

3718 and 3730 Kingston Road – Zoning By-law Amendment – Decision Report – Approval

Date: April 13, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 24 - Scarborough-Guildwood

Planning Application Number: 21 192052 ESC 24 OZ

Related Planning Application Number: 23 139161 ESC 24 SA

SUMMARY

This report recommends approval of the application to amend the Zoning By-law to permit the development of a 24-storey mixed-use building with a 7-storey podium at 3718 and 3730 Kingston Road. A total gross floor area of 30,905 square metres is proposed, consisting of 30,233 square metres of residential gross floor area (419 residential units) and 672 square metres of non-residential gross floor area resulting in a floor space index (FSI) of 5.25 times the area of the lot.

The proposed development is consistent with the Provincial Planning Statement 2024 (PPS 2024) and conforms to the City's Official Plan. The proposal will intensify an underutilized site along an *Avenue* that is well served by both surface transit and emerging higher order transit networks through the Eglinton East Light Rail (EELRT).

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 for the lands municipally known as 3718 and 3730 Kingston Road substantially in accordance with the draft Zoning By-law Amendment included 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

There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

THE SITE AND SURROUNDING LANDS

Description

The site is an irregular shaped corner lot located at the northwest corner of Kingston Road and Scarborough Golf Club Road, municipally known as 3718 and 3730 Kingston Road. The subject lands have an area of approximately 6,373 square metres (5,982 square metres post-road widenings), with a frontage of approximately 83 metres on Kingston Road and approximately 58 metres on Scarborough Golf Club Road.

Existing Uses

The subject lands are currently occupied by a place of worship with a surface parking lot and a two-storey commercial building with a separate surface parking lot. Vehicular access is provided via two driveways along Kingston Road and one driveway along Scarborough Golf Club Road. Both existing buildings are proposed to be demolished.

See Attachment 2 for the Location Map.

Surrounding Uses

North: Immediately north of the subject lands is a semi-detached and townhouse complex. Further north are single detached dwellings and Scarborough Village Park.

South: Immediately south of the subject lands is Kingston Road. Further south are two-storey townhouse units, single detached dwellings, Scarborough Bluffs United Church, and Bethune Park.

East: Immediately east of the subject lands is Scarborough Golf Club Road. Further east are two-storey townhouse units and commercial uses.

West: Immediately west is a two-storey commercial building with surface parking and a sixteen-storey residential building. Further west are high-rise apartment buildings, Scarborough Village Park, Cedar Drive Jr. Public School, and Eglinton Avenue East.

THE APPLICATION

Description

The proposal is for a 24-storey (75.5 metres in height, excluding the mechanical penthouse) mixed-use building with a 7-storey podium. A total of 30,905 square metres gross floor area is proposed, consisting of 30,233 square metres of residential gross floor area and 672 square metres of non-residential gross floor area, resulting in a floor space index (FSI) of 5.25 times the lot area. The building contains 419 residential units including a mix of townhouse units, studios, one, two, and three-bedroom units. The non-residential space is located at-grade along the Kingston Road and Scarborough Golf Club Road frontages.

Density

The proposal has a density of 5.25 times the area of the lot.

Residential Component

The proposal includes 419 residential dwelling units, comprised of 20 studio (4.8%), 250 one-bedroom (59.6%), 106 two-bedroom (25.3%), and 43 three-bedroom units (10.3%).

Non-Residential Component

The proposal includes 672 square metres of non-residential floor space along the Kingston Road and Scarborough Golf Club Road frontages. The non-residential space includes approximately six retail/commercial units on the ground floor, with multiple entrances available from both Kingston Road and Scarborough Golf Club Road.

Amenity Space

A total of 1,731 square metres of amenity space is proposed, with 841 square metres of indoor amenity space (2.06 square metres of amenity space per unit) and 890 square metres of outdoor amenity space (2.12 square metres of amenity space per unit).

Access, Parking and Loading

Vehicular access is proposed via a 8.2 metre wide driveway from Scarborough Golf Club Road. The access will lead to the interior loading area, the underground parking ramp, and the at-grade parking spaces located below the raised courtyard. The two existing driveways on Kingston Road will be removed.

The proposal includes a total of 219 vehicular parking spaces including 193 residential parking spaces and 26 visitor spaces. The residential parking spaces includes 2 car share spaces and the visitor parking spaces includes 2 pick-up/drop-off spaces. A total

of 12 accessible parking spaces are also provided. A total of 197 parking spaces are proposed within two levels of underground parking, and 22 visitor parking spaces are located at-grade, within the central courtyard area. All long-term residential parking spaces are Electrical Vehicle Supply Equipment (EVSE) equipped.

A total of 327 bicycle parking spaces are provided at grade. This includes 287 long-term and 30 short-term spaces for residents, as well as 10 publicly accessible short-term bicycle parking stalls. In addition, 51 of the total bicycle parking spaces will be equipped with energized outlets for electric bicycles.

One Type G loading space will be located at grade within the interior of the building, adjacent to the non-residential waste storage space, and one Type C loading space will be located at the P1 parking level.

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: www.toronto.ca/3718KingstonRd

Reasons for Application

A Zoning By-law Amendment is required to permit the proposed built form and to create appropriate performance standards for the proposal including height, density, building setbacks, floor space index and lot coverage, among other matters.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on January 19, 2021. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on July 30, 2021, and deemed complete on March 29, 2023, satisfying the City's minimum application requirements. A preliminary staff report was adopted by Scarborough Community Council on September 20, 2021.

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

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), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The Official Plan designates the site as *Mixed Use Areas* on Map 23, Land Use Plan. See Attachment 3 of this Report for the Land Use Map.

The Official Plan's (Urban Structure) Map 2, identifies the site as *Avenues* and Map 3 designates Kingston Road and Scarborough Golf Club Road as Major Streets. In addition, Kingston Road is identified as a 'Transit Corridor' on Map 4 (Higher Order Transit Corridors) and as a 'Transit Priority Segment' on Map 5 (Enhanced Surface Transit network).

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Zoning

The subject site is zoned Commercial Residential (CR) Zone under Zoning By-law 569-2013, as amended. The Commercial Residential zoning category permits residential use, retail and office uses. The lands are also subject to Exception CR 661 containing regulations related to maximum gross floor area and minimum building setbacks. 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:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Toronto Green Standards (TGS)
- Retail Design Manual
- Toronto Accessibility Design Guidelines
- Bird-Friendly Design Guidelines
- Complete Streets 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 in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

Site Plan Control

The proposal is subject to Site Plan Control Application. A Site Plan application has been submitted. The Site Plan application number is 23 139161 ESC 24 SA

PUBLIC ENGAGEMENT

Community Consultation

A community consultation meeting was held on July 10, 2023, and 17 members of the public were in attendance along with the applicant, City staff and the Ward Councillor. The following questions and comments were raised:

- Opportunities for safe pedestrians and cycling connections and children's access to nearby parks;
- Location of site ingress/egress points;
- Concerns related to traffic flow and potential congestion, including northbound left turns onto Kingston Road affecting local traffic;
- Courtyard and tower placement;
- Proposed setbacks along Kingston Road;
- Possibility to increase the amount of retail space on-site
- Provision of affordable housing;
- Pedestrian flows and connection to the future LRT stop on Kingston Road; and,
- Proposed shadow impacts resulting from the proposed building.

The 2023 meeting was the second consultation meeting held during the processing of the application on this site. An initial virtual consultation meeting held in 2021 for a 14 storey midrise proposal with similar issues raised. When the application was revised to a tower-base built form (20 storey building) staff convened the second virtual meeting to seek feedback as detailed above. Issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

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

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the PPS (2024) and consider the proposal to be consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report as well as the policies of the Official Plan as a whole.

Land Use

The subject site is designated *Mixed Use Areas* on Map 23 of the Official Plan (refer to Attachment 3) which provides for a broad range of commercial, residential, institutional and open space uses to accommodate an increase in population and jobs along transit lines. *Mixed Use Areas* are described as areas anticipated to accommodate much of the City's retail, office and service employment, as well as much of the new housing.

Currently the subject lands contain only non-residential uses. The application proposes a mix of uses with 30,278 square metres of residential gross floor area and 672 square metres of non-residential gross floor area. While this does not represent a full replacement of the existing non-residential gross floor area currently on the subject lands, it replaces the majority of commercial space present (approximately a third of the current non-residential floor area is comprised of the existing place of worship). Thus the proposal meets the intent of the Official Plan's *Mixed Use Areas* policies by providing a range of uses on site, and represents a more pedestrian-oriented form than the existing buildings with retail/commercial units that can accommodate a range of tenants.

The site is well positioned to accommodate this level of intensification as it is well serviced by public transit along a priority surface transit route. The proposal also

includes ground floor retail/commercial space to animate the streetscape, creating a pedestrian-oriented development that will be supported by existing and future transit. The proposal therefore adheres to Policy 3.5.3.3 of the Official Plan with respect to supporting retail opportunities in a form that promotes pedestrian and transit use.

Given the existing and the planned context for the subject property and the surrounding area, the proposed residential and retail/commercial uses are acceptable and conform to the intent of Official Plan policy 4.5 regarding *Mixed Use Areas*.

