

2759 and 2761 to 2763 Kingston Road and 52 St Quentin Avenue – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: December 17, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough Southwest

Planning Application Number: 22 219770 ESC 20 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law for the site municipally known as 2759 and 2761 to 2763 Kingston Road and 52 St Quentin Avenue to permit the development of a 10-storey (36.83 metres including the mechanical penthouse) mixed-use building containing 95 residential units with retail on the ground floor. The development is proposed to contain 6,408 square metres of residential gross floor area and 433 square metres of retail gross floor area with two levels of underground parking with access from a private driveway off of St Quentin Avenue.

The proposed development is consistent with the Provincial Planning Statement (2024). The proposed development also conforms to the City's Official Plan. It will provide housing options in a mid-rise form, intensifying an underutilized site along Kingston Road consistent with the existing and planned context.

RECOMMENDATIONS

The Director of Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 2759 and 2761 to 2763 Kingston Road and 52 St Quentin Avenue substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 2759 and 2761 to 2763 Kingston Road and 52 St Quentin Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council require the owner to provide and implement an acceptable Tenant Relocation and Assistance Plan to the satisfaction of the Chief Planner and Executive Director, City Planning for Eligible Tenants of the existing rental dwelling units proposed to be demolished, addressing financial compensation and other assistance to lessen hardship, including the provision of rent gap payments.

5. City Council require the owner to enter into an agreement or legal undertaking with the City to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, securing the implementation of the Tenant Relocation and Assistance Plan required by Recommendation 4 above, prior to the issuance of the Notice of Approval Conditions for Site Plan Approval by the Executive Director, Development Review or their designate, pursuant to Section 114 of the *City of Toronto Act, 2006*.

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) meeting was held on April 27, 2022. The current application was submitted on November 7, 2022, and deemed complete on February 10, 2023.

City staff conducted a community consultation meeting for the application on April 25, 2023. A summary of the feedback received from the community is summarized in the Public Engagement section of this Report.

THE SITE AND SURROUNDING LANDS

Description

The site is an irregular-shaped parcel located at the southwest corner of Kingston Road and St Quentin Avenue with an area of approximately 1,451 square metres. The site is bound by Kingston Road to the northwest with a frontage of approximately 50 metres and St Quentin Avenue to the east with a frontage of approximately 49.5 metres. See Attachment 2 for the Location Map.

Existing Use

The site currently features three two-storey buildings, which contain five residential rental units and one commercial unit.

Surrounding Uses

North: A mix of three to 11-storey residential buildings as well as some commercial buildings are located to the north of the site. Immediately to the north, on the opposite side of Kingston Road exists a former motel which has approved zoning permitting a midrise (up to 14 storeys) and a tall (up to 24-storey) residential buildings. The site is subject to applications currently under review for Site Plan Control and to lift a holding provision applied to the site to address servicing issues.

South: Low-rise residential buildings, mostly consisting of detached houses are located to the south, southeast and southwest of the site.

East: Immediately east of the site, on the opposite side of St Quentin Avenue exists an auto-repair shop. Further east along Kingston Road exist a motel, a nine-storey mixed-use building, and several two-storey mixed use buildings with commercial businesses on the ground floor.

West: Immediately to the west of the site, abutting the property, exists a motel. Further west along Kingston Road exists another motel. Beyond Brimley Road along this corridor lies the Resthaven Memorial Gardens cemetery to the north of Kingston Road, and St. Theresa Shrine Catholic School, St. John Henry Newman Catholic High School and St. Augustine's Seminary of Toronto to the south.

THE APPLICATION

Description

The application proposes to permit the development of a 10-storey mixed-use building containing a total of 95 residential units, one retail unit, 6,841.5 square metres of gross floor area, 73 bicycle parking spaces and two levels of underground parking containing 48 parking spaces.

Density

The application proposes to permit a floor space index (FSI) of 4.72 times the area of the lot.

Residential Component

The application proposes 95 dwelling units, consisting of 69 one-bedroom units (72.6%), 14 two-bedroom units (14.7%) and 12 three-bedroom units (12.6%).

Non-Residential Uses

The proposal includes 433 square metres of retail space on the ground floor with entrances off of Kingston Road.

Access, Bicycle Parking, Vehicle Parking and Loading

The proposal includes a total of 48 vehicle parking spaces located in two levels of underground parking, of which 33 are for residents and 15 are for visitors with five of the visitor parking spaces proposed to be shared with the retail space. Driveway access to the parking and loading area is proposed off of St Quentin Avenue. A total of 73 bicycle parking spaces are proposed, of which seven are short-term and 66 are long-term spaces. A Type 'G' loading space is provided, located at-grade, internal to the building.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, Site Plan, Elevations, and 3D massing views 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: toronto.ca/2759KingstonRd.

Reasons for Application

An Official Plan Amendment is required to amend Map 20 of the Official Plan to redesignate 52 St Quentin Avenue from *Neighbourhoods* to *Mixed Use Areas*.

A Zoning By-law Amendment is required to rezone 52 St Quentin Avenue from Residential Detached (RD) to Commercial Residential (CR) under City-wide Zoning By-law No. 569-2013, as amended, and to amend several performance standards including height, setbacks, floor space index and lot coverage, among other matters, for the entirety of the site.

APPLICATION BACKGROUND

Application Requirements

The following plans, reports and studies were submitted in support of the application:

- Arborist Report
- Architectural Plans
- Avenue Segment Review
- Civil and Utilities Plans
- Community Services and Facilities Study
- Downstream Sanitary Capacity Analysis
- Geotechnical Study
- Hydrological Report
- Landscape and Lighting Plans
- Pedestrian Level Wind Study
- Planning Rationale

- Public Consultation Strategy Report
- Sanitary Analysis Report
- Servicing Report
- Stormwater Management Report
- Subsurface Utility Report
- Sun/Shadow Study
- Survey Plans
- 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 Official Plan amendments and Zoning By-law amendments.

