

3310, 3312 and 3314 Kingston Road – Zoning By-law Amendment – Decision Report – Approval

Date: June 22, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough Southwest

Planning Application Number: 20 219229 ESC 20 OZ

Related Planning Application Number: 20 219229 ESC 20 SA

SUMMARY

This Report reviews and recommends approval of the application to amend the Zoning By-law to permit the construction of an 11-storey mixed-use building at 3310, 3312, 3314 Kingston Road. The proposed building contains 275 residential dwelling units, approximately 18,829 square metres of residential gross floor area and approximately 408 square metres of at-grade non-residential gross floor area that will front Kingston Road. The proposal takes vehicular access from Mason Road and provides two levels of underground parking, indoor and outdoor amenity areas, bicycle parking and loading facilities.

Staff recommends approval of the Zoning By-law Amendment to include a Holding (H) provision to ensure final servicing matters are addressed prior to construction. The proposed Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. It permits appropriately scaled intensification and incorporates a balanced mix of residential and non-residential uses.

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 3310, 3312 and 3314 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.

3. City Council request the Executive Director, Development Review, in consultation with the Ward Councillor and other relevant staff, to work with the owner to explore the feasibility of an in-kind community benefit package pursuant to Section 37(6) of the *Planning Act*, that may include the provision of Public Art, and to report back to City Council for further instruction on any offer of in-kind community benefits made by the owner.

FINANCIAL IMPACT

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

DECISION HISTORY

Previous Applications

On June 10, 2003, a Zoning By-law Amendment application (03 035253 ESC 36 OZ) was submitted to permit the redevelopment of the subject site with a six-storey mixed-use building containing ground floor retail uses, second floor office space and 34 residential dwelling units. Following the issuance of staff comments, revised plans were not submitted by the owner, and the application was subsequently closed in January 2012 due to inactivity.

On June 14, 2016, Scarborough Community Council considered a Preliminary Report respecting a Zoning By-law Amendment application (16 119194 ESC 36 OZ) and related Site Plan Control application (16 119197 ESC 36 SA) for the subject site to permit a 4-storey mixed-use stacked townhouse development containing 104 residential units and approximately 776 square metres of ground floor commercial space. Scarborough Community Council directed staff to schedule a community consultation meeting and continue processing the application. The decision document and staff report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2016.SC15.23>

In 2018, the owner appealed City Council's failure to make a decision on the submitted application to the Local Planning Appeal Tribunal (LPAT) (Case No. PL180252). The LPAT, now the Ontario Land Tribunal advised that the appeal filed by the applicant had been withdrawn on August 24, 2020 and the Tribunal file had been closed.

Current Application

On October 14, 2021, Scarborough Community Council considered a Preliminary Report respecting the current Zoning By-law Amendment application (20 219229 ESC 20 OZ) and related Site Plan Control application (20 219253 ESC 20 SA) proposing an 11-storey residential building. Community Council directed staff to hold a community consultation meeting with an expanded notification area. The decision document and staff report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2021.SC27.3>

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on the north side of Kingston Road, west of Markham Road and east of Bellamy Road South, municipally known as 3310, 3312 and 3314 Kingston Road. It is irregular in shape with a frontage of approximately 92 metres on Kingston Road as it intersects with Mason Road, and varied lot depth. The site is currently vacant. See Attachment 2 for the Location Map.

Surrounding Uses

North: Immediately abutting the site are low-rise townhouses fronting Mason Road and associated surface parking and landscaped open space. Further north are single detached dwellings. Further north-east along Kingston Road are a cluster of townhouses, 6-storey and 12-storey apartments.

South: Across Kingston Road, a mix of commercial, residential, institutional and redevelopment sites, including an existing 14-storey apartment building and recent approvals for two 12 storey mixed use buildings at 3291 Kingston Road and 3355 Kingston Road . Further south are additional residential and mixed-use uses associated with the Kingston Road corridor.

East: Across Mason Road low scale residential uses designated *Neighbourhoods*.

West: A City-operated shelter facility (Scarborough Village Residence) and associated institutional uses, a vacant lot, a motel and a townhouse complex.

THE APPLICATION

Description

The applicant proposes to amend the Zoning By-law to permit an 11-storey mixed-use building with a total of 275 dwelling units and approximately 407.5 square metres of at-grade non-residential gross floor area.

The proposal contains a total gross floor area of approximately 19,236 square metres.

Density

The proposal has a density of 3.68 times the area of the lot.

Residential Component

The proposal contains approximately 18,829 square metres of residential gross floor area and includes 275 dwelling units: 154 one-bedroom (56%), 93 two-bedroom (33.8%), and 28 three-bedroom units (10.2%).

Non-Residential Component

The proposal includes 408 square metres of commercial retail space at-grade fronting Kingston Road.

Access, Parking and Loading

The proposal includes a total of 234 vehicular parking spaces located in two levels of underground parking, including 7 accessible parking spaces, 215 long and short-term bicycle parking spaces located on the ground floor and underground level, and one Type G loading space. Parking is provided within two levels of underground parking and the loading space is located at-grade. The site will be accessed via a single driveway from Mason Road.

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: <http://www.toronto.ca/3310KingstonRd>

Reasons for Application

A Zoning By-law Amendment application is required to permit the proposed development. The applicable zoning does not permit residential uses on the subject site, as outlined below. Amendments to Zoning By-law 569-2013 are also required to establish site-specific performance standards related to the proposed building envelope and development concept, including matters such as height, density, setbacks, parking, loading, bicycle parking, amenity space and other associated zoning standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on September 23, 2019.

The current application was submitted on May 13, 2021 and deemed complete on July 5, 2021, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre: <http://www.toronto.ca/3310KingstonRd>

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 and to formulate appropriate Zoning By-law amendment.

POLICY AND 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](#) Urban Structure Map 2 identifies this section of Kingston Road as an *Avenue*. Official Plan Land Use Map 23 designates the subject site as *Mixed Use Areas*. The *Mixed Use Areas* designation permits a broad range of residential, commercial, institutional and parks and open space uses, and includes development criteria intended to ensure that new development is compatible with and supports the surrounding context. See Attachment 3 of this Report for the Official Plan 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.

Zoning

The subject site is zoned Commercial Residential (CR 0.4 (c0.4; r0.0) SS3 (x640)) under Zoning By-law 569-2013. The CR zoning category permits commercial uses with a maximum height 11.0 metres and a maximum lot coverage of 33 percent.

The CR zone generally permits residential uses, but as there is currently no residential density permissions allocated to the site by the zoning (r0.0), thus only commercial uses are permitted to a density of 0.4 FSI. Exception CR 640 permits a maximum density of 0.4 times the lot area, requires a minimum setback of 3.0 metres from Kingston Road and other street frontages (subject to the Kingston Road centreline requirement), and a minimum rear yard setback of 7.5 metres. Additional performance standards for the lands are found in Zoning By-law 569-2013, as amended. 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:

- Mid-Rise Building Performance Standards
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Percent for Public Art Program
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. In place since 2010, the TGS has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at: [Toronto Green Standard](#)

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan application has been submitted (File No.: 20 219229 ESC 20 SA).