Site Organization and Public Realm

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

The proposal responds to this direction by removing two accesses along Kingston Road and taking vehicular access from Scarborough Golf Club Road which leads to an internalized loading area and underground parking within the building, thereby conforming to the intent of the Official Plan by minimizing the impact on the public realm.

The proposed pedestrian access to the ground floor retail units and the primary residential entrance is from Kingston Road and access to the at-grade townhouse units is from Scarborough Golf Club Road. The proposed retail space would have a frontage on Kingston Road and Scarborough Golf Club Road, providing high visibility to pedestrians and activating the public realm.

To accommodate the future Eglinton East Light Rail Transit (EELRT) infrastructure, including associated cycle tracks and public realm improvements, the proposed development accommodates a required road widening along the Kingston Road frontage. This widening ranges from of 6.85 metres at the southwest corner of the site to 0.55 metres, with a 10 metre by 10 metre corner splay at the southeast corner of the site (the northwest corner of Kingston Road and Scarborough Golf Club Road). In addition, a 3.44 metre widening is provided at the east end of the site along Scarborough Golf Club Road to regularize the street cross section and satisfy the requirement of a 27 metre wide right-of-way

Further consideration of grade transitions and landscape design within the corner splay area will be undertaken through the Site Plan application process. The corner splay area must remain clear of any permanent landscape elements.

The base building will frame the public streets with an active façade through the incorporation of retail uses and a residential lobby along Kingston Road and retail uses along Scarborough Golf Club Road. A front yard setback ranging from 3.7 metres to 2.1 metres from the property line to the building base along Kingston Road provides a generous pedestrian clearway and opportunities for landscaping and enhancing the public realm. The proposed base building includes a canopy about 3.6 metres wide along the retail frontage on Kingston Road and for the retail frontage along Scarborough Golf Club Road.

Landscaping, including large shade trees within the public boulevard, is provided along both Kingston Road and Scarborough Golf Club Road frontages to improve the public realm. A widened 3 metre pedestrian sidewalk is provided north of the trees, along with additional new trees and landscaped planters as a buffer to the ground-level retail units from the public realm along Kingston Road. Direct pedestrian connections are provided to the building's main entrances. City staff will work with the applicant during the site plan process to ensure adequate pedestrian circulation, walkway, tree planting and appropriate screening of the building façades.

A mid-block connection from Scarborough Golf Club Road is proposed along the north side of the site, between the frontage of the proposed at-grade townhouses and the existing residential neighborhood to the north. The width of this mid-block connection varies from 12.5 metres to 7.5 metres from east to west. The mid-block connection includes a 3 metre landscape buffer along the north property line and provides direct pedestrian access to the at-grade townhouse units. Additional landscaping is provided along the north and west side of the site to offer screening and transition to adjacent properties.

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

Density, Height, Massing

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

Through the review of the application, and in consideration of the comments received from the public, the following revisions are proposed with the revised submission:

- The proposed non-residential gross floor area has substantially increased from 193 square metres to 672 square metres to increase the retail frontage along both Kingston Road and Scarborough Golf Club Road. The live-work units on Kingston Road were removed;

- The proposed building's number of storeys has been increased from 20 storeys (66.5 metres excluding the MPH) to 24 storeys (75.5 metres excluding the mechanical penthouse) to support delivery of the increased non-residential space;
- The tower floor plate has increased from 750 square metres to 771 square metres in order to accommodate larger unit sizes;
- The total proposed gross floor area has increased from 28,731 square metres to 30,951 square metres, resulting in an increased density of 5.25 times the lot area; and,
- The proposed total number of residential units has increased from 384 units to 419 units.

The emergence of a higher-order transit context in addition to the existing frequent bus routes that service this site, and its location at the intersection of two major streets ensures this site can accommodate the proposed level of density.

The 24-storey tall building proposed contains a part 6-storey and part 7-storey base building connected in a U-shaped form. There is a raised one-storey (4.5 metre) central courtyard which features an outdoor amenity area of 782 square metres that will be connected to the indoor amenity area at the second floor and screens ground floor areas dedicated to loading and parking access. The tower is located at the southeast corner of the site near the intersection and the built form reduces in height, as it transitions towards the low-rise neighbourhood to the north.

The 7-storey base building that forms the Kingston Road streetwall is set back between 2.1 metres to 3.7 metres from Kingston Road and 3.1 metres from Scarborough Golf Club Road. The proposed development provides a retail frontage of approximately 47.2 metres along Kingston Road and 19.2 metres along Scarborough Golf Club Road. The proposed first floor height including retail units is 4.5 metres, which meets the minimum requirement in the Tall Buildings Design Guidelines. The proposed setbacks are considered adequate to reduce the impact of the built form along the adjacent streets and encourage pedestrian activity along Kingston Road and Scarborough Golf Club Road.

Official Plan policy 4.5.2 states that the development of new buildings should create a good transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights. The proposed building has incorporated appropriate massing through setbacks, façade articulation, and stepbacks of height to achieve an appropriate built form within the site and surrounding context.

A rear yard setback of 7.5 metres at the northwest corner of the base building, gradually increasing to 12.5 metres at the northeast corner to transition to the *Neighbourhoods* designated land to the north of the site. This rear yard setback includes a 3.0 metres landscape buffer and mid-block connection. The base building to the rear of the property is 6 storeys (20.5 metres) in height, and to the east and west of the property is 7 storeys (24 metres) in height. Furthermore, along the north elevation of the base

building, a number of stepbacks are proposed between the existing three-storey townhouse dwellings to the north and the proposed development. The proposed development provides a stepback of 5.0 metres above the 4th floor and a 3.4 metre stepback above the 6th floor. The proposed built form promotes a harmonious fit and compatibility with the existing and planned context, emphasizing relationships to lower-scale buildings, parks and open spaces. This conforms with the Tall Building Design Guidelines.

The tall building is set back between 5.6 metres and 6.8 metres from the southwest corner to the southeast corner of the site along Kingston Road, and is setback 1.8 metres from the corner splay area at the southeast corner of the site. Tower steps back approximately 3 metres from the podium along Kingston Road. A tower separation of 13.3 metres is provided between the tower and the west property line and 37.7 metres to the north property line. This distance exceeds the Tall Building Guidelines requirement of 12.5 metres.

Given the location of the subject site fronting onto Kingston Road in a *Mixed Use Areas* designation with existing and planned transit networks, the proposed density, height and massing are considered appropriate for the surrounding context. Staff are satisfied that the proposal conforms to the Official Plan policies and meets the intent of the Tall Building Design Guidelines. City staff will continue to work with the applicant through the Site Plan Control process to resolve detailed design matters.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. Furthermore, the Growing Up Guidelines require a minimum of 25% of all units to be two and three-bedroom units.

The proposal includes 419 residential dwelling units, 20 studio (4.8%), 250 one-bedroom (59.6%), 106 two-bedroom (25.3%), and 43 three-bedroom units (10.3%). The proposed unit mix meets the requirements of the Growing Up Guidelines.

Additionally, the applicant has indicated a willingness to explore options for a portion of the units to be affordable units working with an affordable housing provider. This will be explored further at the future site plan stage.

Amenity Space

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

A total of 1,731 square metres of amenity space is proposed, with 841 square metres of interior amenity space and 890 square metres of outdoor amenity space. This represents an overall ratio of 4.18 square metres of amenity space per unit, which exceeds the Zoning By-law requirement of 4 square metres per unit.

A total of 634 square metres of indoor amenity space and 782 square metres of outdoor amenity space is proposed on the second floor. The outdoor amenity space is centrally located on the site in form of a courtyard, accessible from the indoor amenity space on the second floor.

An additional indoor amenity space of 90 square metres and outdoor amenity space of 108 square metres is proposed on the 8th floor above the 7-storey base building adjacent to Kingston Road. A further 117 square metres of indoor amenity space is also proposed on the 24th floor. The indoor amenity areas includes a multi purpose space, and coworking spaces for residents. The indoor amenity spaces overlook the outdoor courtyard, and the coworking space fronts Kingston Road.

The proposed amenity spaces comply with the requirements of Zoning By-law 569-2013. City staff are satisfied with the proposed size and locations of amenity space.

Shadow Impact

The Official Plan requires new development to be designed in a manner that adequately limits the impact of shadowing on the public realm and provide comfortable wind conditions for neighboring streets and open spaces.

The applicant has submitted a Sun/Shadow Study in support of the application. According to the review of shadow studies during the Spring and Fall equinoxes, the tower has minimal shadow impact, casting shadow on the park for less than an hour at 9:18 a.m. While the tower's shadow falls on lands designated *Neighbourhoods* between 10:18 a.m. to 1:18 p.m., the tower's shadow quickly moves away and limits the impact. This is achieved through the building massing being design to provide adequate stepbacks and setbacks, as well as appropriate separation distances in excess of the Tall Building Design Guidelines.

Shadowing on the public realm on Scarborough Golf Club Road would occur between 2:18 p.m. and 5:18 p.m. and on Kingston Road (as well as the low-rise neighbourhood on the south side of Kingston Road) between 4:18 p.m. and 6:18 p.m. In both cases this will still allow for a minimum of 5 hours of sunlight on the public realm meeting the intent of the Official Plan policies with respect to adequately limiting shadow impact.