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 Planning Statement (2024) (the "PPS"). As of October 20, 2024, the PPS replaced A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Provincial Policy Statement (2020).

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as an *Avenue*, and designates a portion of the site as *Mixed Use Areas* and a portion of the site (52 St Quentin Avenue) as *Neighbourhoods*. See Attachment 3 for the Land Use Map. 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/>

Zoning

A portion of the site (2759 to 2763 Kingston Road) is zoned Commercial Residential (CR) and a portion of the site (52 St Quentin Avenue) is zoned Residential Detached (RD) under Zoning By-law 569-2013, as amended. The CR zoning category permits a range of commercial and residential uses, while the RD zoning category mainly permits residential uses in low-rise building types with some non-residential uses such as libraries and community centres permitted subject to conditions.

The performance standards associated with the site include minimum side yard setbacks of 3.0 metres, a minimum front yard setback of 21.0 metres measured from

the centre line of Kingston Road, a maximum gross floor area equal to 40% of the lot area and a maximum lot coverage of 33% of the lot area, among other matters. The site is also subject to Site Specific Exception Nos. 203 and 503 which include regulations on minimum lot frontage, lot area, setbacks and maximum gross floor area.

City-wide Zoning By-law No. 569-2013, as amended, can be found here: [Zoning By-law 569-2013 - City of Toronto](#). See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Bird Friendly Design Guidelines for High Density Communities
- Guidelines for the Design and Management of Bicycle Parking Facilities
- Growing Up Guidelines for Children in Vertical Communities
- Mid-Rise Building Performance Standards
- Pet Friendly Design Guidelines for High Density Communities
- Retail Design Manual
- Streetscape Manual
- Toronto Accessibility 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 TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Site Plan Control

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

PUBLIC ENGAGEMENT

Community Consultation

A virtual community consultation meeting was hosted by Development Review staff on April 25, 2023. Notice of the meeting was sent out to residents within an expanded radius that spanned the CN Rail line to the north, McCowan Road to the east, Lake Ontario to the south and Midland Avenue to the west.

There were approximately 24 individuals in attendance, including the former Ward Councillor, City staff and the applicant's team. Development Review staff presented the planning policy framework, the application review process and the reasons for the

application. The applicant presented the development proposal. Staff received feedback from the meeting, in addition to comments through the Application Information Centre, via email and over the phone.

Comments, questions and concerns raised by members of the public prior to, during and following the meeting include:

- Questions with regards to whether there are plans to install bike lanes on Kingston Road;
- Concerns around traffic spillover onto neighbouring streets, especially during seasonal peak periods;
- Concerns regarding the displacement of local businesses due to development pressures;
- Questions about the tenancy of the proposed retail space at-grade and whether it will be rented out to a local business;
- Concerns with regards to the lack of landscaping proposed along Kingston Road;
- Questions around whether measures will be installed to better manage traffic flow, such as the installation of a signal at Kingston Road and St Quentin Avenue;
- Questions around better access to public transit and whether TTC service will increase in frequency; and
- Questions around the design of the building, specifically regarding whether the building adheres to the 45-degree angular plane to the east and south.

The comments raised through community consultation have been considered through the review of the application. The proposed draft Official Plan Amendment and Zoning By-law Amendment seek to respond to some of the concerns as follows:

- The draft Zoning By-law Amendment secures a minimum of 400.0 square metres of commercial space on the ground floor, which exceeds the existing amount of commercial space that exists on the site currently, which is approximately 306.0 square metres.
- The draft Zoning By-law Amendment secures a minimum of two retail units on site which ensures the space will be demised in a way that is consistent with the unit sizes of existing stores in the area, while providing the owner with some flexibility for how they wish to demise the space.
- Landscaping has been improved on the site with the addition of four City street trees proposed along the Kingston Road frontage with soil volumes that meet the Toronto Green Standard requirements. This will help create comfortable conditions for retail customers and other pedestrians.
- The building has been designed with a four-storey street wall along both Kingston Road and St Quentin Avenue, falls under the Kingston Road angular plane and proposes a height that is generally equal to the planned right-of-way width for Kingston Road. The building is also consistent with the Mid-Rise Performance Standards, including the Council-adopted Updated Rear Transition Performance Standards, with the inclusion of two, two-storey grade-related units along St Quentin Avenue to help facilitate an appropriate transition to the Neighbourhood-designated properties to the south.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear 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 Planning Statement and Provincial Plans

City 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 PPS (2024). Staff find the proposal consistent with the PPS (2024).

Land Use

The application has been reviewed against the Official Plan policies described in the Policy & Regulation Considerations section of the report.

A portion of the subject site is designated *Mixed Use Areas* and with a second portion designated *Neighbourhoods*. The application proposes to redesignate the *Neighbourhoods* portion of the site to *Mixed Use Areas* to permit the development. *Mixed Use Areas* are described as areas anticipated to absorb much of the City's retail, office and service employment, as well as much of the new housing. *Neighbourhoods* are described as areas mostly made up of residential uses in lower scale buildings.

The proposed mixed-use building is in keeping with the City's Official Plan policies for *Avenues* and *Mixed Use Area* as it is deployed with appropriate scale and massing and proposes to combine residential and non-residential uses. The application also proposes to fully replace the existing non-residential gross floor area on the site, contributing to the walkability of the area by providing more non-residential gross floor area than exists on the site today. City staff support the mix of uses proposed.

Density, Height and Massing

The application has been reviewed against the Official Plan policies described in the Policy and Regulation Considerations section of this report. It was also reviewed against the Mid-Rise Performance Standards, as described previously.