PUBLIC ENGAGEMENT

Community Consultation

On February 10, 2022, a virtual community consultation meeting was held for the application. Approximately 66 members of the public attended this meeting along with the applicant team, City staff and the Ward Councillor. Community members raised questions and concerns respecting:

- Increased traffic in the area, including concerns respecting site access from Mason Road;
- Parking supply, pedestrian safety and transportation infrastructure improvements in the immediate area;
- Infrastructure and servicing capacity, including cumulative growth impacts;
- The absence of on-site parkland dedication;
- The proposed height, density, built form and transition to adjacent residential uses; and
- Housing mix, accessibility and public realm improvements.

The 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. Matters respecting traffic and site access, servicing capacity, built form, housing mix, public realm improvements and parkland matters have been reviewed by staff and commenting divisions and, where appropriate, have informed revisions to the proposal, the recommended Holding Provision, and matters to be addressed through the review of the associated Site Plan Control application.

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 has reviewed the current proposal for consistency with the PPS (2024) and find it to be consistent.

The proposal contributes to housing supply and supports efficient development patterns within a serviced urban area. The proposed mixed-use development introduces additional residential density on a site fronting Kingston Road, a major corridor served by transit and municipal infrastructure, while incorporating at-grade non-residential uses that support complete communities and reduced automobile dependency.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, applicable planning studies, and design guidelines identified in the Policy and Regulation Considerations section of this Report.

Land Use

The subject site is located on Kingston Road, identified as an *Avenue* on Map 2 – Urban Structure of the Official Plan, where growth and mixed-use intensification are anticipated. In addition, the site is designated *Mixed Use Areas*, which are intended to be areas which allow residents to live, work and shop in the same area, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive and safe.

Currently the subject site is vacant, and the proposed development would be an improvement from this condition by providing new housing supply and an active at-grade condition through the inclusion of non-residential floor area. The site is served by transit and in proximity to existing residential and institutional uses of varying scales, supporting Official Plan objectives respecting complete communities, transit-supportive growth and efficient use of urban land.

The proposal meets the intent of the Official Plan's *Mixed Use Areas* policies 4.5 by providing a range of uses on site and represents a more pedestrian-oriented form. The proposal will accommodate additional job opportunities through the proposed retail/commercial floor space on the site and provide for new homes for Toronto's growing population.

Staff are satisfied that the proposed land use is appropriate and generally conforms to the intent of the Official Plan.

Density, Height, Massing

The proposed mid-rise mixed-use building represents an appropriate built form response for the Kingston Road corridor and generally aligns with the planned function of the corridor as a location for mixed-use intensification and transit-supportive growth.

The proposal presents an appropriate built form condition along Kingston Road with active at-grade uses and a massing strategy that frames the public realm. The site is well positioned to accommodate this level of intensification since it is serviced by public transit on Kingston Road that connects to other public transit options. The proposal also includes ground floor retail/commercial space to animate the streetscape, creating a pedestrian-oriented development. 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.

The building incorporates setbacks and stepbacks intended to reduce visual bulk, improve pedestrian scale, minimize shadow impacts and assist in transitioning to adjacent lower scale residential development to the north and west.

The subject site is located within the intersection of Kingston Road and Mason Road, and Kingston Road has a planned right-of-way width of 36 metres. The proposal has a maximum height of 11 storeys (41 metres), which is aligned with the Official Plan policy directing the midrise building heights will be generally one to one proportion to the right-of-way.

The built form transitions down to 4 storeys (15 metres) fronting onto Kingston Road and, at the east wing fronting Mason Road, down to 2 storeys (9 metres). At the west wing and south-west corner, adjacent to the Scarborough Village Residence building, the building further steps down to 1 storey (6 metres), while along the west property line the height is reduced to 2 storeys (9 metres). The variations in height and setbacks provided are an appropriate transition in scale between the proposed 11-storey building and the surrounding context as they reduce the perception of building mass when viewed from the public realm and neighbouring properties, mitigate shadow, overlook and privacy impacts, and maintain adequate access to light and sky views.

Collectively, the proposed height transitions ensure the development is appropriately integrated into its context and achieves the intent of the Official Plan's built form policies respecting compatibility, transition, and a high-quality public realm.

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 Mid-Rise Building Design Guidelines.

Public Realm

Official Plan policies require development to improve and support the public realm. The proposal provides an active Kingston Road frontage incorporating non-residential uses at grade and pedestrian-oriented built form.

The proposal has 3.0 metre setbacks along both Kingston Road to the south and Mason Road to the east to allow for improvement of the adjacent boulevards as well as

supporting at-grade retail, with street trees of adequate soil volume adjacent to a 2.1-metre-wide sidewalk. These setbacks also support the creation of an appropriate street proportion and reinforce the existing and planned *Avenue* character of Kingston Road. The proposed setbacks and streetscape treatment will contribute to an enhanced pedestrian environment along both street frontages through additional landscaping, tree planting and improved pedestrian clearway conditions.

The proposed building is setback 7.5 metres from the north and west property lines, which results in adequate space for loading and vehicular access on the north side and additional landscaping, outdoor amenity space, and the opportunity for tree preservation on the west portion of the site.

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 Official Plan requires that new development in *Mixed Use Areas* be located and massed so as to adequately limit shadows on properties in lower scale *Neighbourhoods* particularly during the spring and fall equinoxes; and that new buildings be located and massed to frame the edges of streets and parks to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The applicant submitted a Sun and Shadow Study prepared by Turner Fleischer Architects Inc., dated February 6, 2026, including March 21 and September 21 hourly shadow studies, together with a supporting letter prepared by Turner Fleischer Architects Inc.

The submitted Sun and Shadow Study supports the proposal and demonstrates that the opposite sidewalk on Mason Road generally receive 5 hours sunlight during the Spring and Fall equinoxes. The proposed building results in some shadow on lands designated *Neighbourhoods* to the north of the site. The submitted studies assess shadow conditions associated with the proposed development and demonstrate that the predominant incremental shadow impacts occur on the townhouse residential complex north of the subject site. The shadow analysis indicates that these impacts move throughout the day and are generally limited in duration rather than remaining concentrated over the same area for prolonged periods. The submitted materials further conclude that the proposal does not create new shadow impacts on Mason Road Park further to the north.

Staff are satisfied that the shadow impacts associated with the proposal are acceptable and appropriately balanced within the context of the proposed mid-rise mixed use development and the planned role of the Kingston Road corridor as a location for mixed use, transit-supportive intensification.

Wind Impact

Official Plan policies require new development to be designed to provide comfortable wind conditions for pedestrians, streets, open spaces and adjacent properties. The applicant submitted a Preliminary Pedestrian Level Wind Study prepared by Theakston Environmental, dated October 23, 2020. The study assessed existing and proposed pedestrian level wind conditions associated with the development, including adjacent streets, neighbouring properties, building entrances and amenity areas.