A review of cumulative shadow impacts during the equinoxes indicates that between 1:18 p.m. and 6:18 p.m., there are no shadows are cast from the existing tall building at 3434 Kingston Road to the west of the site and the proposed building on Kingston Road onto the neighbouring low-rise residential neighbourhood to the north. Furthermore,

there is no overlap in shadow impacts from the existing tall building at 3434 Kingston Road and the proposed building.

A Direct Solar Access Study was submitted in addition to the Sun/Shadow Study. The study illustrates areas that have 5 hours or more of direct solar access and areas that have less than 5 hours of direct solar access. During the spring and fall equinoxes, shadow impacts are limited, with the adjacent low-rise residential properties most receiving five or more hours of sunlight, with the exception of a small portion of the rear yards of the properties directly north of the site.

Staff have reviewed the submitted Sun/Shadow Study and the Direct Solar Access Study and consider the resulting shadow impacts to be acceptable and adequately limited.

Wind Impact

A Pedestrian Level Wind Study was submitted in support of the application. The study described the anticipated wind conditions around the proposed development. The study confirmed that future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the site are acceptable for the intended uses on a seasonal basis. An exception is a retail entrance fronting Scarborough Golf Club Road, for which mitigation measures have been proposed in the form of an overhead canopy, and a recessed entrance within the building façade. Mitigation measures such as the extension of a canopy over the retail frontage and wind screens on the outdoor amenity on the 8th floor, have been included as per the study's recommendations.

Staff support the study's conclusion. Additional mitigation measures will be determined through the Site Plan application process, if necessary.

Servicing

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

Staff are generally satisfied with how stormwater will be managed on site. The applicant will be required to submit a revised detailed stormwater management report and implement any recommendations at the Site Plan application stage.

Road Widening

The subject property has frontage along Kingston Road, which is identified on Map 4 of the Official Plan as a Transit Corridor, and as Transit Priority Segment on Map 5. As the Eglinton East Light Rail Transit (EELRT) is planned along this segment of Kingston Road, the proposal is required to meet the requirements of the 10% design stage for the EELRT. The applicant is required to convey additional land along the Kingston Road frontage, including 6.85 metres at the southwest corner and 0.55 metres with a 10 metre by 10 metre corner splay at the southeast corner of the site, northwest corner of Kingston Road and Scarborough Golf Club Road.

A 3.44-metre road widening is also required along the Scarborough Golf Club Road frontage of this property to satisfy the requirement of a 27-metre right-of-way. All required widenings have been demonstrated on the revised plans.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the site is proposed from Scarborough Golf Club Road and the existing access from Kingston Road will be removed. A new 8.2 metre wide private driveway is proposed to access the interior loading area, underground parking ramp and at-grade parking below the raised courtyard. The proposed width of the entrance gate is 7.6 metres.

The primary pedestrian access to the building is from Kingston Road to a residential lobby, with secondary access to the building from the Scarborough Golf Club Road and the mid-block connection to the rear of the site. A pedestrian clearway ranging from 3.7 metres to 2.1 metres in width is proposed along Kingston Road which will access the proposed retail units. During the site plan process, staff will work with the applicant to ensure there is direct sidewalk access to the proposed retail units on the south side of the building. Secondary pedestrian access to the grade-related townhouses on the northern portion of the site is provided via pedestrian walkways along the mid-block connection, in addition to primary access through the building's internal central corridors.

A total of 219 vehicle parking spaces are proposed, of which 193 spaces are designated for residents and 26 spaces for residential visitors parking spaces. The 193 residential parking spaces includes 2 car share spaces and the 26 visitor parking spaces includes 2 pick-up/drop-off (PUDO) spaces. Of the 26 visitor parking spaces, 22 spaces are located at-grade, and 4 are located at P1 parking level, adjacent to the underground parking ramp. The proposed residential visitor parking spaces will be shared with retail visitor parking spaces. These parking provisions will be included as part of the Zoning By-law Amendment, and the provision of visitor parking spaces will be addressed and secured through the future Site Plan application.

A total of 12 accessible parking spaces are proposed, which meets the requirement of the City of Toronto Zoning By-law 569-2013, as amended. All residential, car-share, and visitor parking spaces (except the two PUDO spaces) are proposed to be equipped with energized outlets (EVSE), which meets the requirements of the Toronto Green Standard (TGS), Version 4.

One Type “G” and one Type “C” loading space is proposed at the northwest corner of P1 parking level. The Type “G” loading will be a shared between residential and non-residential uses. The proposed loading space is a shared-use loading space for the proposed mixed-use building, which includes 419 residential units and retail uses. The space is located at grade and accessed from a driveway off Scarborough Golf Club Road, to the east of the site.

A total of 327 bicycle parking spaces are proposed at-grade. This includes 287 long-term bicycle parking spaces for residents located on the ground level below the raised courtyard, adjacent to the residential lobby, and 30 short-term residential bicycle parking spaces located in front of the retail units along Kingston Road and Scarborough Golf Club Road, thereby meeting the Zoning By-law requirement. An additional 10 publicly accessible short-term bicycle parking stalls are proposed along Kingston Road and Scarborough Golf Club Road. Of the total bicycle parking supply, 51 spaces will be equipped with energized outlets for electric bicycles.

A bicycle maintenance facility is also proposed on the ground floor within the long-term bicycle parking room, with direct access from the west side of the building.

Traffic Impact

A Transportation Impact Study and a Parking Study Report were submitted in support of the proposed development, along with addendums reflecting the revised development concept.

The report estimates that the proposed development will generate approximately 125 and 132 two-way vehicular trips during the a.m. and p.m. peak hours, respectively. In comparison to the previous report, the July 2021 report, the vehicular trips will increase by 5 trips (approximately 4%) in the morning and 27 trips (20%) in the afternoon peak hours. The consultant concluded that the increase in trips and thus the impact on the road network will not be significant.

Transportation Review staff require the applicant to amend the site drawings through the Site Plan application process to address the following comments and conditions. The applicant’s Transportation consultant shall submit an Addendum for the following conditions:

- Reconfigure the Kingston Road municipal boulevard to comply with EELRT plans containing a new 2.1 metres municipal sidewalk with a 0.3 metres setback from

property lines, landscaping features, a 2.4 metres bicycle track with an integrated concrete bus-bike platform and required setback;

- Update traffic analysis for the afternoon peak periods, considering the new trips generated by the development, and;
- Provide a table that indicates the proposed signal timing adjustments under the future total traffic condition at the existing signalized intersection of Kingston Road and Scarborough Golf Club Road and other adjacent intersections.

Transportation Review staff require a revised Transportation Impact Study to be submitted with the site plan review process that incorporates the proposed improvements so they may be secured as part of the approvals process.

Transportation Demand Management (TDM)

The Transportation Impact Study submitted in support of the application, was reviewed by Transportation Review staff and includes a number of transportation demand measures.

- TDM Information Package for New Tenants
- Unbundled Parking Paid Parking
- Pick-up and Drop-off Area
- Carshare Parking Spaces
- Secure Bicycle Storage Facilities
- Bicycle Repair Station
- Bike Share Provisions
- Real-Time Transit Information
- Covered Bus Shelter Provisions
- Wayfinding Signage
- Flex Workspace Amenity

Transportation Review staff finds these measures acceptable and recommended to also provide pre-loaded Presto cards for the first year of occupancy, for persons who do not lease/purchase the parking spaces, in addition to the installation of a real-time display for transportation-related information. The proposed measures will be secured through a future site plan application.

Parkland

The City of Toronto Parkland Strategy (PLS) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city.

According to the 2022 draft update to the PLS methodology, the development site is currently in an area with 4 -12 square metres of parkland per person, which is below the City-wide average provision of 28 square metres of parkland per person (2022).

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Archaeological Assessment

The subject lands are located within an area of Archaeological Potential. The applicant has submitted a Stage 1 Archaeological Resource Assessment in support of the redevelopment application. An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites.

Heritage staff have reviewed the report and there are no further archaeological concerns regarding the subject property. Post approval conditions will be included in any future site plan approval should undocumented remains be discovered during construction.

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).

The applicant submitted an Arborist report and a Tree Inventory, Protection and Removals Plan in support of the application. The excavation and footings of the proposed development requires the removal of two by-law protected privately owned trees, located on the subject site and one City street tree located on the road allowance, adjacent to Kingston Road. The planting of three replacement trees for the removal of each private by-law protected tree and one replacement tree for each City tree would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved. A total of 30 new trees are proposed to be planted on the subject site.

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 site, requires 1,126 cubic metres of soil volume. The submitted landscape plans specify soil volumes totaling 1,616 cubic metres, including the proposed new trees on the site, therefore complying with the TGS requirement. The tree planting plans will, with minor modifications and details, be satisfactory to Urban Forestry. The submission of

satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan application.

School Boards

The application was circulated to the publicly funded school boards for review.