This portion of Kingston Road is identified as an *Avenue* in the Official Plan and has a planned right-of-way width of 36 metres. The proposal has a maximum height of 37 metres (10 storeys), including the mechanical penthouse and transitions down to 14.38 metres (four storeys) along Kingston Road and the majority of St Quentin Avenue. The proposal further transitions down to 11.43 metres (three storeys) along the St Quentin Avenue frontage where the building is located closest to the adjacent *Neighbourhoods*-designated lands.

The proposal employs a 0.3 to 0.6-metre setback along the Kingston Road frontage and a zero-metre setback for much of the St Quentin Avenue frontage. This has been deemed acceptable given the applicant has demonstrated that street trees with adequate soil volumes and a 2.1-metre sidewalk can be appropriately accommodated within the public right-of-way. The 0.3 to 0.6-metre setback to Kingston Road also aligns with the in-force Zoning By-law regulations for buildings subject to Development Standard Set 2 (SS2) which typically apply to mid-rise buildings on *Avenues*. The SS2 permits a maximum front yard setback up to 3.0 metres in order to ensure buildings on *Avenues* create a good relationship to the street.

The use of step-backs and setbacks were employed to mitigate the impact of the massing on the public realm and create an appropriate transition to the lower scale buildings within the *Neighbourhoods*-designated lands to the south. The proposal steps back by 3.0 metres above the fourth storey along the Kingston Road and St. Quentin Avenue frontages. At the rear, the application proposes a 7.8-metre setback to the south property line with a 2.5-metre step-back above the seventh storey. Along St Quentin Avenue, a five-metre setback is proposed to the two, two-storey grade-related units to create a private front yard condition and allow for the building to appropriately transition to the adjacent two-storey detached house.

The proposed massing, setbacks and transition are consistent with the Mid-Rise Performance Standards and the development criteria set out in the *Mixed Use Areas* policies in the Official Plan. Given the existing and planned context surrounding the subject property, staff are of the opinion the proposed height, massing and density are appropriate.

Streetscape

The application would result in an expanded and improved public realm along Kingston Road, due to the combination of a 1.24-metre right-of-way widening, a 0.3 to 0.6-metre front yard setback, the inclusion of a 2.1-metre sidewalk and the planting of four City street trees, which will create a buffer between the pedestrian environment and the road.

The application would also result in an improved public realm along St Quentin Avenue with the inclusion of a 2.1-metre sidewalk, the planting of three City street trees and, five metres of private landscaping creating an acceptable front yard condition for the two at-grade residential units at the south of the site. City staff support the proposed plans for the public realm along Kingston Road and St Quentin Avenue.

Sun, Shadow and Wind

A Sun and Shadow Study, prepared by Baron Nelson Architects Inc., demonstrates that shadows from the proposal during the spring and fall equinoxes will fall generally to the northwest of the site towards Kingston Road in the morning and to the northeast and east of the site towards Kingston Road and St Quentin Avenue in the afternoon. During this time, the proposal will allow more than five hours of continuous sunlight to reach the north side of Kingston Road and the east side of St Quentin Avenue. The proposal will also cast limited shadows on the south side of Kingston Road with sunlight reaching the

public realm at around 2:18 PM during the spring and fall equinoxes. These conditions are acceptable to staff.

A Pedestrian Level Wind Study, prepared by Gradient Wind, demonstrates that the proposal will have little impact of the wind conditions within the public realm surrounding the site, with wind conditions proposed to be suitable for sitting and standing throughout the year. The wind conditions on the rooftop amenity space are also proposed to be suitable for sitting and standing during the typical use periods. City staff are satisfied with the proposed wind conditions for the purposes of this application; however, further review will take place at the Site Plan Control stage and should issues arise with the proposed wind conditions at that time, staff will look to secure the appropriate mitigation measures to improve the conditions.

Unit Mix

The proposal would provide for 95 residential dwelling units. The proposed unit mix consists of 69 one-bedroom units (72.6%), 14 two-bedroom units (14.7%) and 12 three-bedroom units (12.6%). City staff support the unit mix, as it exceeds the provision of 25% large units, as recommended in the Growing Up Guidelines. Staff secured a minimum provision of 15% two-bedroom units and 10% three-bedroom units in the Draft Zoning By-law attached as Attachment 6 to this Report.

Rental Housing and Tenant Assistance

The proposed development includes the demolition of five occupied rental dwelling units. Official Plan policy 3.2.1.12 requires a Tenant Relocation and Assistance Plan be provided to lessen hardship for existing tenants. The tenant relocation and assistance plan is consistent with the City's current practices and will support tenants to access alternative accommodation within the neighbourhood.

This report includes a recommendation that the Chief Planner and Executive Director, City Planning require that the owner enter into an agreement with or provide a lawyer's undertaking to the City, in a form satisfactory to the City Solicitor, to secure the implementation of the required Tenant Relocation and Assistance Plan before the issuance of Notice of Approval Conditions.

Right-of-Way Widening

In order to satisfy the Official Plan requirement for a 36-metre right-of-way for this segment of Kingston Road, a 1.24-metre right-of-way widening dedication along the Kingston Road frontage is required. The applicant has agreed to convey an additional 0.288 metres for a total dedication of 1.53 metres to the City.

A 6.0-metre corner rounding is also required at the southwest corner of Kingston Road and St Quentin Avenue. Alternatively, the applicant has agreed to provide a 6.0-metre by 6.0-metre corner splay, as depicted on the plans and in the Draft Zoning By-law Amendment, attached as Attachment 6 to this Report. The required conveyances will be secured through the Site Plan Control process.

Traffic Impact, Access, Vehicle Parking, Bicycle Parking and Loading

The applicant submitted a Transportation Impact Study, dated June 25, 2024, in support of the application. The report concluded that the anticipated traffic generated by the proposed development can be appropriately accommodated on the existing road network, and that no upgrades are required to support the proposed development.

