this report.

Section 37

Section 37 of the *Planning Act* was amended by the Provincial Government to implement a Community Benefit Charge as a growth funding tool to assist in municipal funding of community services and facilities. However, the amended legislation includes transition language that describes how to apply By-laws passed under Section 34 that include regulations requiring the provision of facilities, services or matters as outlined in the Section 37 of the *Planning Act* as it read prior to the effective date of the amending legislation.

The Cliffcrest Community Zoning By-law is considered, under the transition framework in the *Planning Act*, a "by-law described in the repealed subsection 37(1)" as it is a "by-law passed under section 34 (of the *Planning Act*) that includes, under subsection 37(1) as it read on the date before the effective date, any requirement to provide facilities, services or matters". As such, city staff can negotiate and secure through an Agreement registered on title the community benefit contribution recommended as a condition should the Council approve the bylaw.

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning*

Act. The ability to enter into the Section 37 Agreement is authorized by Performance Standard 193 of By-law 9834.

The Community Benefits recommended to be secured in the Section 37 Agreement are as follows:

- 1. Prior to issuance of the first above grade building permit, the Owner shall pay to the City a cash payment of eight hundred thirty-two thousand dollars (\$832,000) to be secured towards the improvement of an existing park in the area as identified by the Parks Forestry and Recreation Facilities Master Plan, public art on-site, and streetscape improvements to the south of the subject property allowing for a zebra crosswalk on East Haven Drive to be determined by the Executive Director, Development Review Division and the General Manager, Parks and Recreation, in consultation with the Ward Councillor;
- 2. the cash contribution referenced in number 1. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of the cash contribution by the Owner to the City; and
- 3. in the event the cash contribution in number 1. above has not been used for the intended purpose within three (3) years of the zoning by-law amendment coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Executive Director, Development Review Division, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the site.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

1. The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms with the Toronto Official Plan, particularly as it relates to policies around Structuring Growth and Land Use through directing more intense built form to *Avenues* and *Mixed Use Areas*, as well as Built Form policies

through implementation of both the Kingston Road (Cliffside Area) Urban Design Guidelines and the Mid-rise building design guidelines. The proposal further refines the midrise built form permissions previously approved for this site by Council by incorporating relevant built form guidelines and improvements to the public realm.

Staff worked with the applicant and the community to address and resolve key concerns and improve the application, particularly around building density, massing, access and loading, landscaping, and retail replacement. Through the refinement of the built form to comply with transition and landscape requirements, the building layout and access was reconfigured to be generally compliant with those performance standards in the in-force zoning by-law.

Staff recommend bringing forward a site-specific Zoning By-law to properly secure the setbacks, height, other built form adjustments necessary to implement this development and at-grade commercial / retail. A Section 37 Agreement is recommended that will secure an indexed cash contribution of \$832,000 towards local park improvements, on-site public art, and street crossing on East Haven Drive adjacent to the subject property.

The proposed development implements the overall vision of the Cliffside Community Avenue Study and Design Guidelines through providing a mid-rise built form that is compatible with the surrounding context. Staff recommend that Council support approval of the application.

CONTACT

Laura Dainard, Senior Planner, Community Planning, Scarborough District, Tel. No.: 416-396-7023, Email: laura.dainard@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: West Elevation

Attachment 7: West Elevation
Attachment 8: East Elevation
Attachment 9: North Elevation
Attachment 10: South Elevation

Attachment 11: 3D Prospective Looking Southeast Attachment 12: 3D Prospective Looking Northwest

Attachment 1: Application Data Sheet

Municipal Address: 2257 KINGSTON RD Date Received: December 6, 2022

Application Number: 22 236511 ESC 20 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning By-law Amendment for a 13-storey mixed use building

with a total of 321 dwelling units. The proposed development would have a total gross floor area 24,825.5 square metres, comprised of 23,749.0 square metres of residential gross floor area and 1076.4 square metres of non-residential (commercial) gross floor area, resulting in a density of 5.9 times the area of

the lot.

Applicant Agent Architect Owner

BOUSFIELDS INC 2257 KINGSTON

RD LTD

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR Heritage Designation:

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 4,101 Frontage (m): 80 Depth (m): 51

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,737		2,894	2,894
Residential GFA (sq m):	2,072		23,749	23,749
Non-Residential GFA (sq m):			1,076.4	1,076.4
Total GFA (sq m):	2,072		24,825	24,825
Height - Storeys:	2		13	13
Height - Metres:			41	41

Lot Coverage Ratio (%): 70.57 Floor Space Index: 5.9

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 23,749
Retail GFA: 1,076.4

Office GFA: Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			321	321
Other:				
Total Units:			321	321

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		26	143	117	35
Total Units:		26	143	117	35