The Toronto Catholic District School Board (TCDSB) has advised that their projections for local area schools surrounding this development proposal remain consistent. TCDSB requires proof of notification signage and that the clauses be included within any agreements of purchase and sale for the proposed plan. Furthermore, St. John Henry Newman Catholic High School has been approved for a 1,110 pupil place replacement school.

The Toronto District School Board (TDSB) schools currently assigned to this development are Cedar Drive Junior Public School, Bliss Carmen Senior Public School and Sir Wilfred Laurier Collegiate Institute. The Toronto District School Board (TDSB) has advised that there may be insufficient capacity to accommodate students anticipated from this development at Sir Wilfred Laurier Collegiate Institute. To address accommodation challenges, the TDSB may need to use portables to accommodate students or engage in studies to explore options for creating additional school space. These options include changing school boundaries, moving programs, or bussing new students to another school, among others. These studies are made publicly available in the Board's Long-Term Program and Accommodation Strategy and may be subject to Board approval and (in some cases) include public engagement.

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 in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Performance measures for Tier 1 development features secured through the zoning by-law amendment process include EV parking and cycling infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, 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.

Conclusion

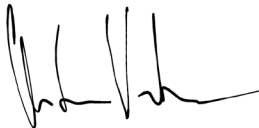
The proposal has been reviewed against the policies of the PPS (2024) and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms to the Official Plan, particularly as it relates to the development criteria for *Mixed Use Areas*. The proposal also meets the intent of the Tall Building Guidelines. The proposal provides for an appropriate form of mixed-use intensification along Kingston Road, with a density that is supported by the future Eglinton East Light Rail Transit (EELRT). The proposal also positively contributes to the public realm with appropriate setbacks, and ground floor retail uses animating Kingston Road.

Furthermore, the proposed development is considered an appropriate built form on *Mixed Use Areas* designated lands and is compatible with the surrounding context. Staff recommend that Council support approval of the Zoning By-law Amendment application.

CONTACT

Bitia Mahjoubi, Planner, Community Planning, Scarborough District, Tel. No. 416-392-3678, E-mail: Bitia.Mahjoubi@toronto.ca

SIGNATURE



Christian Ventresca, M.Sc.PI, 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 Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: East Elevation
- Attachment 8: North Elevation
- Attachment 9: South Elevation
- Attachment 10: West Elevation
- Attachment 11: 3D Massing Model Looking Northwest
- Attachment 12: 3D Massing Model Looking Southeast
- Attachment 13: 3D Massing Model Looking Northeast
- Attachment 14: 3D Massing Model Looking Southwest

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 3718 & 3730 KINGSTON ROAD Date Received: July 30, 2021
Application Number: 21 192052 ESC 24 OZ
Application Type: Rezoning

Project Description: REVISED PROPOSAL: Zoning By-Law Amendment Application and site plan application (23 139161 ESC 24 SA) is to permit the development of a 24-storey building with a 7-storey podium that steps down to the adjacent properties to the north and east. The total GFA proposed is 30,905 square metres consisting of 30,233 square metres of residential GFA and 672 square metres of commercial GFA resulting in an FSI of 5.25 times the site area. The building contains 419 residential units including a mix of townhomes, studios, 1-,2-, & 3-bedrooms that have been designed to allow for the incorporation of 20% barrier-free accessible units. The non-residential space is located at-grade along Kingston Road and Scarborough Golf Club Road.

Applicant	Agent	Architect	Owner
Eldon Theodore 7050 Weston Road, Suite 230, Woodbridge ON, L4L 8G7	MAC NAUGHTON HERMSEN BRITTON CLARKSON PLANNING LTD	SvN Architects & Planners	2734091 ONTARIO LTD.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR 0.4 (c0.4; r0.0) SS3 (x661)	Heritage Designation:	N
Height Limit (m):	11	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 5,892 Frontage (m): 83 Depth (m): 58

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,068		4,114	4,114

Residential GFA (sq m):		30,233	30,233
Non-Residential GFA (sq m):	1,523	672	672
Total GFA (sq m):	1,523	30,905	30,905
Height - Storeys:	1	24	24
Height - Metres:		75.5	75.5

Lot Coverage Ratio (%) 69.82 Floor Space Index: 5.25

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

Residential GFA: 30,233

Retail GFA: 672

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			419	419
Freehold:				
Condominium:				
Other:				
Total Units:			419	419

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		20	250	106	43
Total Units:		20	250	106	43

Parking and Loading

Parking Spaces: 219 Bicycle Parking Spaces: 327 Loading Docks: 2

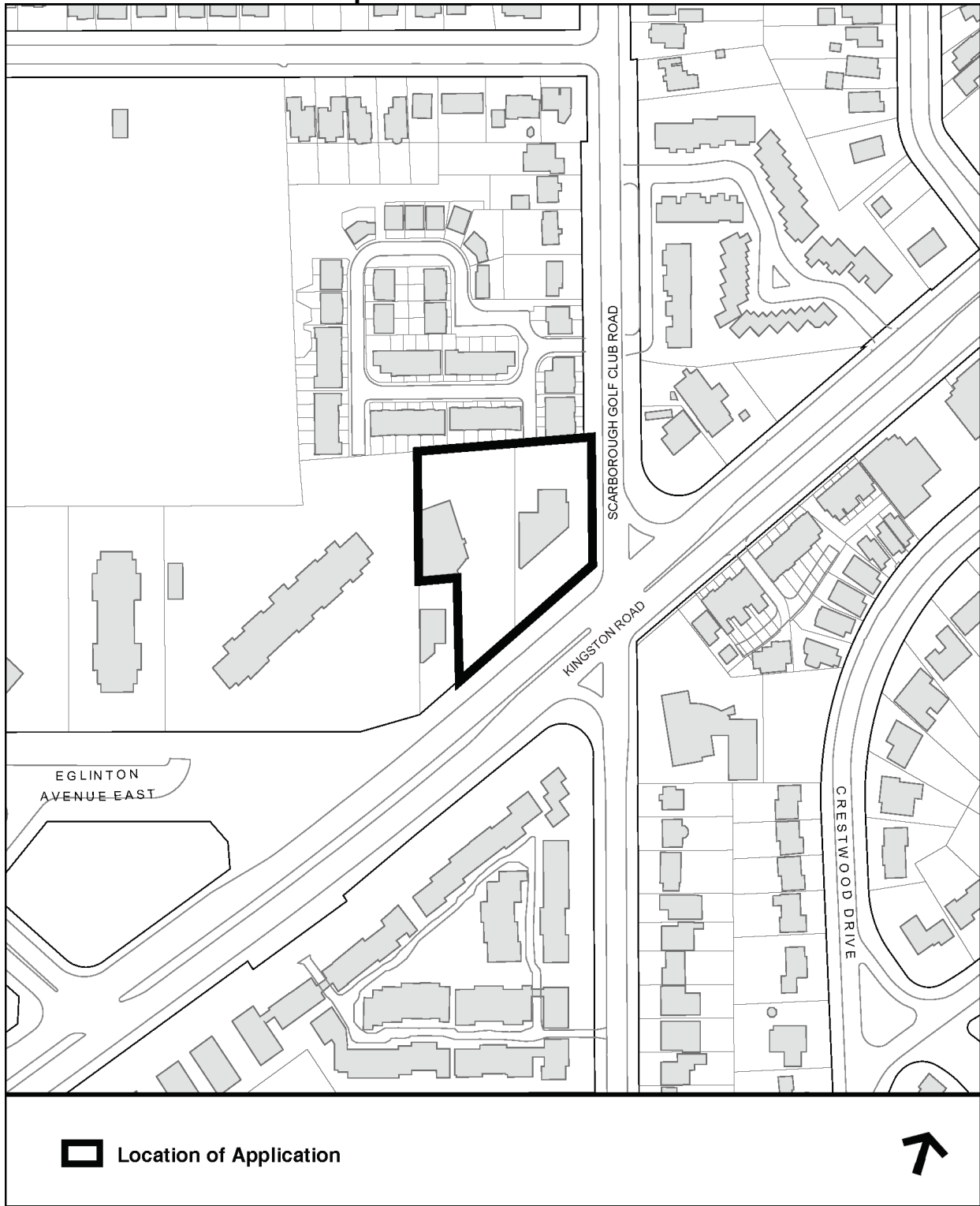
CONTACT:

Bitá Mahjoubi, Planner, Community Planning

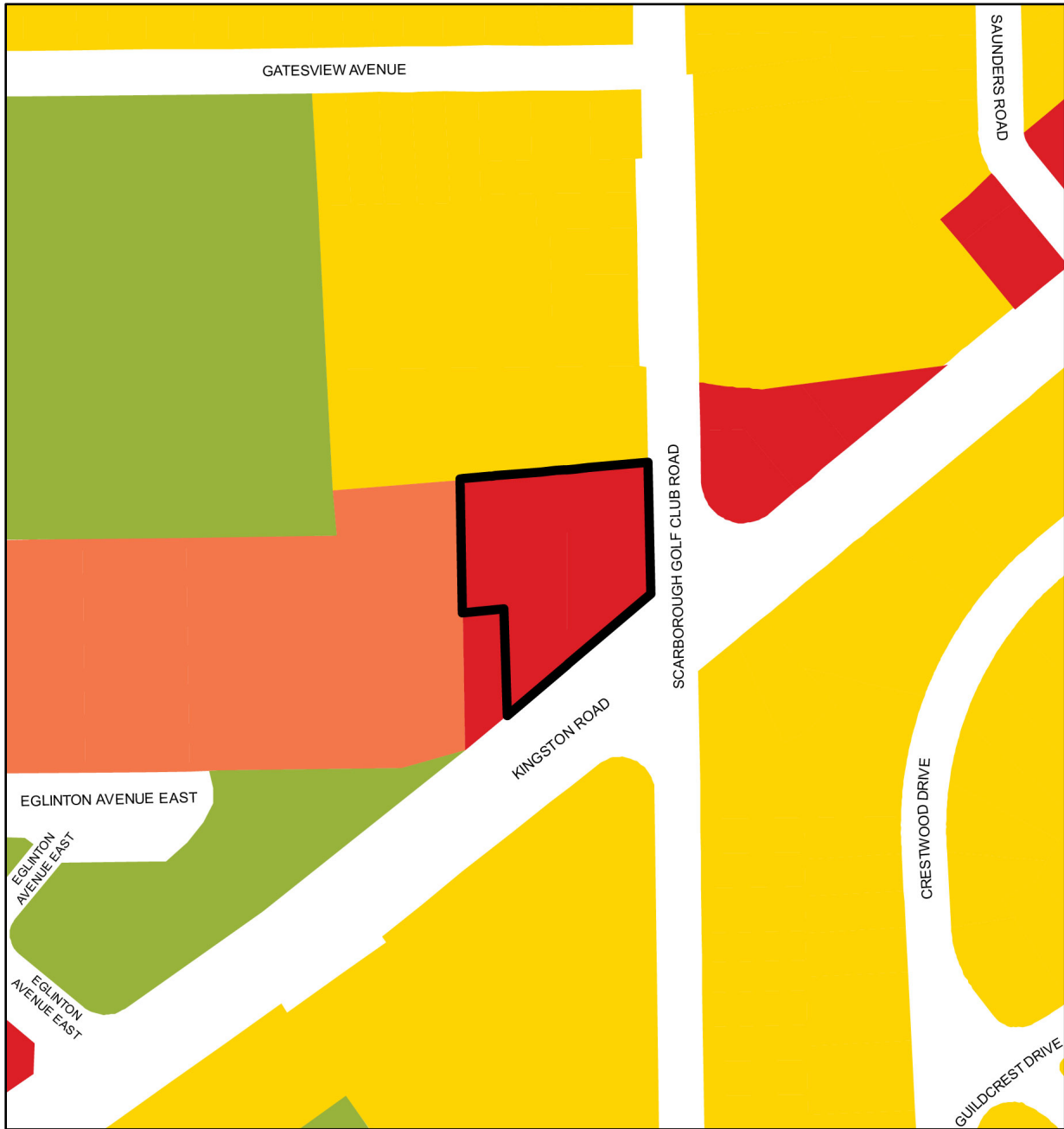
(416) 392-3678

Bitá.Mahjoubi@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map # 23

3718-3730 Kingston Road

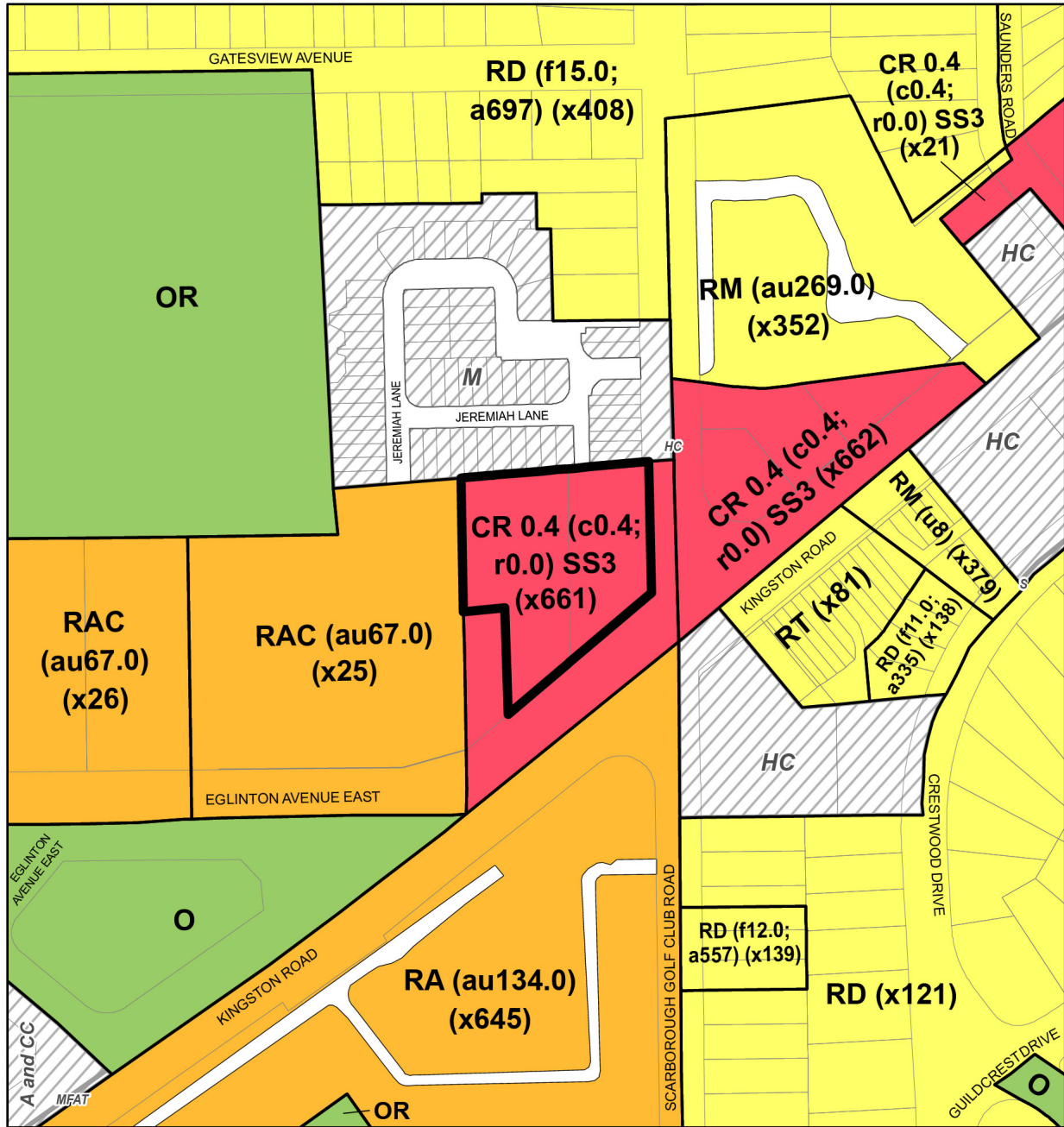
File # 21 192052 ESC 24 0Z

 Location of Application

-  Neighbourhoods
-  Mixed Use Areas
-  Apartment Neighbourhoods
-  Parks


 Not to Scale
 Extracted: 10/22/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3718-3730 Kingston Road

File # 21 192052 ESC 24 0Z

Location of Application

See Former City of Scarborough Guildwood Community By-law No. 9676
 See Former City of Scarborough Scarborough Village Community By-law No. 10010