The submitted study concludes that the proposal will result in comfortable pedestrian wind conditions appropriate to the intended use of the site and surrounding area, with conditions remaining within applicable pedestrian safety criteria. Staff are satisfied that the proposal provides an appropriate pedestrian wind environment.

Unit Mix

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents.

The proposal includes 275 dwelling units, 154 one-bedroom (56%), 93 two-bedroom (33.8%), and 28 three-bedroom units (10.2%).

The proposed unit mix meets the unit mix directed through the Growing Up Guidelines.

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 1,106.6 square metres of amenity space is proposed, with 553.6 square metres of indoor amenity space (2.01 square metres per unit) and 553.0 square metres of outdoor amenity space (2.01 square metres per unit). This represents an overall ratio of 4 square metres of amenity space per unit, which meets the Zoning By-law requirements.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report prepared by Valdor Engineering Inc., dated February 2016 and revised February 2026, together with supporting servicing drawings, grading plans and engineering materials in support of the application.

Engineering Review staff reviewed the submitted materials and while in principle the site can be serviced, outstanding matters requiring additional information were identified and an updated analysis are required to support a final servicing determination and confirm whether municipal infrastructure improvements would be necessary.

Accordingly, staff recommend a holding provision be incorporated into the draft Zoning By-law. The holding symbol will not be lifted until revised servicing and hydrogeological

materials have been submitted and accepted, required infrastructure improvements and/or agreements have been secured, to the satisfaction of the Director, Engineering Review.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the development is proposed via a single driveway from Mason Road leading to a two-level underground parking garage. The proposal currently includes a maximum of 234 vehicular parking spaces for residential, visitor and retail uses located within the underground garage.

The proposal includes one at-grade loading space at the rear of the site, consisting of one combined Type “G/B” loading space, to accommodate loading, deliveries, waste collection and servicing activities associated with the residential and non-residential uses. Staff are satisfied with this arrangement.

The proposal also includes 213 bicycle parking spaces, consisting of 188 long-term bicycle parking spaces and 27 short-term bicycle parking spaces, to support residents, visitors and non-residential uses. Long-term bicycle parking is proposed within secure bicycle parking areas located on the first level of underground parking, while short-term bicycle parking is provided in accessible at-grade locations. The proposed bicycle parking supply and facilities meet the minimum requirements of By-law 569-2013, as amended.

Staff are satisfied that transportation matters can be appropriately addressed through continued detailed review and implementation measures through the Site Plan Control process.

Traffic Impact

The applicant submitted a Transportation Impact Study prepared by nexTrans Consulting Engineers, dated October 28, 2020, together with a Transportation Letter prepared by LEA Consulting Ltd., dated February 6, 2026, in support of the application. The studies conclude that traffic generated by the proposed development can generally be accommodated on the surrounding road network.

The study estimates that the proposed development of 275 residential units would generate approximately 208 two-way gross trips (50 inbound and 158 outbound) and 238 two-way gross trips (146 inbound and 92 outbound) during AM and PM peak hours, respectively.

The trip generation calculations are broken down for each mode of travel as follows:

- 104 total two-way trips (25 inbound and 79 outbound) and 119 total two-way trips (73 inbound and 46 outbound) during the AM and PM peak hours, respectively;
- 54 two-way auto trips (12 inbound and 42 outbound) and 59 two-way auto trips (36 inbound and 23 outbound) during the AM and PM peak hours, respectively;
- 23 two-way transit trips (6 inbound and 17 outbound) and 20 two-way transit trips (12 inbound and 8 outbound) during the AM and PM peak hours, respectively;

- 12 two-way active transportation trips (3 inbound and 9 outbound) and 16 two-way active transportation trips (10 inbound and 6 outbound) during the AM and PM peak hours, respectively; and
- 15 two-way carpool/paid ride trips (4 inbound and 11 outbound) and 24 two-way carpool/paid ride trips (15 inbound and 9 outbound) during the AM and PM peak hours, respectively

As such, traffic generated by the development proposal can be appropriately accommodated on the existing road network. No road network improvements are recommended. Staff have reviewed and accepted the recommendations of the above noted reports.

On April 30, 2026, Scarborough Community Council adopted the Scarborough Village Streets Plan. The Scarborough Village Streets Plan identifies a series of transportation and road safety improvements within the surrounding community, including the installation of 12 speed humps and a reduction in the speed limit from 40 km/h to 30 km/h along Mason Road between Eglinton Avenue East and Kingston Road. Additional improvements affecting the Kingston Road corridor include a reduction in the posted speed limit from 60 km/h to 50 km/h, intersection safety improvements at Kingston Road and Whitecap Boulevard, enhanced pavement markings, new pedestrian safety signage, sidewalk maintenance and upgrades, and future cycling infrastructure improvements through the A Safer Kingston Road initiative. Collectively, these measures are intended to improve road safety, calm traffic, enhance pedestrian and cycling conditions, and support a safer and more complete transportation network within the Scarborough Village community.

Travel Demand Management (TDM)

The Transportation Impact Study (TIS) and addendums included an analysis of TDM strategies to be considered. TDM measures are intended to help reduce single-occupant auto use. The study indicated the proposed parking supply, which is less than a maximum prescribed, is appropriate for transit-supportive context with available transit routes Kingston Road. In addition to the transit accessibility of the site, pre-loaded Presto cards, Bike Share station contribution, car-share parking space, cycling amenities, and information packages for new residents with TTC schedules, community and cycling maps, where appropriate, can assist in reducing auto demand.

Parkland

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

Tree Preservation

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

The applicant submitted an Arborist Report prepared by D. Andrew White, M.Sc., ISA Certified Arborist ON-0734, dated November 4, 2025, together with revised landscape materials, including a revised Landscape Plan and Tree Preservation Plan prepared by Marton Smith Landscape Architects February 6, 2026. The submitted materials assess existing tree conditions, proposed removals and preservation opportunities, and identify required tree protection measures associated with the proposed development. The proposal initially contemplated clear-cutting the site, to accommodate the underground parking lot. Thirty-four (34) private by-law protected trees were proposed for removal, with injury proposed to an additional three (3) by-law protected trees on adjacent properties, with only 26 new private trees are being proposed.

In response to Staff's comments, the proposal was revised, including modifications to the underground parking structure to increase tree retention and improve landscape conditions along the site perimeter. The revised proposal increases tree preservation to approximately 50 percent of surveyed trees (over 20 trees), including additional tree retention along the west property line, together with associated tree protection measures, privacy screening, soil volume and landscape improvements.

Staff are satisfied that the proposal supports the proposed tree preservation approach. Staff are satisfied that the proposal provides an acceptable landscape and tree preservation framework.

Toronto Transit Commission

The Toronto Transit Commission (TTC) advises that Wheel-Trans will serve the subject site on-site and requests that the proposed pick-up and drop-off area be unobstructed, connected to a sidewalk, and designed to accommodate Wheel-Trans operational requirements. Through the site plan process the TTC will review of a vehicle manoeuvring diagram to confirm safe access and loading for a 7-metre Wheel-Trans vehicle at the principal building entrance.