The report also recommended several transportation demand management (TDM) measures that could be implemented to reduce single-occupant vehicular trips by up to 25%, including the provision of a smaller number of parking spaces required in the Zoning By-law and the provision of pre-loaded Presto cards to all new tenants. City staff have reviewed the document and are satisfied with its findings. Should TDM measures be deemed necessary to reduce single-occupancy vehicle trips, City staff will look to secure them at the Site Plan Control stage.

The subject property currently has multiple driveway accesses off Kingston Road and St Quentin Avenue to allow vehicles to access the site. Vehicle access is proposed to be consolidated to one driveway off St Quentin Avenue. City staff are satisfied with the location and configuration of the proposed driveway access.

The application proposes a total of 33 resident parking spaces and 15 visitor parking spaces for the 95 dwelling units. Five of the visitor parking spaces will be shared with the retail component of the building. Five of the parking spaces are proposed to be accessible parking spaces. City staff are satisfied with the proposed parking ratio, as it complies with the Zoning By-law requirements.

The application proposes a total of 66 long-term bicycle parking spaces and 7 short-term bicycle parking spaces, complying with the Zoning By-law requirements for bicycle parking spaces. City staff are satisfied with the proposed bicycle parking ratio.

The Zoning By-law requires that a Type 'G' loading space be provided for buildings that contain 31 to 399 dwelling units. The application proposes one Type 'G' loading space, therefore meeting this requirement.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, dated October 31, 2024. The report concluded that sufficient capacity exists within the existing sanitary sewer and water supply systems. More information is needed to assess the storm drainage system, however staff will work with the applicant at the Site Plan Control stage to secure the necessary studies and determine if any upgrades to the stormwater system are required to support the development. City staff have reviewed the document and are satisfied with the report's conclusions.

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

As proposed, this project would require the removal of four by-law protected privately owned trees, located on the subject site and the removal of six City-street trees, located in the road allowances adjacent to St Quentin Avenue.

The four by-law protected private trees for removal include one Siberian elm tree of 47 centimetres in diameter, one Colorado blue spruce tree of 38.5 centimetres in diameter, one eastern cottonwood tree of 89.5cm in diameter and one black walnut tree of 45 centimetres in diameter. 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 four City street trees proposed for removal include three eastern white cedar trees ranging from 5 centimetres to 13 centimetres in diameter, one Manitoba maple tree of 22.5 centimetres in diameter, one mountain ash tree of 18.5 centimetres in diameter and one white birch tree of 31 centimetres in diameter. The proposed sidewalk and streetscape design necessitate their removal.

The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 4, which based on the area of the development site (1,450 square metres), requires 263.8 cubic metres of soil volume to meet Tier 1 requirements. The submitted landscape plans specify soil volumes of 299.2 cubic metres, including a combined total of seven new trees on the public portions of the site. City staff are satisfied with the provision of seven new trees meeting the minimum soil volume requirements under the TGS.

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.

A Community Services and Facilities Study, dated September 29, 2022, was submitted as a complete application submission requirement. The study concluded that while daycares and walk-in medical services are in greatest demand, the proposed development is not expected to significantly impact the demand on community services and facilities in the study area. City staff are satisfied with the findings of the report.

School Boards

The Toronto District School Board (TDSB) has advised that the local elementary and secondary schools may not have sufficient space to accommodate additional students, which may be addressed by the use of portables and/or other measures in the future.

The Toronto Catholic District School Board (TCDSB) has advised that both the local Catholic elementary and secondary schools have sufficient space to accommodate additional students.

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 the Tier 1 development features will be secured through the Site Plan Control process.

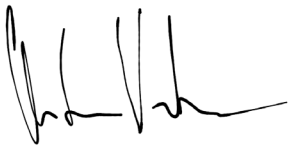
Conclusion

The proposal has been reviewed against the policies of the PPS (2024) and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms to the Official Plan, particularly as it relates to the development criteria for *Mixed Use Areas*. The proposal will permit a 10-storey mixed-use building that adds density to an underutilized site within an area that is designated for growth in the Official Plan, while replacing the existing non-residential uses and creating a built form that is respectful of the existing and planned context of Kingston Road and the abutting *Neighbourhoods*-designated lands. The proposal is an example of good planning and City staff recommend that Council support its approval.

CONTACT

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SIGNATURE



Christian Ventresca, MSc.Pl., MCIP, RPP, Director
Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Information/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 Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: North Elevation
- Attachment 9: East Elevation
- Attachment 10: South Elevation
- Attachment 11: West Elevation
- Attachment 12: 3D Massing Model - Looking Southeast
- Attachment 13: 3D Massing Model - Looking Northeast

Attachment 1: Application Data Sheet

Municipal Address: 2759 & 2761-2763 Kingston Rd and 52 St Quentin Ave Date Received: October 20, 2022

Application Number: 22 219770 ESC 20 OZ

Application Type: Official Plan and Zoning By-law Amendment

Project Description: To amend the Official Plan and Zoning By-law to permit the construction of a ten-storey mixed-use building containing 95 residential units and one retail unit.

Applicant	Agent	Architect	Owner
FOTENN PLANNING & DESIGN			AROMA II INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 0.4 (c0.4; r0.0) SS3 (x503) and RD (x203)	Heritage Designation:	N
Height Limit (m):	9 and 11	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	1,451	Frontage (m):	50	Depth (m):	49
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			957	957
Residential GFA (sq m):	225		6,409	6,409
Non-Residential GFA (sq m):	306		433	433
Total GFA (sq m):	531		6,842	6,842
Height - Storeys:			9	9
Height - Metres:			30	30

Lot Coverage Ratio (%)	65.96	Floor Space Index:	4.72
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	6,409	

Retail GFA: 433

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:			95	95
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Other:

Total Units:			95	95
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Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			69	14	12
Total Units:			69	14	12

Parking and Loading

Parking Spaces:	48	Bicycle Parking Spaces:	73	Loading Docks:	1
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CONTACT:

Bram Bulger, Planner

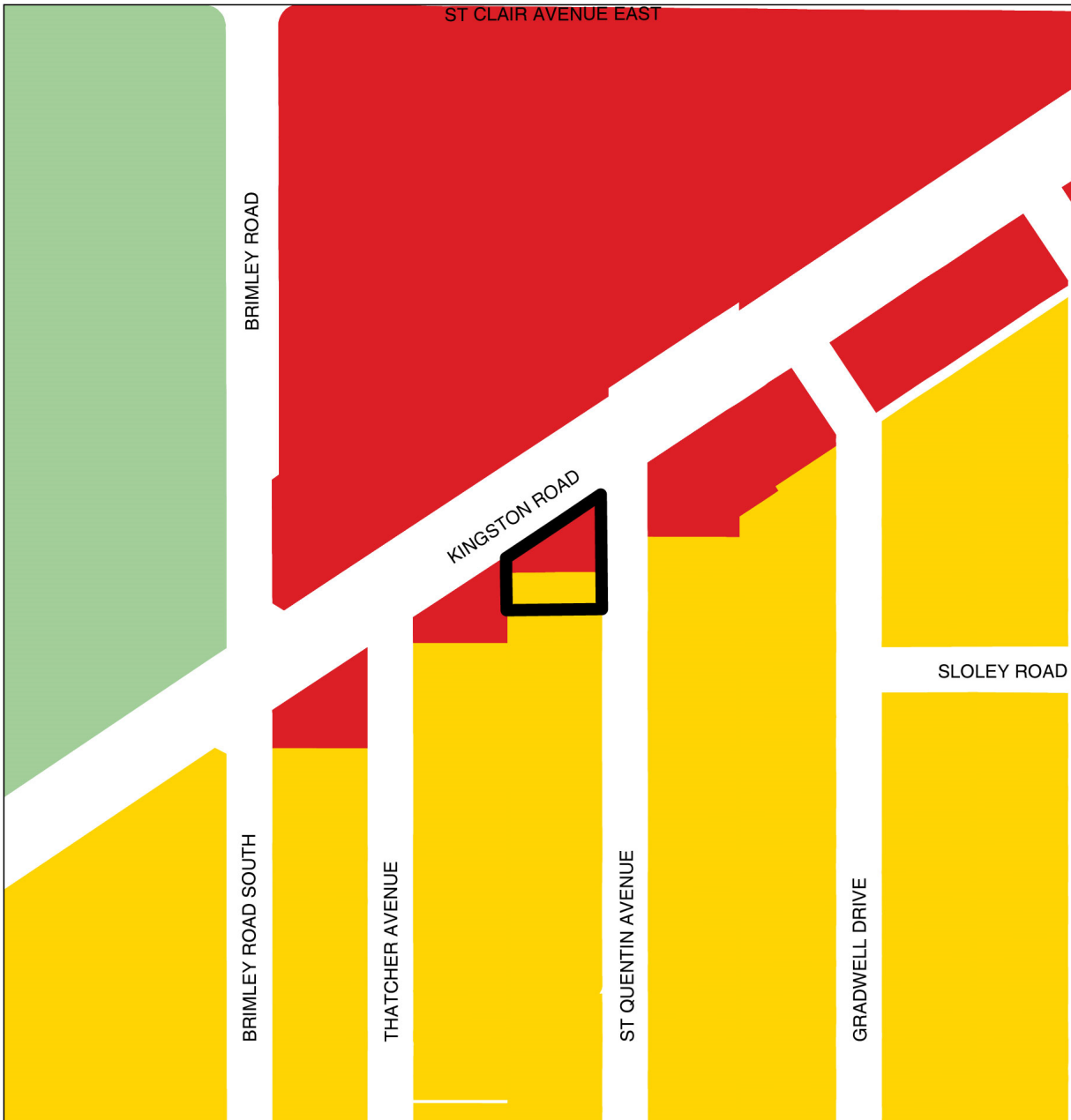
416-394-2945

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Attachment 2: Location Map

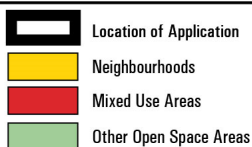


Attachment 3: Official Plan Land Use Map



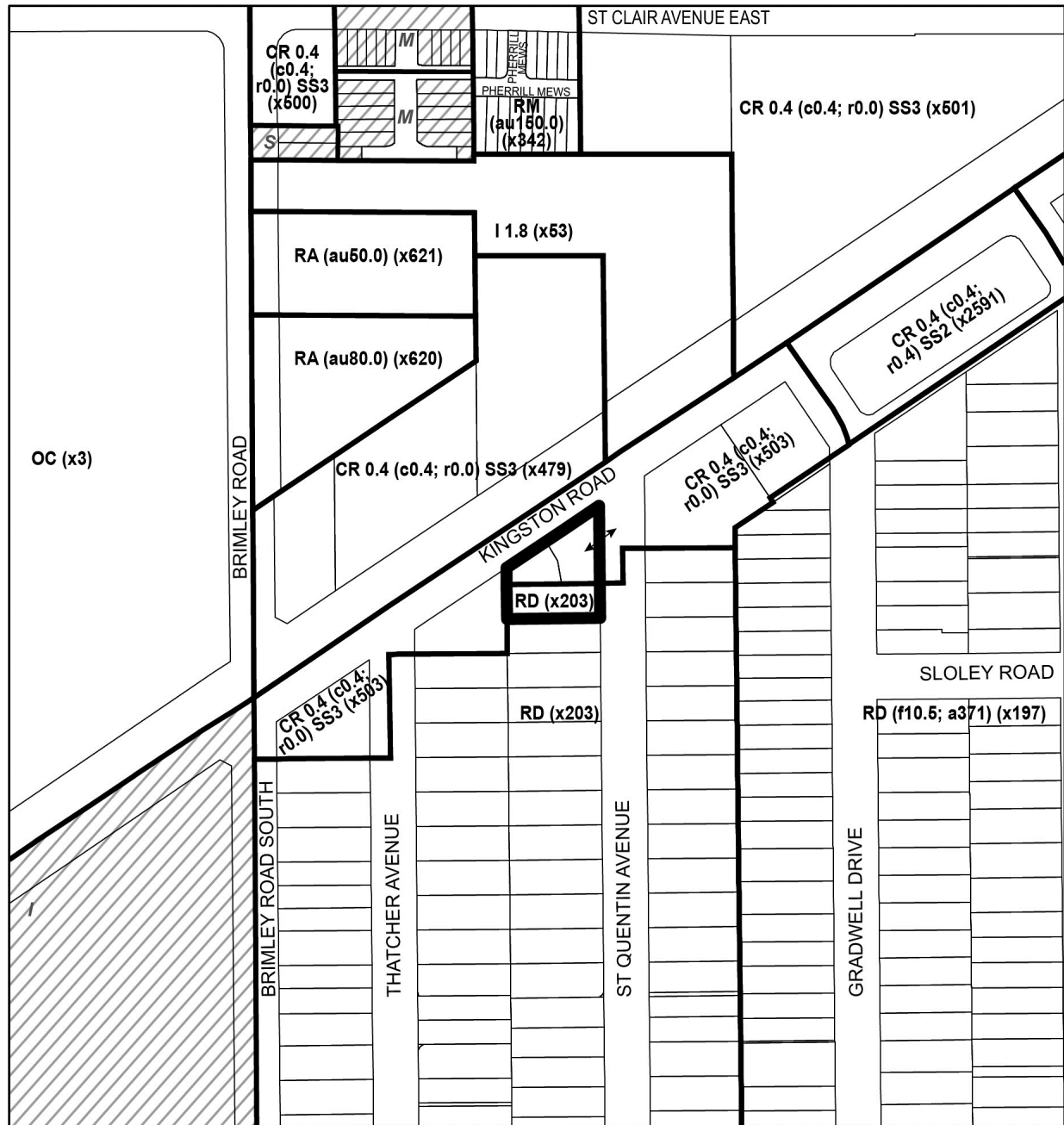
Official Plan Land Use Map 20

2759-2763 Kingston Road and
52 St Quentin Avenue
File # 22 219770 ESC 20 0Z



Not to Scale
Extracted: 10/24/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

2759-2763 Kingston Road and
52 St Quentin Avenue
File # 22 219770 ESC 20 0Z



Location of Application



See Former City of Scarborough
Cliffcrest Community By-law No. 9396