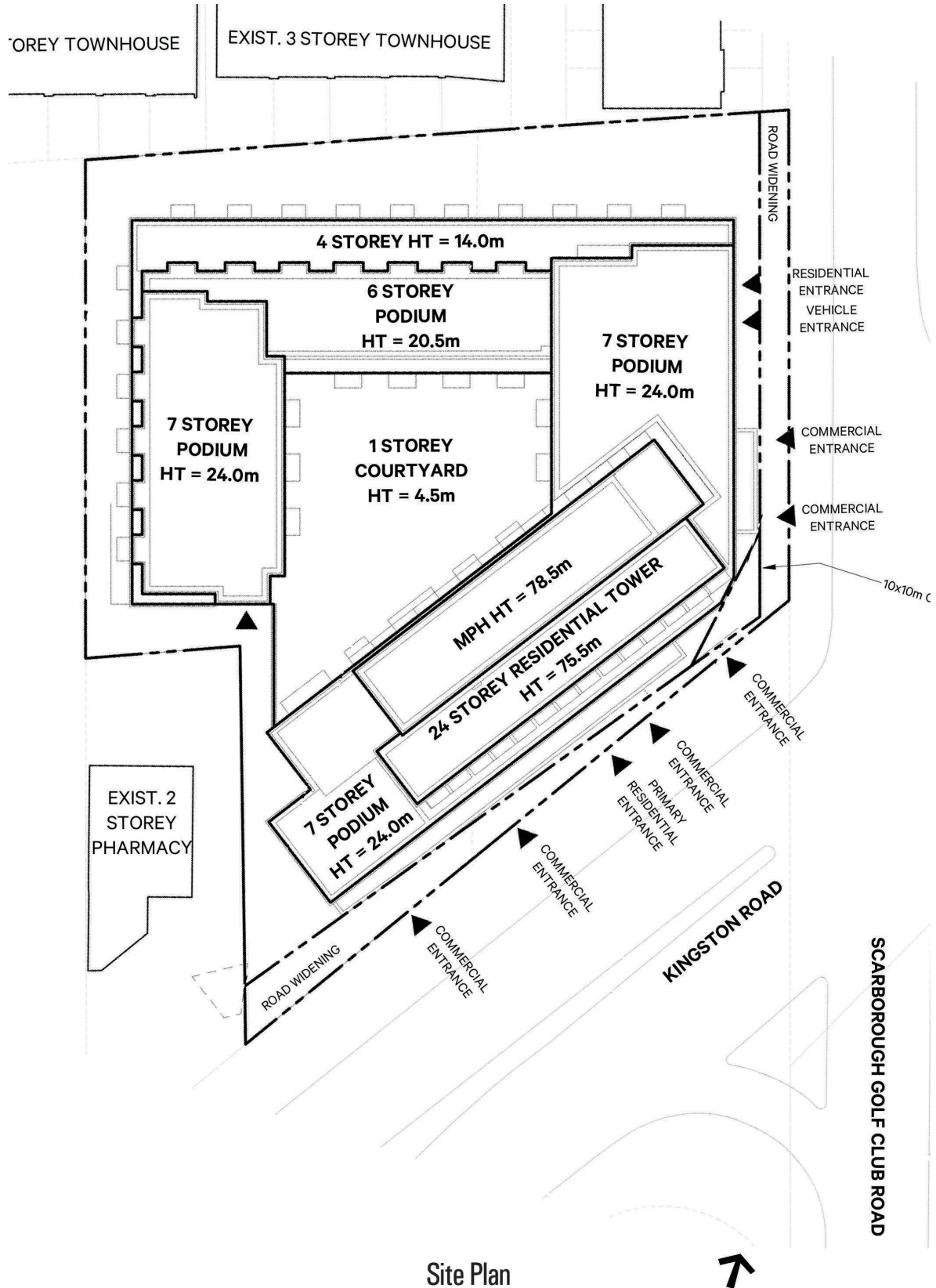
RD Residential Detached	RAC Residential Apartment Commercial	S Single-Family Residential
RT Residential Townhouse	CR Commercial Residential	M Multiple-Family Residential
RM Residential Multiple	O Open Space	MFAT Multiple-Family Apartment Terrace Residential
RA Residential Apartment	OR Open Space Recreation	HC Highway Commercial
		A and CC Apartment Residential and Community Commercial

Not to Scale
 Extracted: 10/22/2025

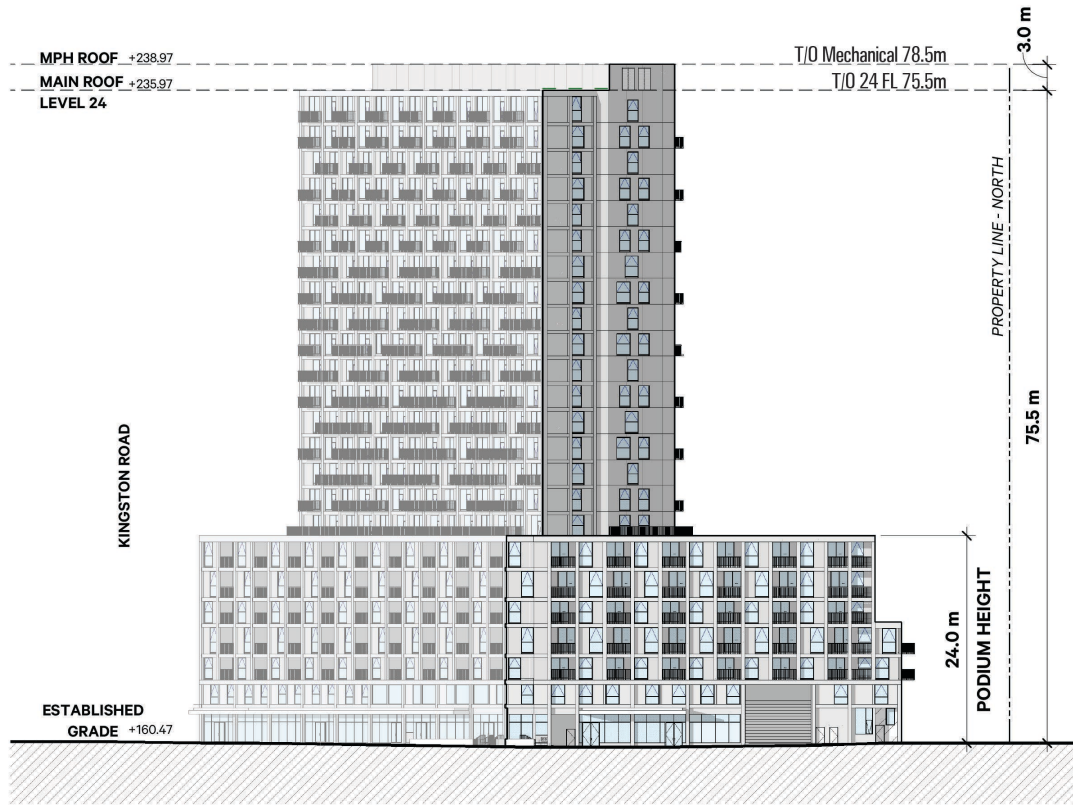
Attachment 5: Draft Zoning By-law Amendment

(Attached separately as a PDF)