School Boards

The Toronto District School Board (TDSB) identifies Mason Road Junior Public School, Bliss Carman Senior Public School and Sir Wilfred Laurier Collegiate Institute as the schools serving the proposed development. The TDSB advises that there may be insufficient capacity at Sir Wilfred Laurier Collegiate Institute to accommodate students generated by future residential development and that accommodation measures may be required. To address accommodation challenges, the TDSB may need to use portables to accommodate students or undertake accommodation studies to explore options for creating additional school space. The options include changing school boundaries, moving programs, or bussing new students to another school, among others.

The Toronto Catholic District School Board (TCDSB) identifies St. Boniface Catholic School as the elementary school serving the proposed development and St. John Henry

Newman Catholic High School and St. Joan of Arc Catholic Academy as the secondary schools serving the area. The TCDSB advises that the local elementary school is operating close to capacity and may not be able to accommodate students generated by the proposed development, while sufficient accommodation currently exists within the local secondary schools. The TCDSB requests, that should the proposed development proceed, inclusion of its standard warning clauses, signage requirements and purchaser notification provisions related to school accommodation, and requests circulation of future notices and application materials.

While the school boards have noted possible current capacity issues, school capacity may change by the time the development is constructed and occupied.

Holding Provision

This Report recommends a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the draft Zoning By-law, are satisfied.

Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

1. The owner or applicant has submitted a revised Functional Servicing and Stormwater Management Report, at their sole cost and expense, demonstrating that the existing sanitary sewer, storm sewer and watermain systems, together with any required improvements, have sufficient capacity and supply to accommodate the proposed development, all to the satisfaction of the Director, Engineering Review, Development Review;
2. Where the accepted Functional Servicing and Stormwater Management Report identifies the need for new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, either:
 - a. the owner has secured the design, construction and financial securities for such works through a financially secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or
 - b. the required municipal infrastructure works or upgrades have been constructed and are operational, all to the satisfaction of the Director, Engineering Review, Development Review; and
3. The owner or applicant has submitted a revised Hydrogeological Review Summary, prepared by a qualified professional, addressing the outstanding comments of Engineering Review, to the satisfaction of the Director, Engineering Review, Development Review.

The Executive Director, Development Review, or their designate, has delegated authority to make decisions respecting applications to remove Holding provisions that do not contain financial implications not previously authorized by Council.

Staff support the recommended Holding Provision as it permits the advancement of the zoning framework while ensuring that outstanding servicing, infrastructure and engineering matters are satisfactorily addressed prior to implementation of the approved development.

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 a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility. Potential priorities associated with the proposal may include financial contributions toward a future non-profit childcare facility in the vicinity of the subject site and/or the Southwest Scarborough Community Recreation Centre and other recreation priorities identified in Parks, Forestry and Recreation's Facilities Master Plan.

Conclusion

The proposal development and recommended Zoning By-law Amendment are consistent with the Provincial Planning Statement (2024), including policies supporting efficient development patterns, housing supply, intensification and transit-supportive development within serviced settlement areas.

The proposal conforms with the Official Plan, particularly as it relates to *Mixed Use Areas* policies, which support a broad range of residential, commercial and institutional uses in locations served by transit and municipal infrastructure, and the Built Form policies, which require development to fit within and support its existing and planned context, frame adjacent streets and provide an attractive, safe and comfortable public realm.

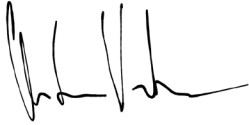
The proposed mid-rise mixed-use development represents an appropriate form of intensification along the Kingston Road corridor. In addition to providing 275 new residential units, the proposal includes active at-grade non-residential uses and supports the continued evolution of the corridor as a mixed-use, and transit-supportive environment.

Staff recommend that Council approval the Zoning By-law Amendment application.

CONTACT

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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: Ground Floor Plan
- Attachment 8: East Elevation
- Attachment 9: North Elevation
- Attachment 10: South Elevation
- Attachment 11: West Elevation
- Attachment 12: 3D Massing Model Looking North
- Attachment 13: 3D Massing Model Looking Southwest

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 3310 KINGSTON RD **Date Received:** November 17, 2020

Application Number: 20 219229 ESC 20 OZ

Application Type: Rezoning

Project Description: Development comprising of an 11-storey mixed use building (total Gross Floor Area is 19,236.1square metres) with two levels of below grade parking. 275 dwelling units and 407.5 square metres of non-residential at grade are proposed. Associated application: 20 219253 ESC 20 SA

Applicant
THE PLANNING
PARTNERSHIP

Agent

Architect

Owner
KINGSTON
NOMINEE LTD

EXISTING PLANNING CONTROLS

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

Zoning: CR 0.4 (c0.4;
r0.0) SS3 & HC **Heritage Designation:**

Height Limit (m): 11 **Site Plan Control Area:** Y

PROJECT INFORMATION

Site Area (sq m): 5,224 **Frontage (m):** 91 **Depth (m):** 33

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	305		2,074	2,074
Residential GFA (sq m):			18,829	18,829
Non-Residential GFA (sq m):	305		408	408
Total GFA (sq m):	305		19,236	19,236
Height - Storeys:			11	11
Height - Metres:			36	36

Lot Coverage Ratio (%): 39.69 **Floor Space Index:** 3.68

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	18,657	172
Retail GFA:	407	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			275	275
Other:				
Total Units:			275	275

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			154	93	28
Total Units:			154	93	28