Parking and Loading

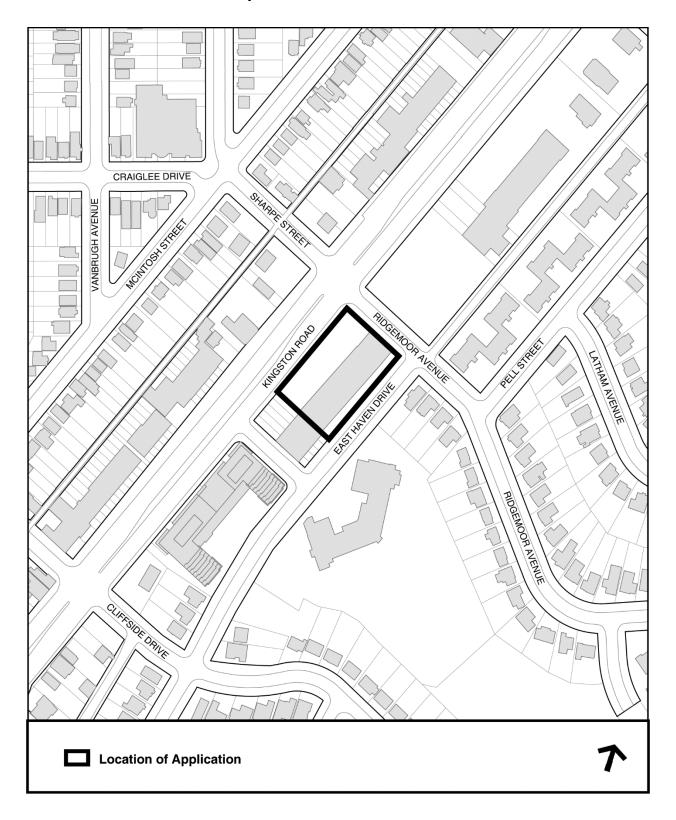
Parking Spaces: 202 Bicycle Parking Spaces: 268 Loading Docks: 1

CONTACT:

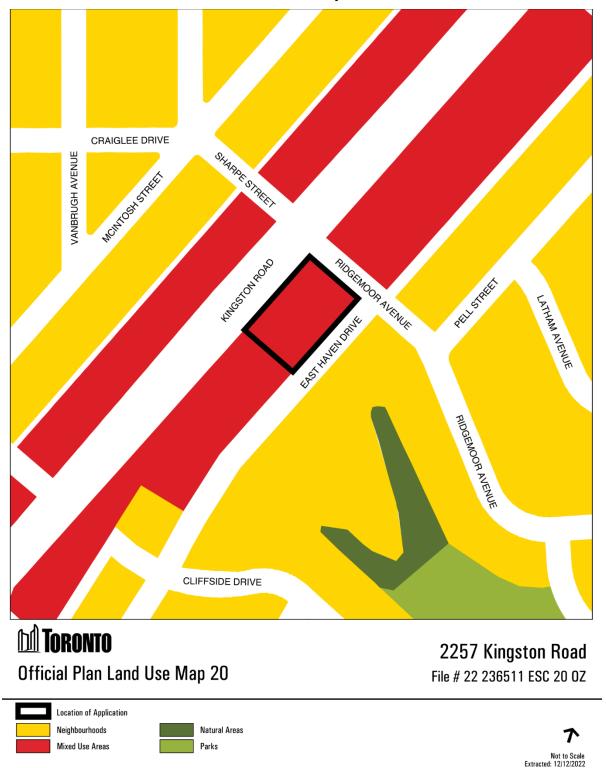
Laura Dainard, Senior Planner, Community Planning (416) 396-7023

Laura.Dainard@toronto.ca

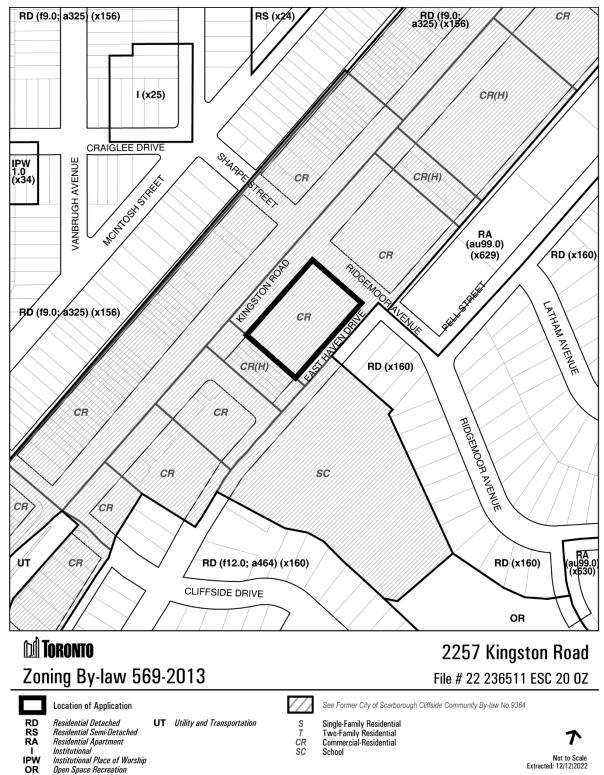
Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