Attachment 6: Site Plan

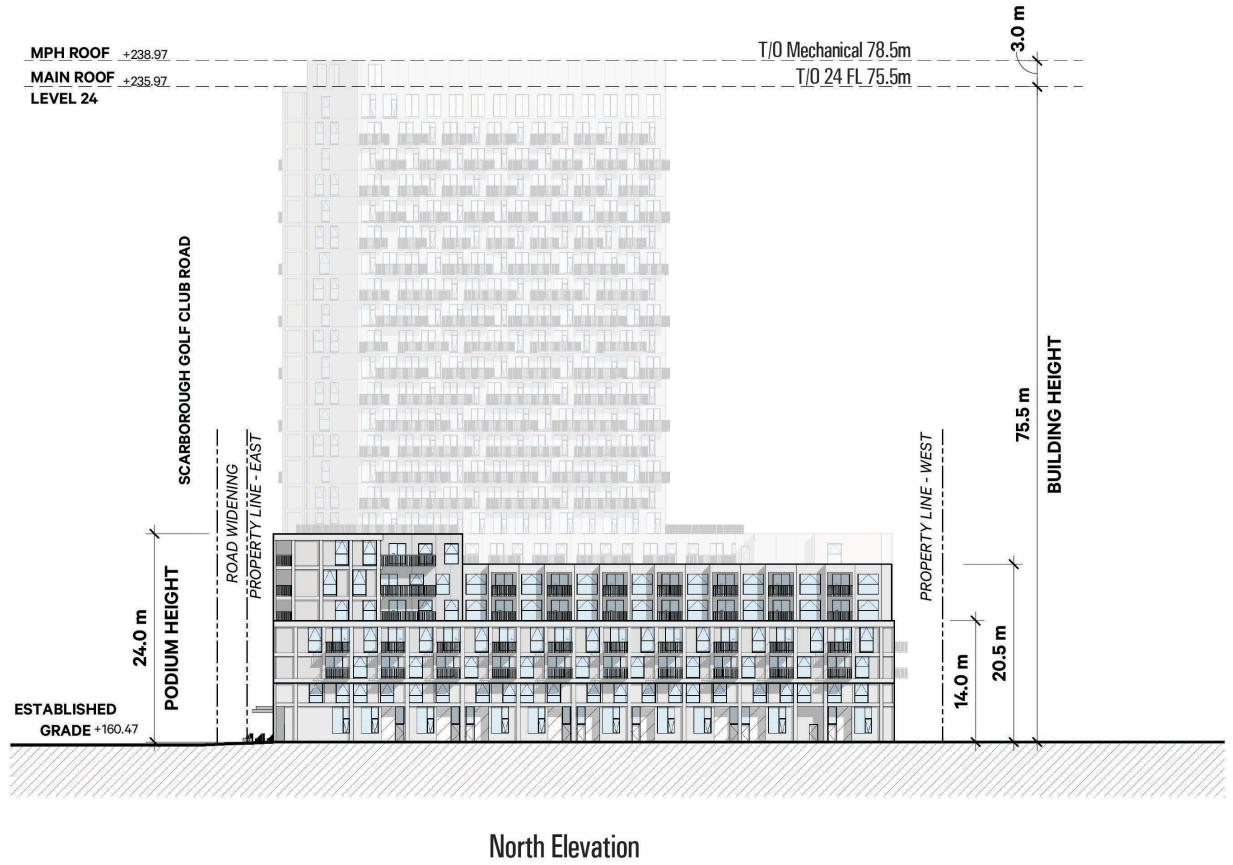


Attachment 7: East Elevation

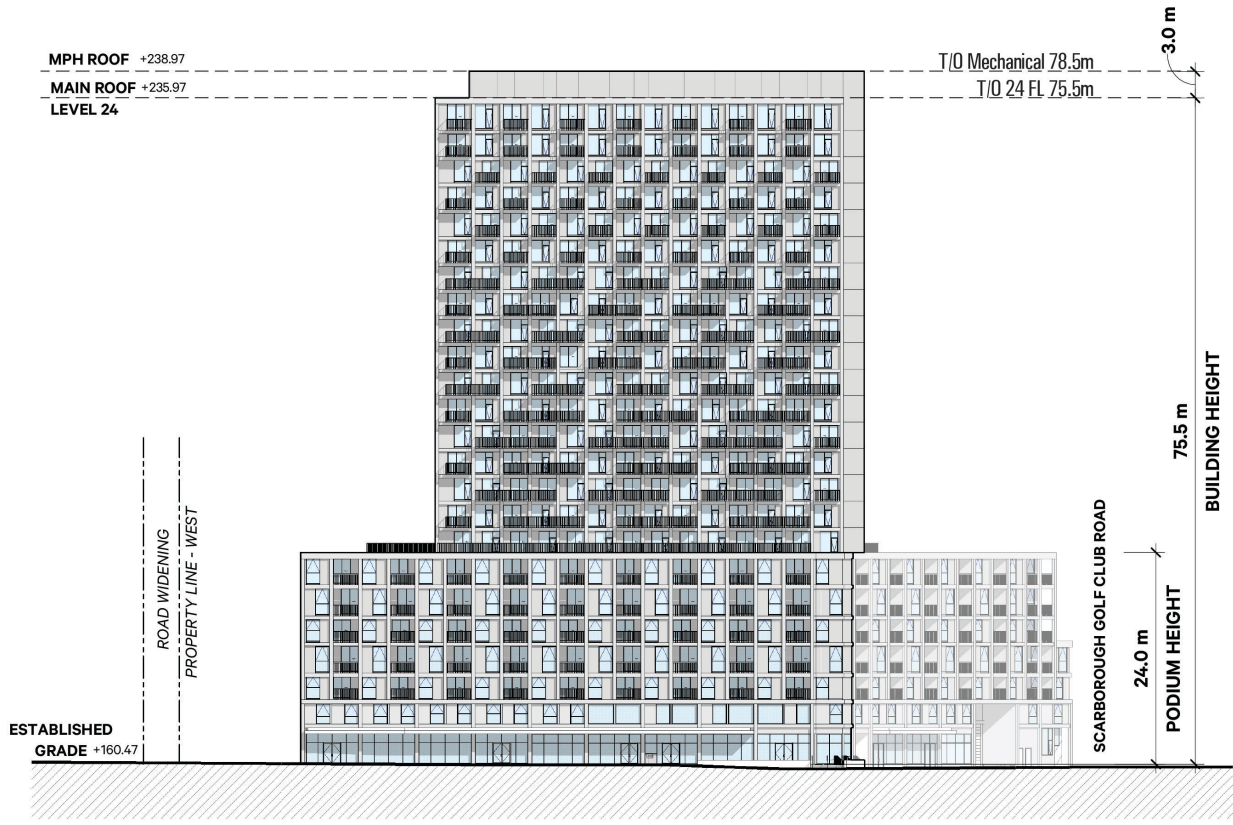


East Elevation

Attachment 8: North Elevation

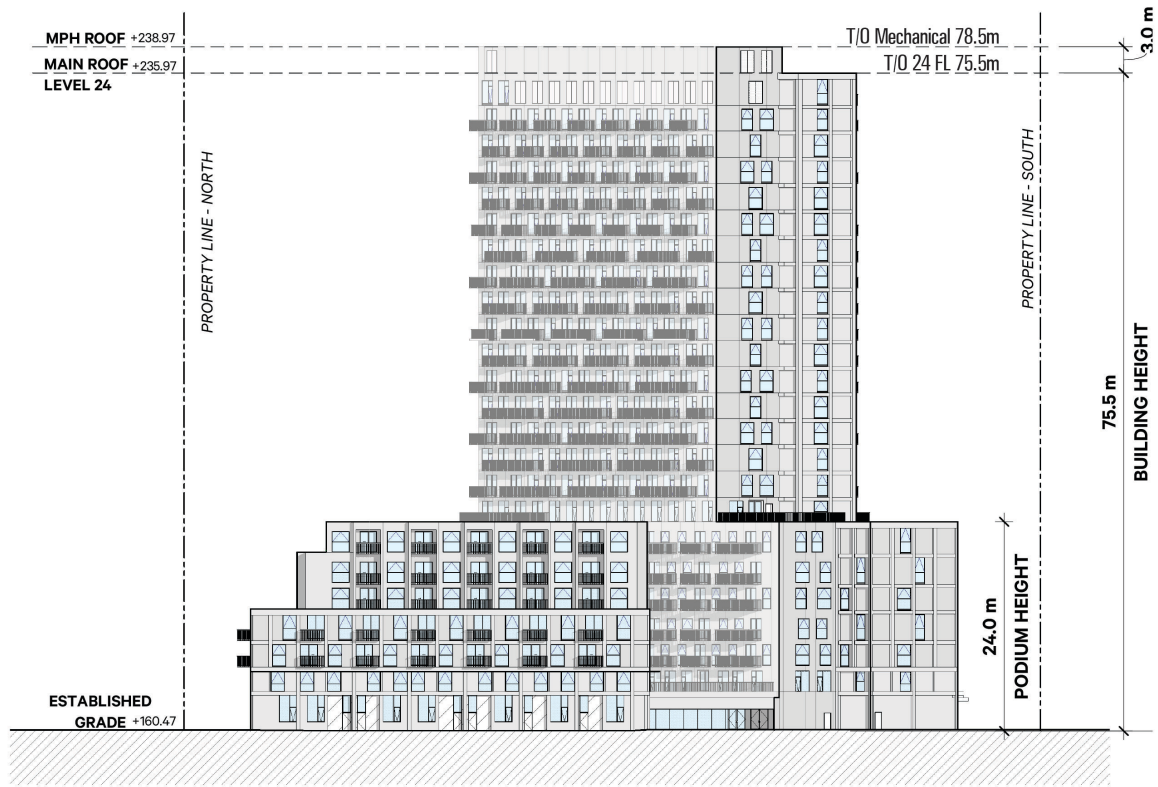


Attachment 9: South Elevation



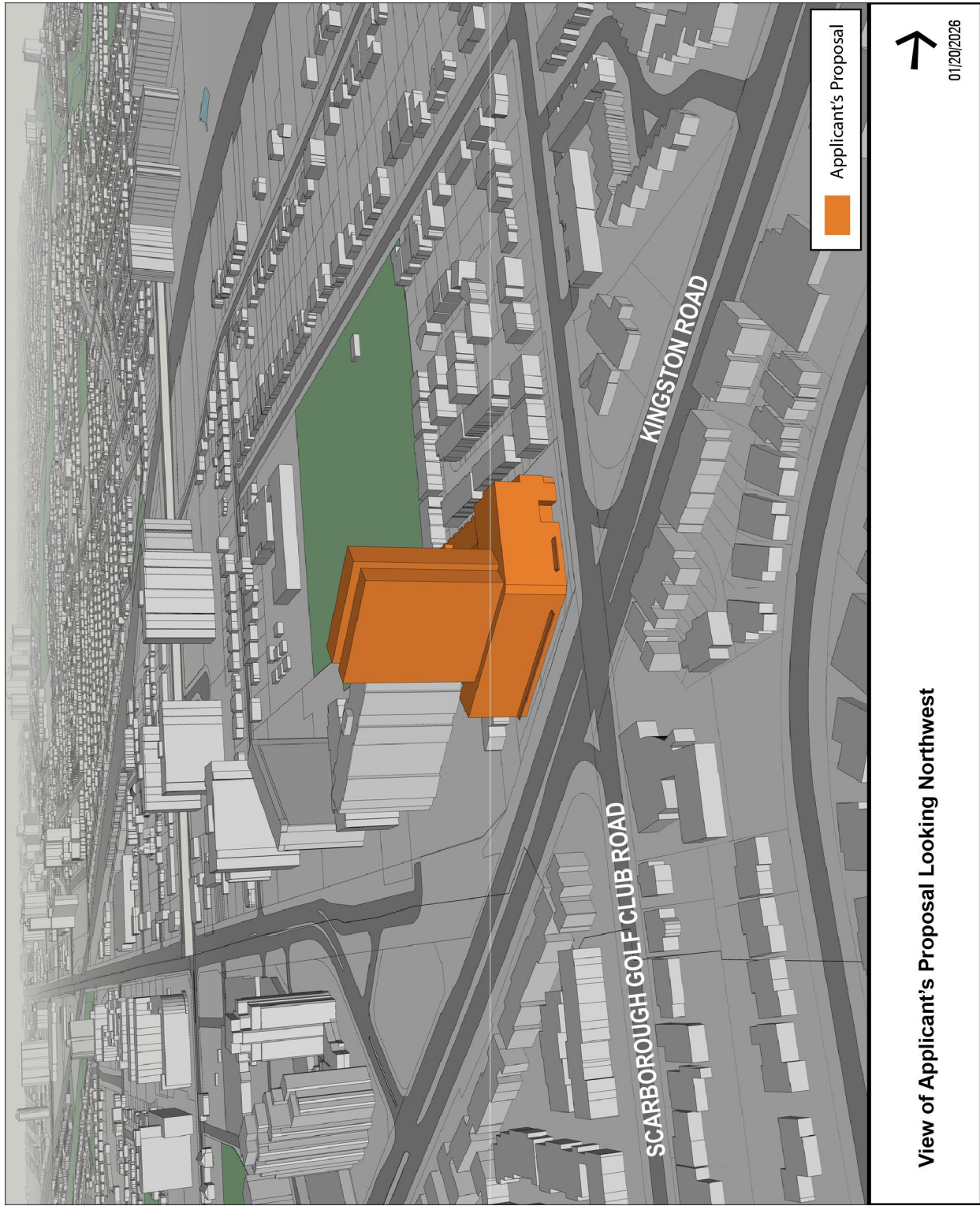
South Elevation

Attachment 10: West Elevation