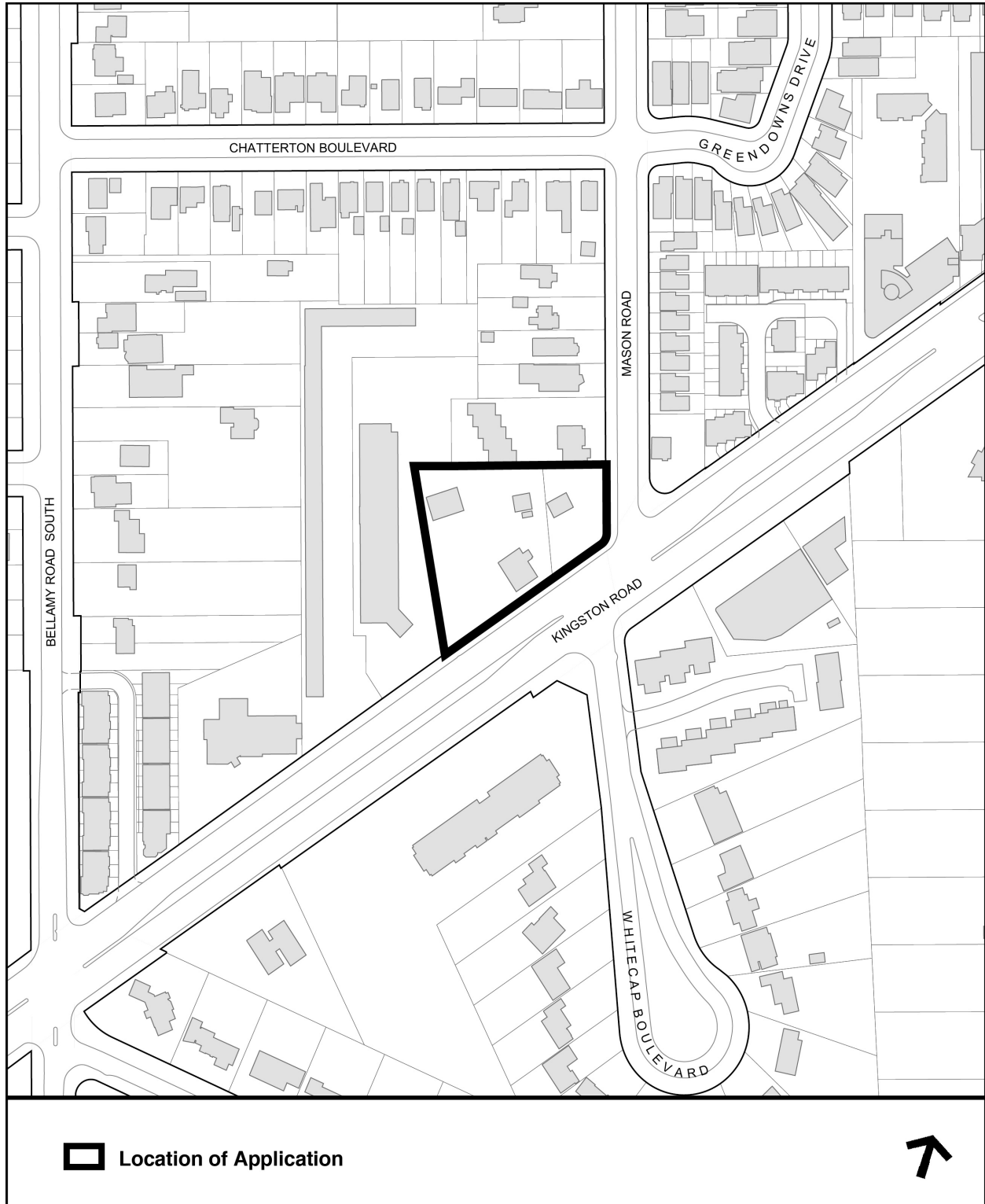
Parking and Loading

Parking Spaces: 234 Bicycle Parking Spaces: 215 Loading Docks: 1

CONTACT:

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(416) 396-7023
Laura.Dainard@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #23

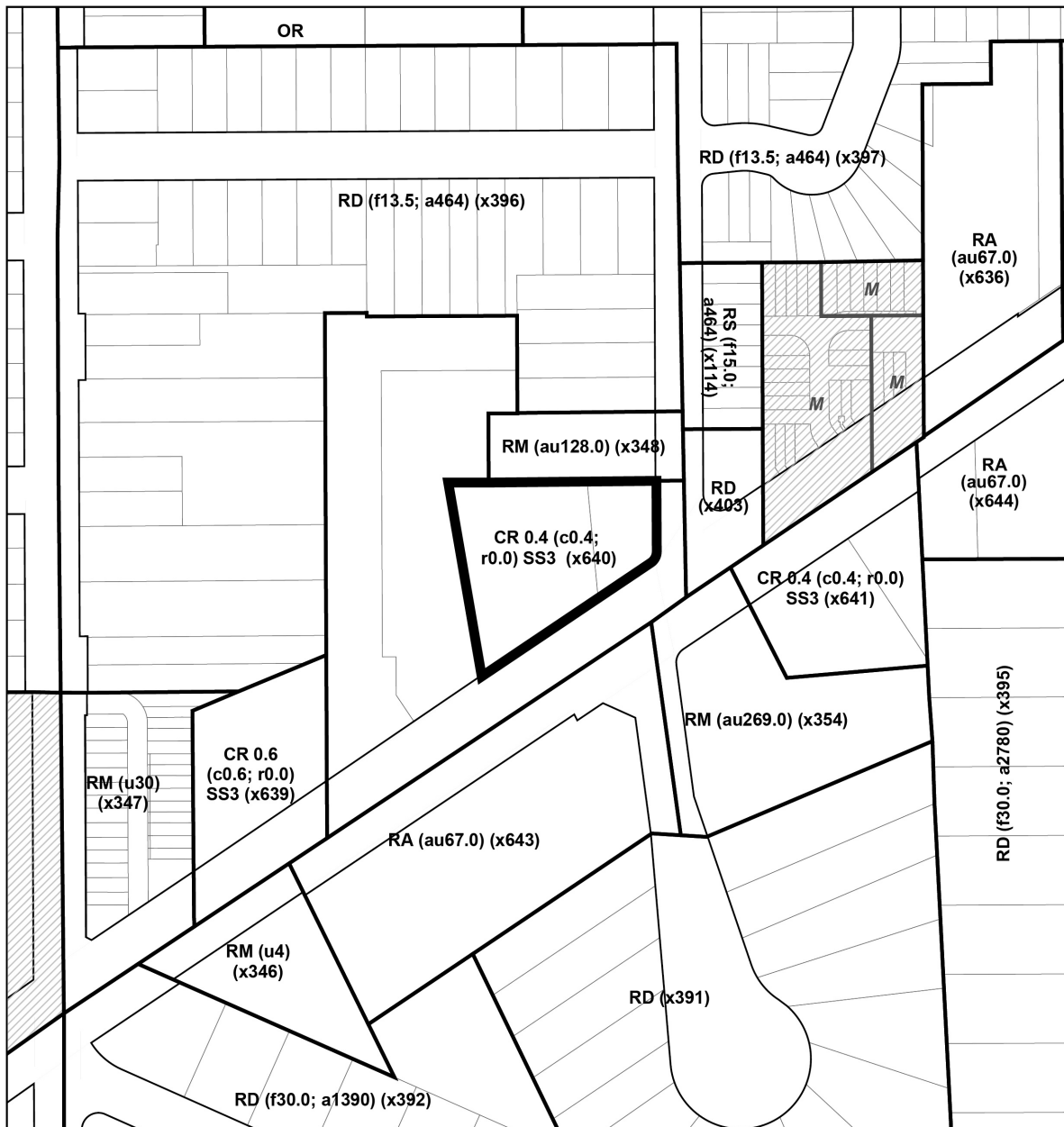
3310-3314 Kingston Road

File # 20 219229 ESC 20 0Z



Not to Scale
Extracted: 08/24/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3310-3314 Kingston Road

File # 20 219229 ESC 20 02



Location of Application

RD Residential Detached
RS Residential Semi-Detached
RM Residential Multiple
RA Residential Apartment
CR Commercial Residential
OR Open Space Recreation



See Former City of Scarborough Community By-laws
M Multiple-Family Residential
CC Community Commercial