RD Residential Detached
RM Residential Multiple
RA Residential Apartment

CR Commercial Residential
I Institutional
OC Open Space Cemetery

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



Not to Scale
Extracted: 12/01/2022

Attachment 5: Draft Official Plan Amendment

Bill XXX

CITY OF TORONTO

BY-LAW XXX

To adopt Official Plan Amendment 785

for the City of Toronto

respecting the lands known municipally in the year 2023, as

52 St Quentin Avenue

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 785 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

John D. Elvidge
City Clerk

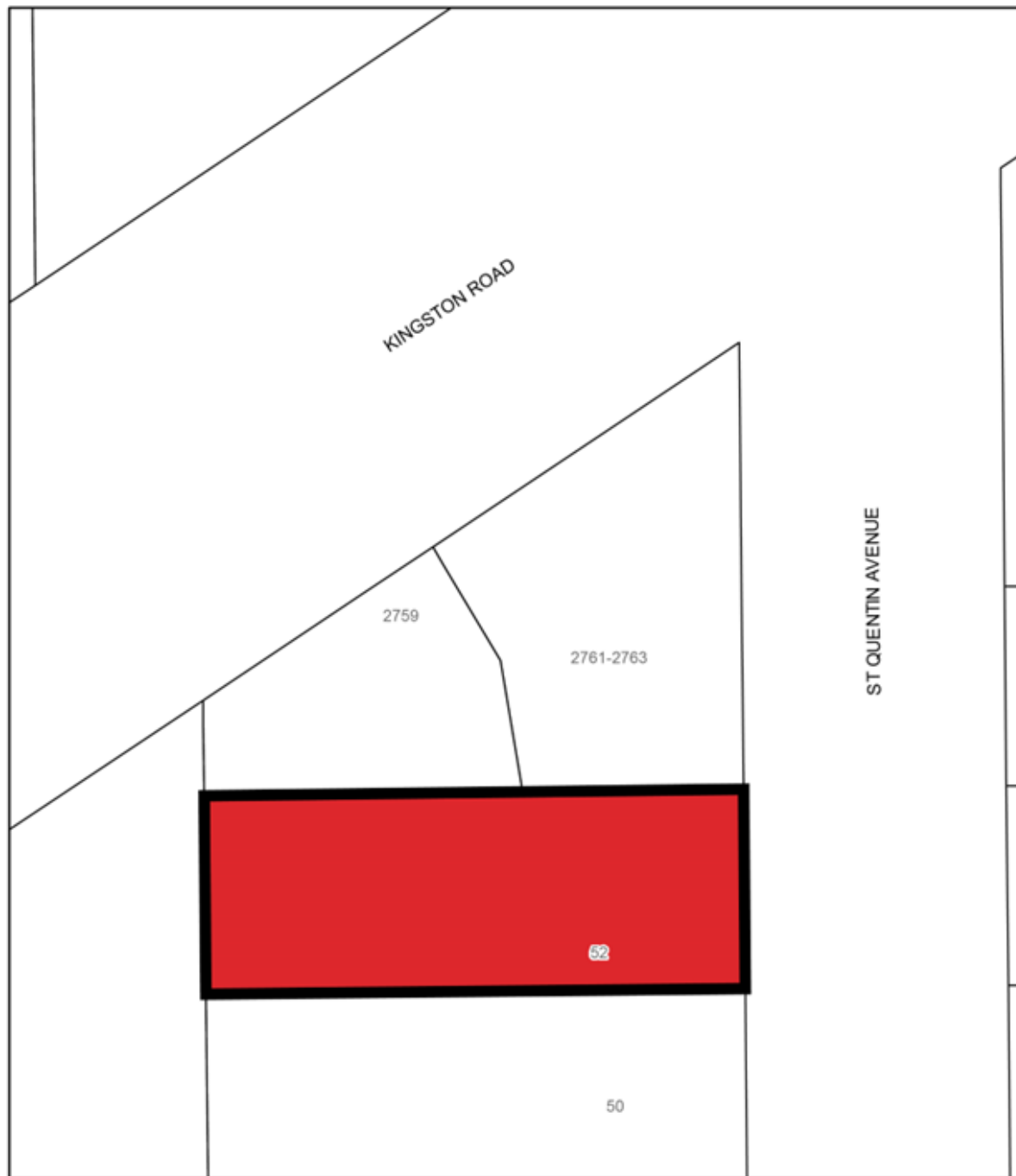
(Seal of the City)