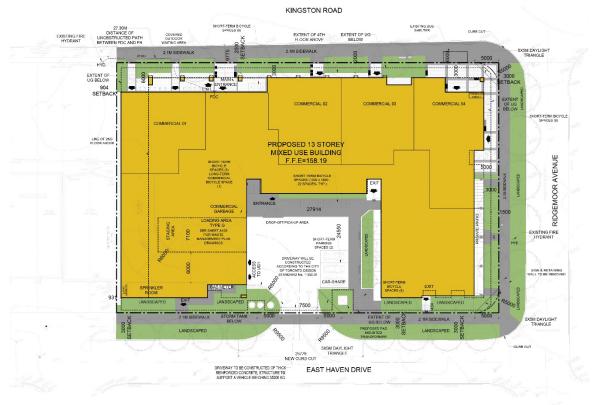
Attachment 4: Existing Zoning By-law Map



Attachment 5: Draft Zoning By-law Amendment (Attached separately as a PDF)						

Attachment 6: Site Plan

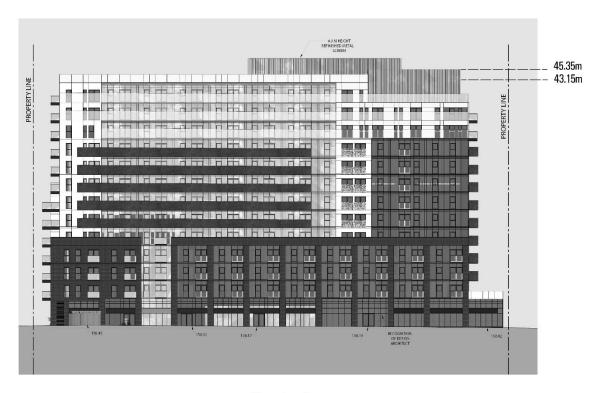




Site Plan



Attachment 7: West Elevation



West Elevation

Attachment 8: East Elevation



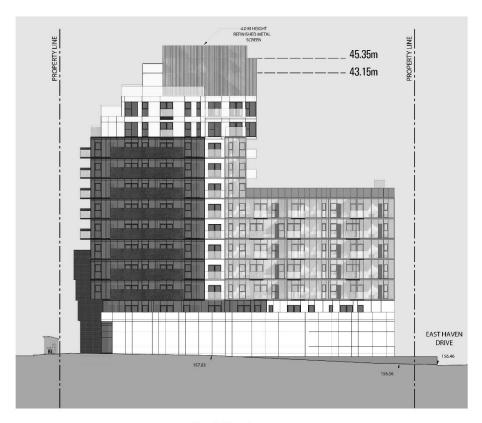
East Elevation

Attachment 9: North Elevation



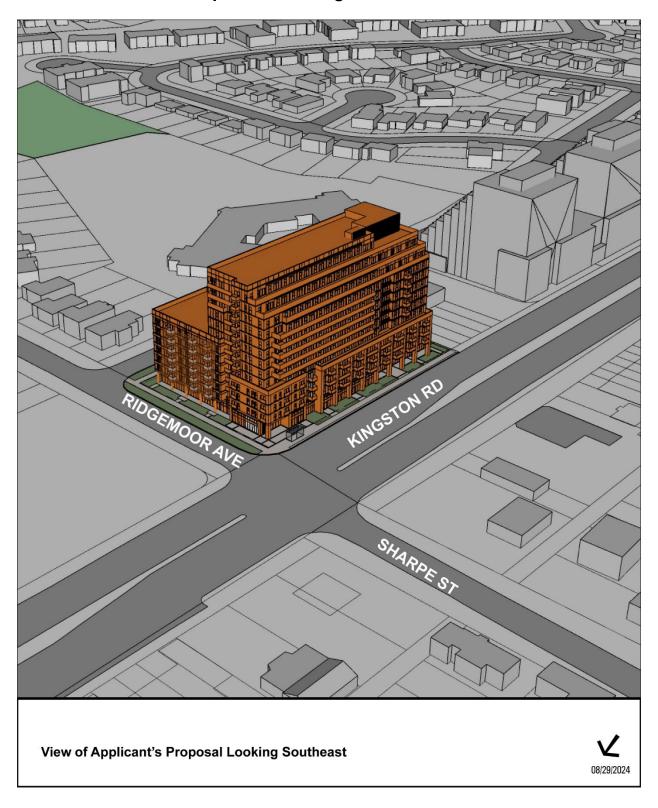
North Elevation

Attachment 10: South Elevation



South Elevation

Attachment 11: 3D Prospective Looking Southeast



Attachment 12: 3D Prospective Looking Northwest