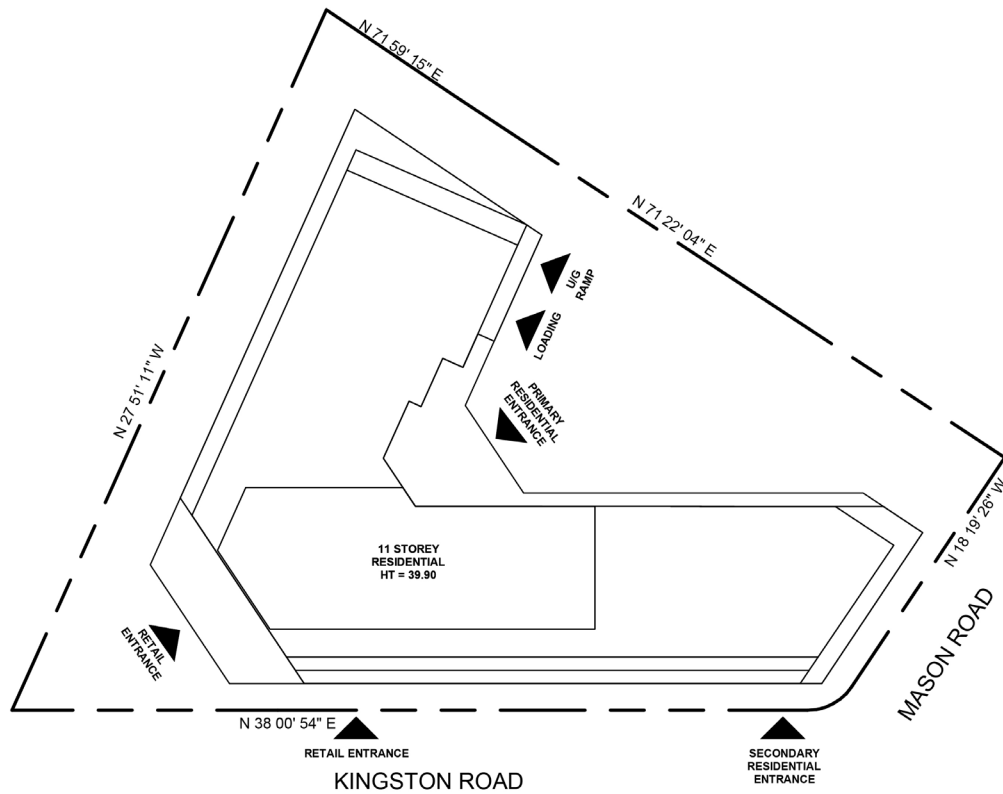


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Extracted: 08/24/2021

Attachment 5: Draft Zoning By-law Amendment

Attached separately to this report as a PDF.