AMENDMENT NO. 785 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2023 AS 52 ST QUENTIN AVENUE

The Official Plan of the City of Toronto is amended as follows:

1. Map 20, Land Use Plan, is amended by re-designating the lands known municipally as 52 St Quentin Avenue from *Neighbourhoods* to *Mixed Use Areas*, as shown on the attached Appendix 1.

Appendix 1



Official Plan Amendment 785

Revisions to Land Use Map 20 to Redesignate lands from Neighbourhoods to Mixed Use Areas.

52 St Quentin Avenue

File # 22 219770 ESC 20 0Z

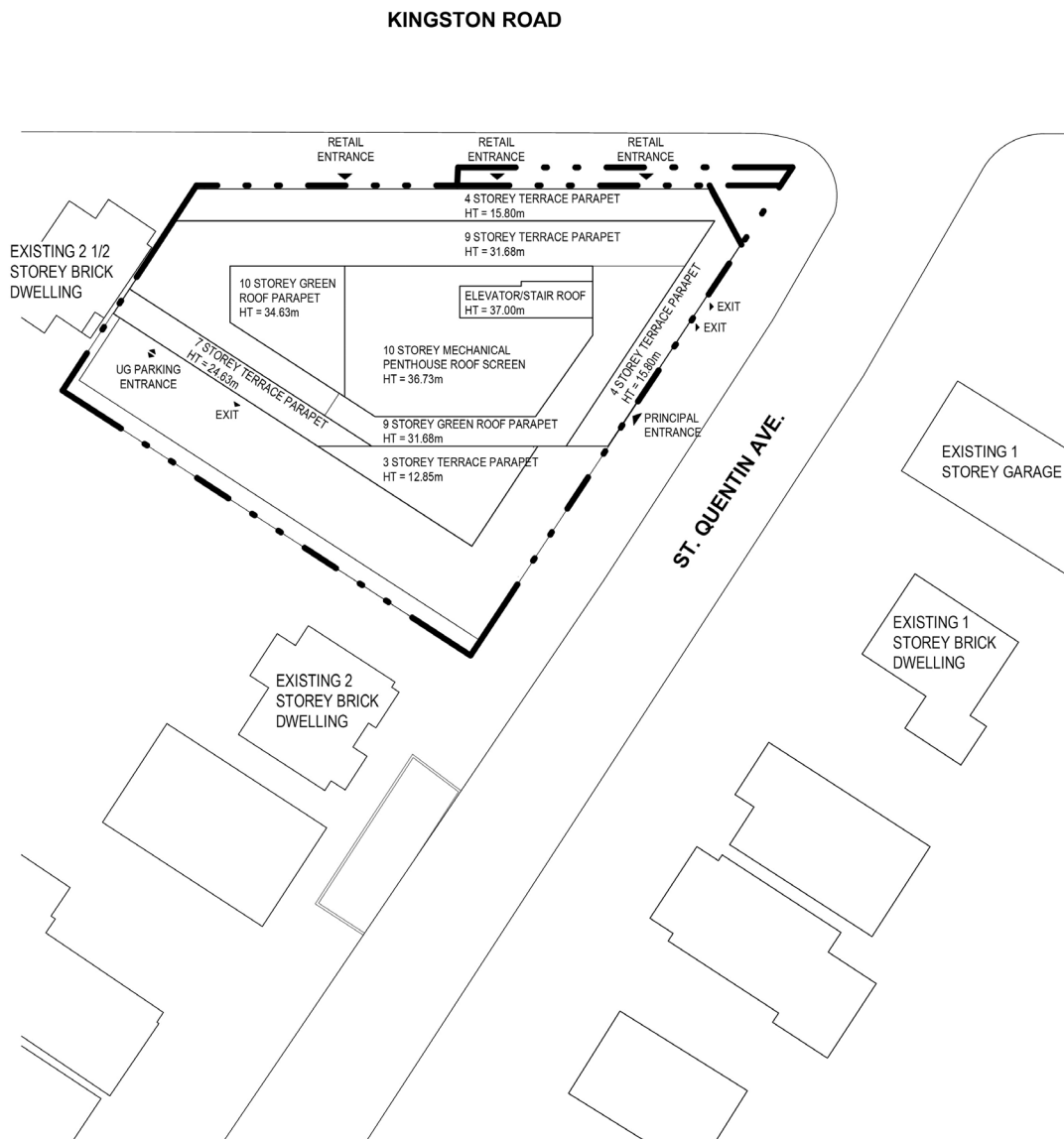


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Not to Scale
11/22/2024

Attachment 6: Draft Zoning By-law Amendment

(Attached separately as a PDF)