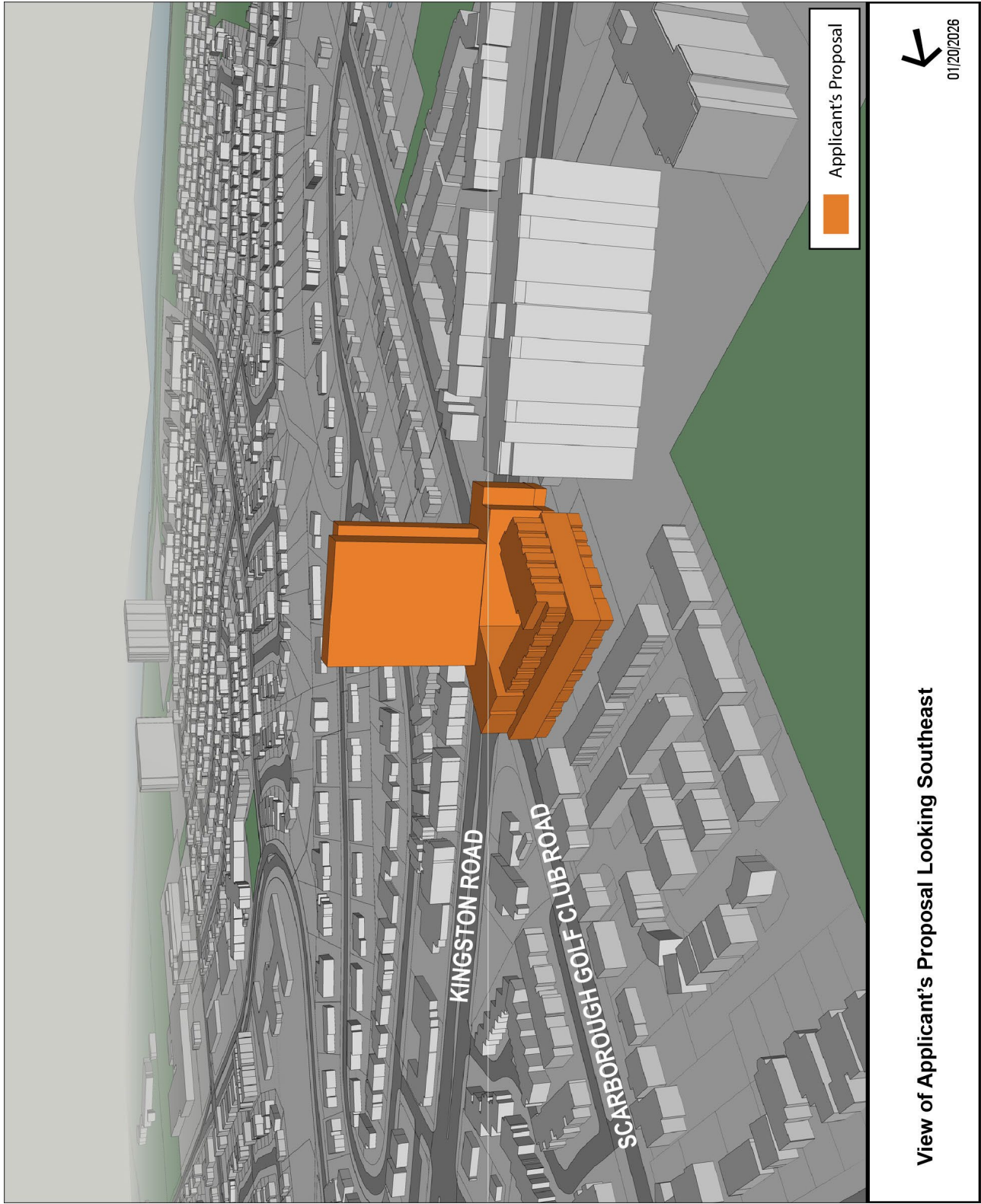
West Elevation

Attachment 11: 3D Massing Model Looking Northwest

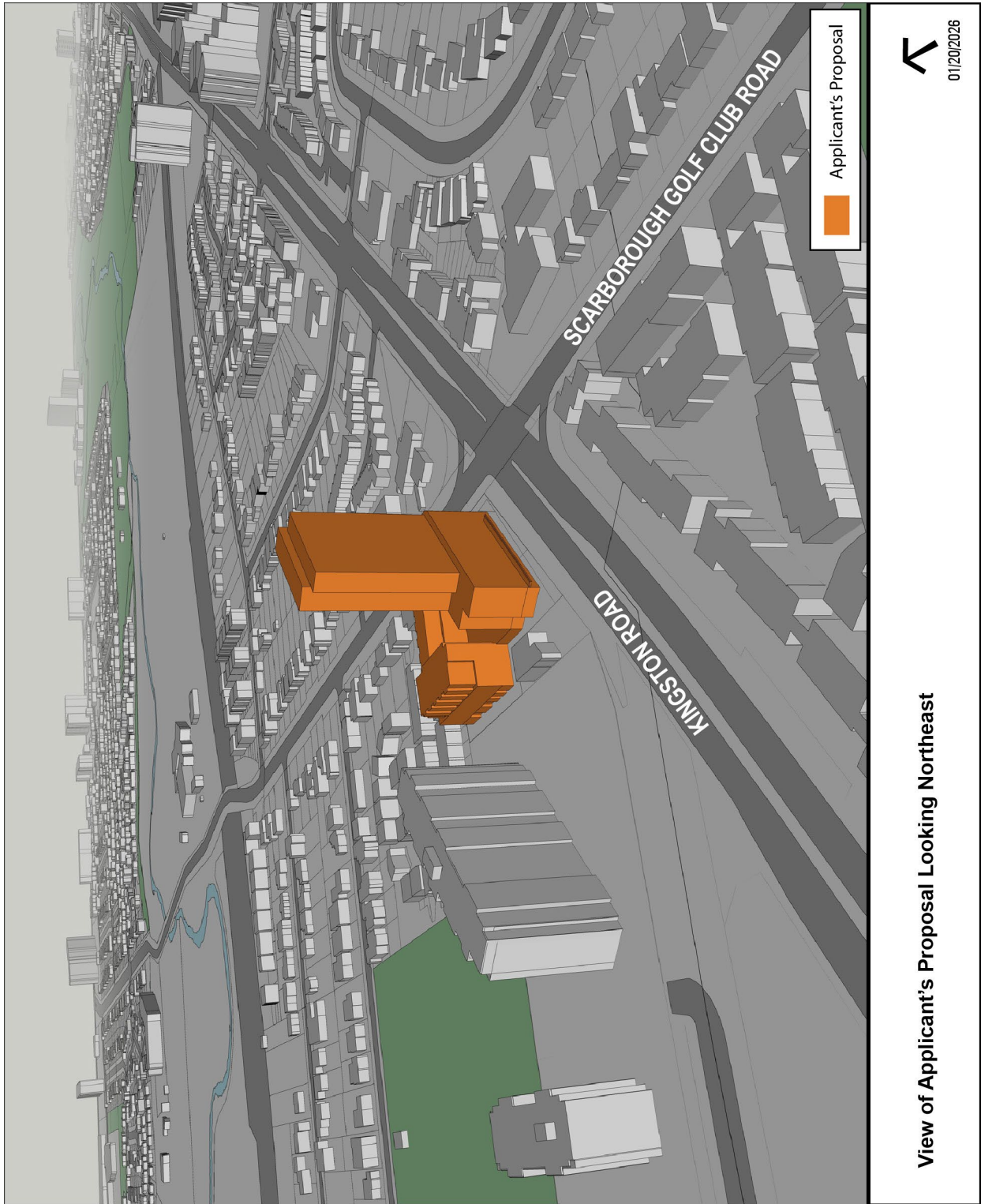


View of Applicant's Proposal Looking Northwest

Attachment 12: 3D Massing Model Looking Southeast



Attachment 13: 3D Massing Model Looking Northeast



Attachment 14: 3D Massing Model Looking Southwest