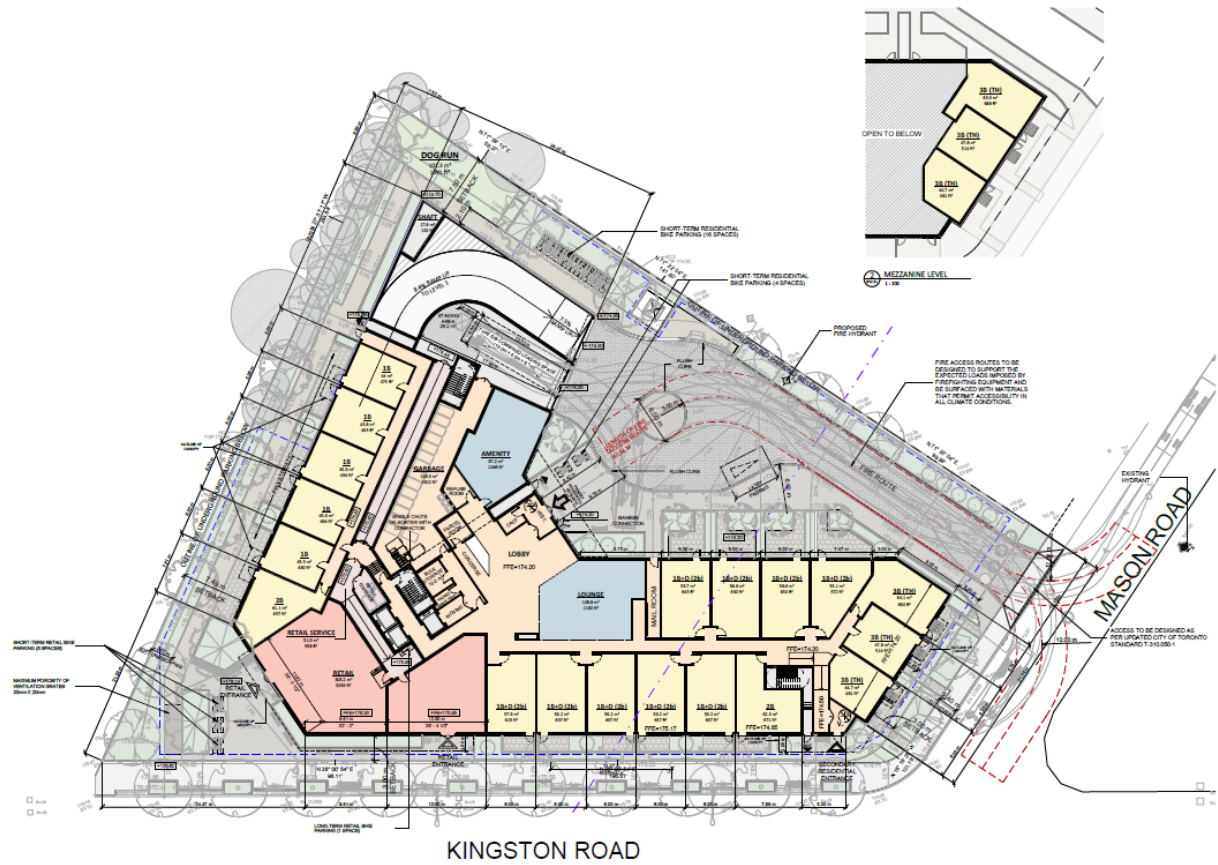
Attachment 6: Site Plan



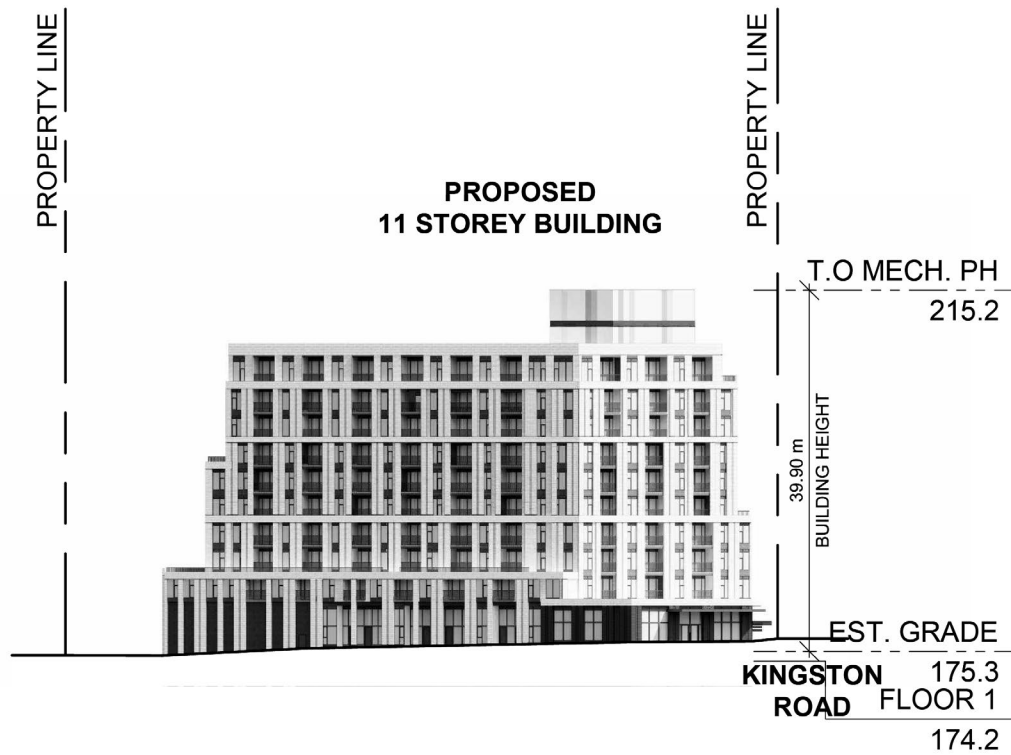
Site Plan



Decision Report - Approval - 3310, 3312 and 3314 Kingston Road

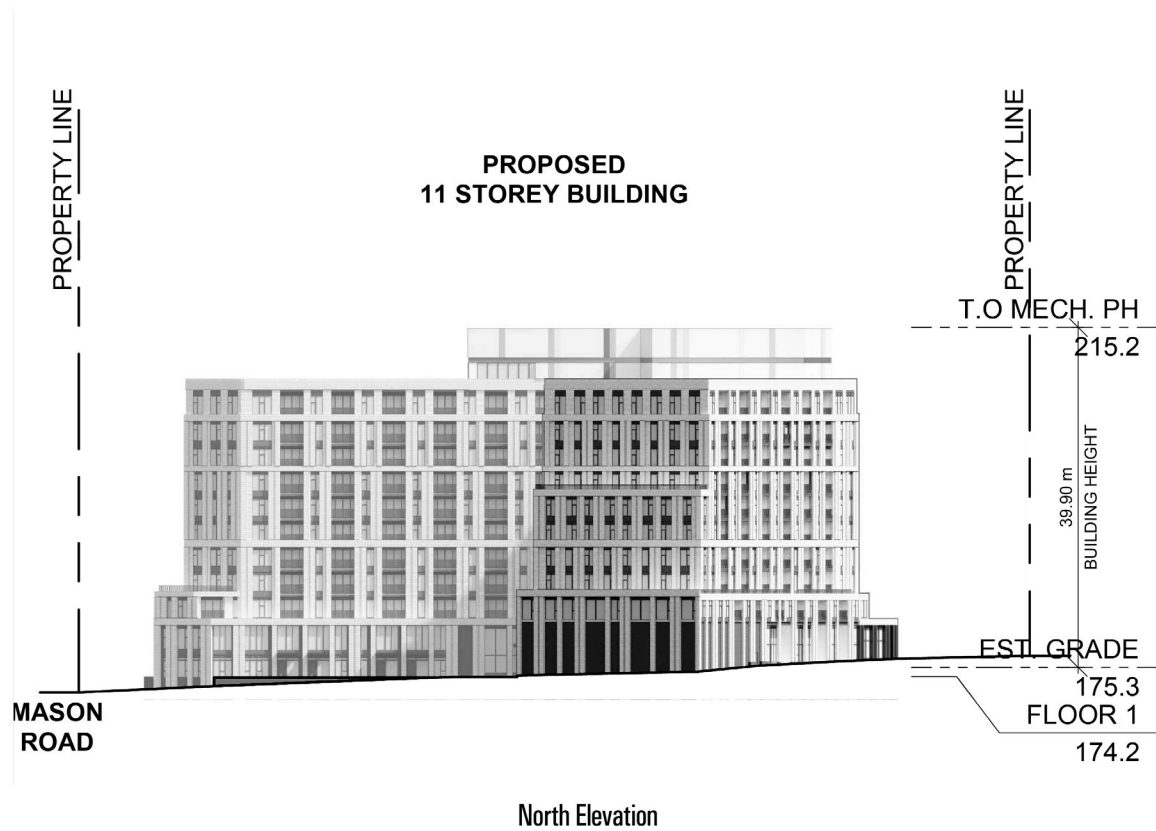


Attachment 8: East Elevation

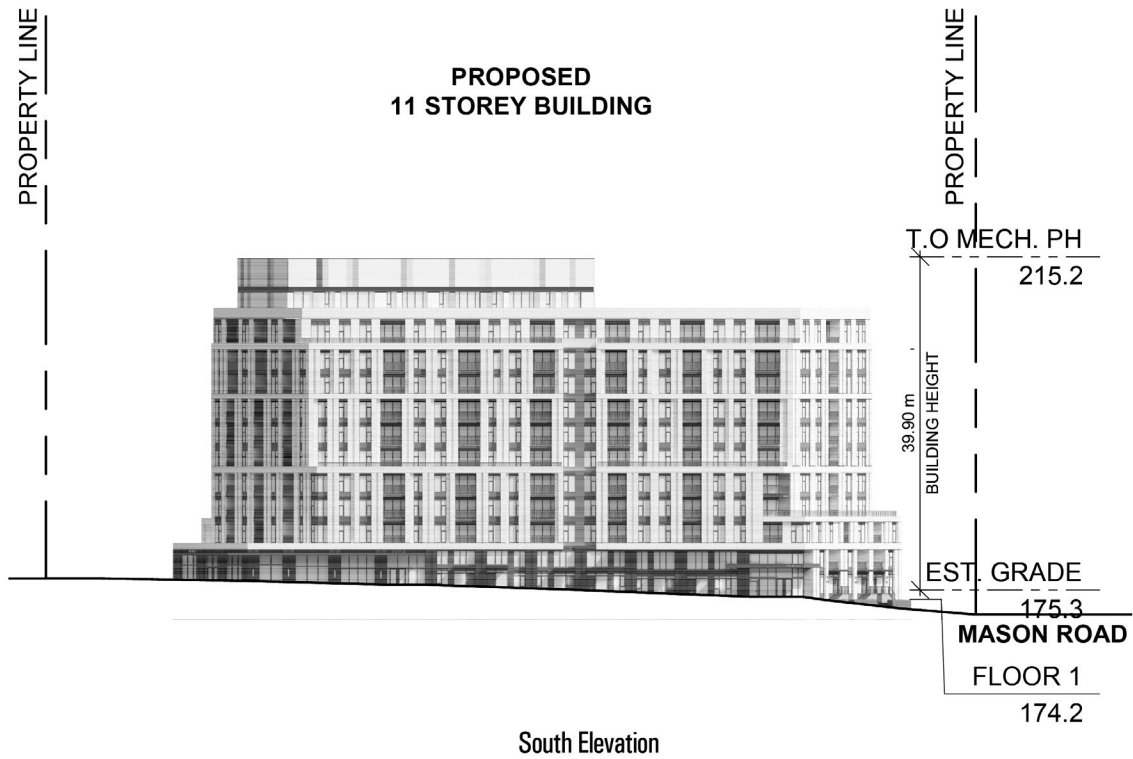