Attachment 7: Site Plan



Site Plan



Attachment 8: North Elevation



North Elevation

Attachment 9: East Elevation



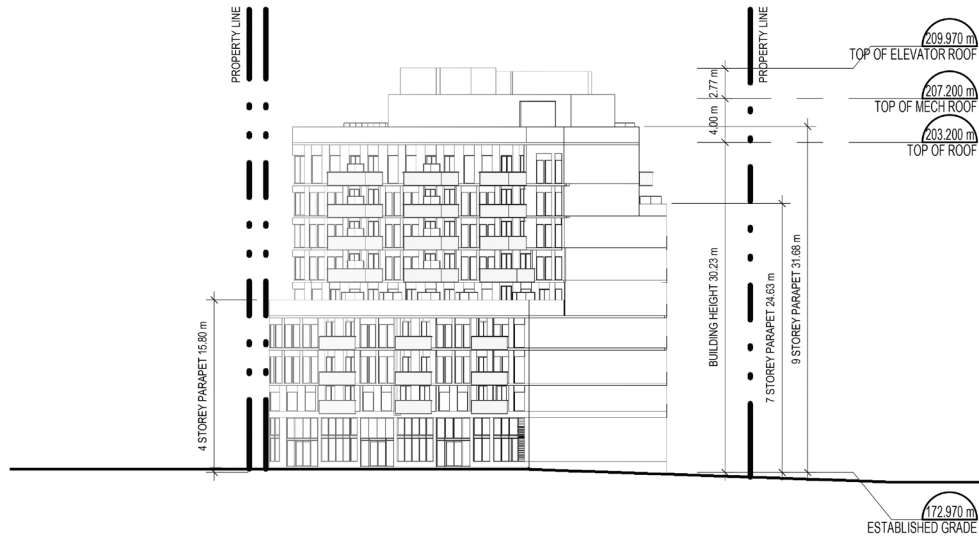
East Elevation

Attachment 10: South Elevation



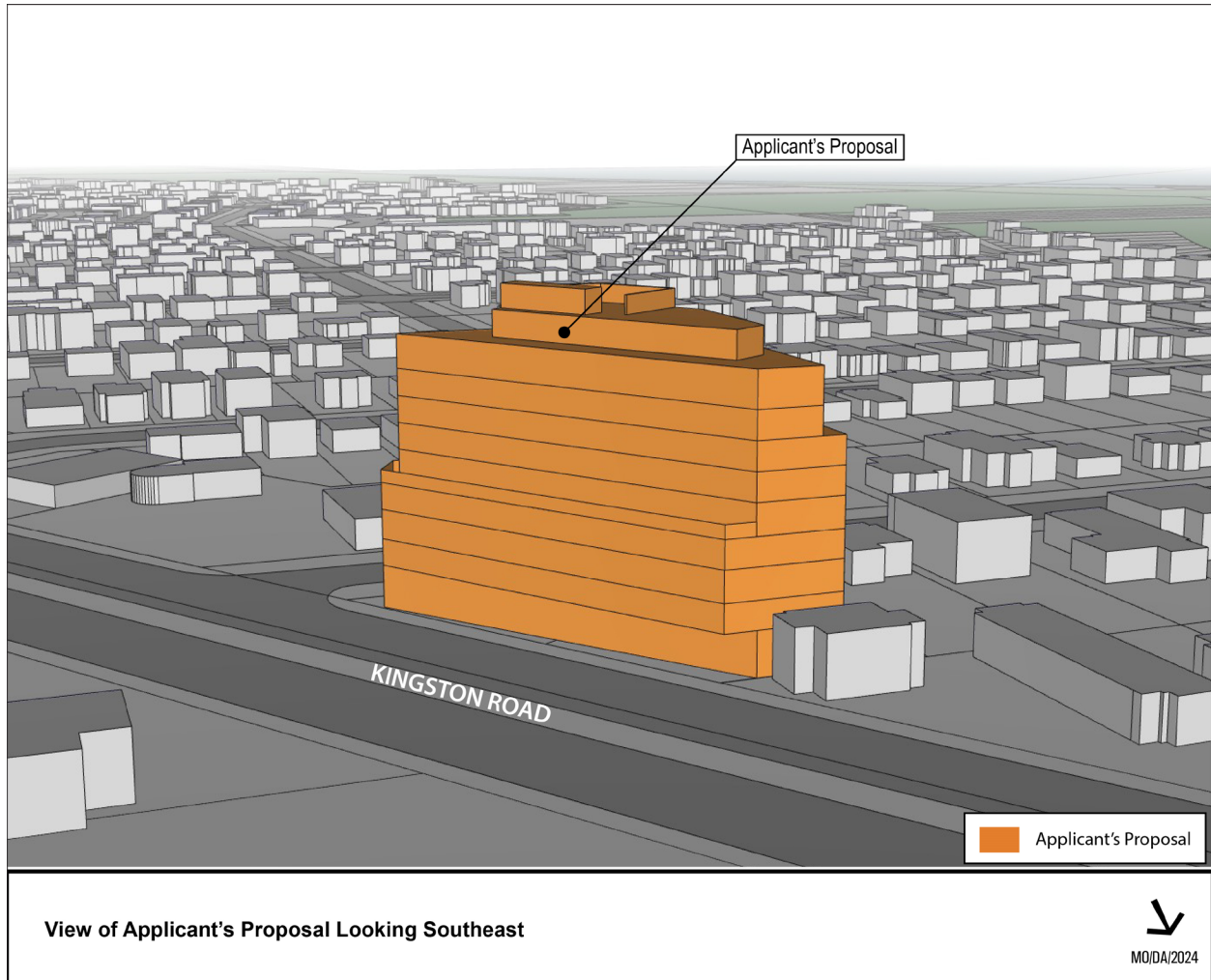
South Elevation

Attachment 11: West Elevation



West Elevation

Attachment 12: 3D Massing Model - Looking Southeast



Attachment 13: 3D Massing Model - Looking Northeast