East Elevation

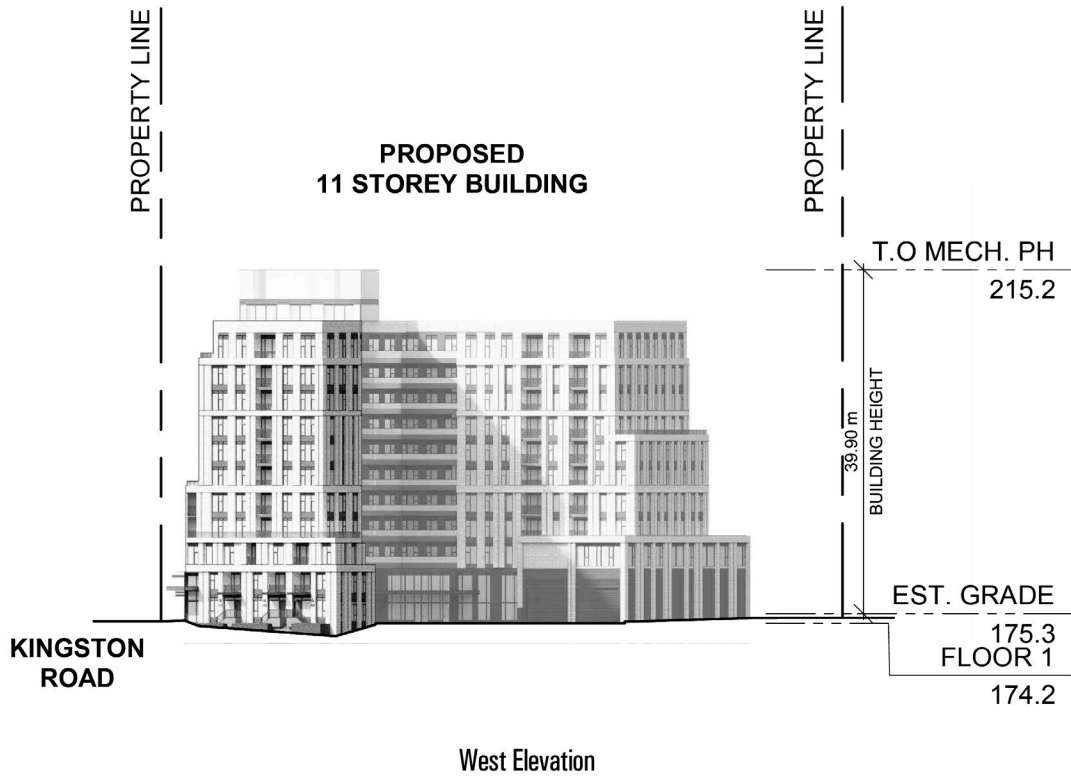
Attachment 9: North Elevation



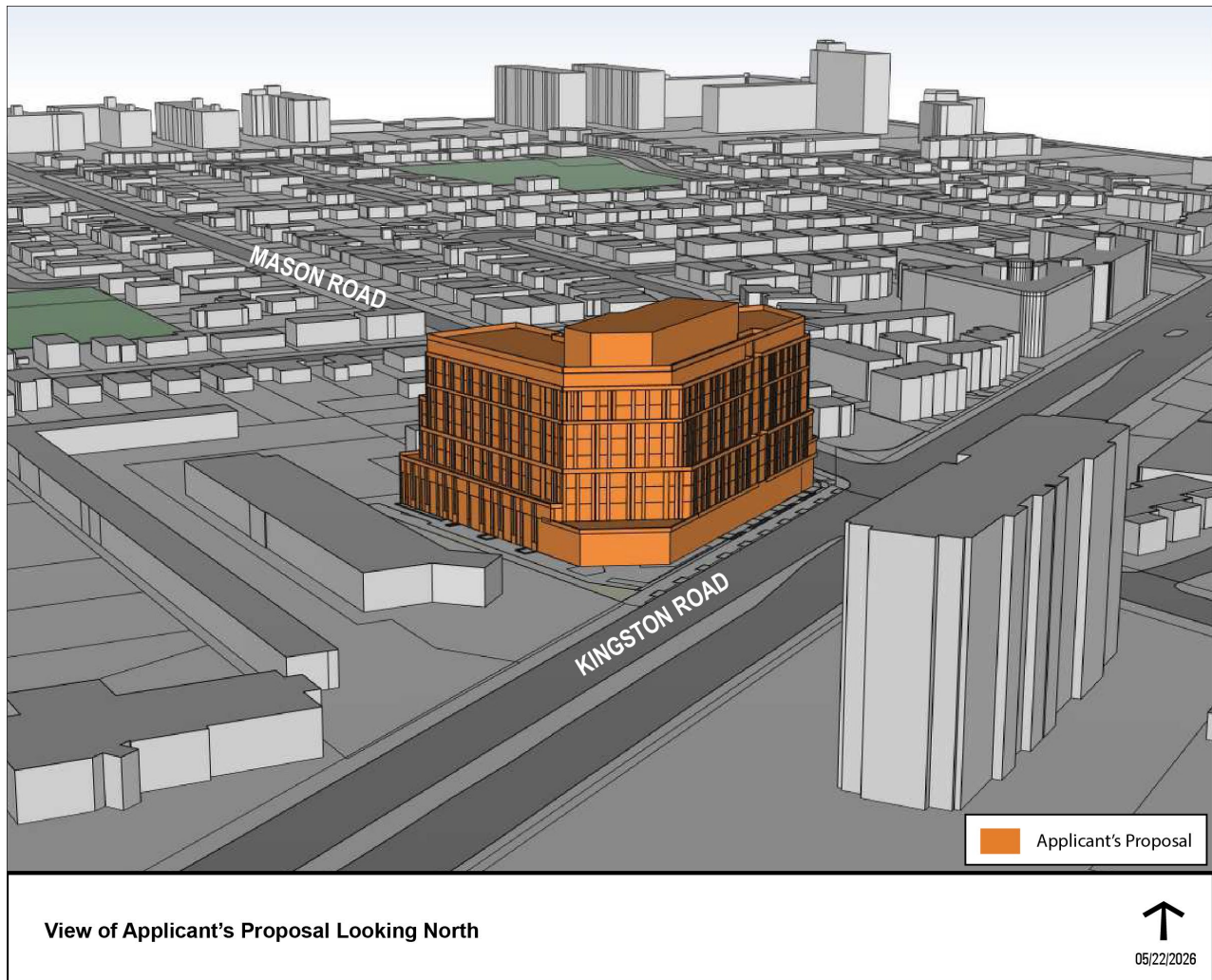
Attachment 10: South Elevation



Attachment 11: West Elevation



Attachment 12: 3D Massing Model Looking North



Attachment 13: 3D Massing Model Looking Southwest

