



Date: June 28, 2026

To: Scarborough Community Council & City Planning Division, City of Toronto

Attn: Community Planning, Scarborough District

RE: Zoning By-law Amendment Application - Item - 2026. SC33.2: 3310, 3312, and 3314 Kingston Road

Planning Application Number: 20 219229 ESC 20 OZ

To the Chair and Members of Scarborough Community Council, and the Assigned City Planner,

The Cliffcrest Scarborough Village Southwest Residents Association (CSVSWRA) wishes to voice their objection to the proposed Zoning By-law Amendment for 3310, 3312, and 3314 Kingston Road. We are not against development, but on behalf of local residents have concerns about the massive developments planned for the Kingston Road Corridor, with no supportive infrastructure in place, and no cumulative impact study done.

We acknowledge the provincial and municipal mandates for residential intensification along transit corridors; however, this specific application represents an incompatible over-intensification. Kingston Road is a six-lane commuter highway and not a Transit Corridor. It is served by bus only, has no bus service from 1:30 am to 5:30 am, and the proposed East LRT has recently been deferred indefinitely. Furthermore, the planning process to date has failed to meaningfully integrate local community feedback or respect the established neighborhood fabric.

Our opposition is anchored in the following critical planning and procedural concerns:

1. **Deficient Community Consultation and Procedural Inconsistency:** The shifting iterations of this proposal—ranging from low-rise townhouses to high-density towers—demonstrate an ad-hoc planning approach rather than a cohesive vision. The lack of transparent, timely communication has undermined community trust and excluded the collective expertise of long-term residents from the planning process.
2. **Prolonged Site Vacancy and Community Blight:** This property has been left vacant and unmaintained for 13 years and has become an actual hazardous dump site. Construction waste was dumped on this site regularly. The community had to continuously complain before the City made the Developer install large concrete blocks to stop this. Two viable long-term businesses and a single-family home were left vacant

and rotting on this site. Allowing speculative, hyper-dense zoning amendments rewards prolonged site neglect at the direct expense of the surrounding community's safety, aesthetics, and economic well-being. If this proposal is green lighted, what guarantee does the community have that it will be built?

3. **Inadequate Public Notice and Engagement:** Public signage and community engagement initiatives for this site have been insufficient. Stakeholder meetings must be proactive and continuous, rather than treated as sporadic, administrative afterthoughts. The Community concerns are ignored.
4. **Deficient Setbacks and Public Realm Compromise:** Restricting the front and side setbacks to a bare minimum from both Kingston Road and Mason Road, is unacceptable. I question whether this layout is in keeping with the City of Toronto's guidelines for widening sidewalks, implementing traffic calming, and establishing a safe, green public realm for pedestrians.
5. **Incompatible Neighborhood Transition:** The northern lot lines immediately border low-density, stable residential zones. Introducing a structure of this magnitude directly on the south side of this low-rise boundary creates severe microclimate challenges, permanent shadow impacts, and eliminates the privacy of existing single-family homes. The previous proposal of townhomes 13 years ago would be a much better fit for the community.
6. **Traffic Hazards and Public Safety via Mason Road:** Accessing entry and exit points for a large volume of vehicles entirely onto Mason Road introduces immense gridlock onto a minor residential side street, and neighbouring residential streets. This design creates an unnecessary bottleneck and heightens pedestrian safety risks, particularly at the Kingston-Mason intersection.
This intersection has no traffic light and is already dangerous. Mason Road, Kingston Road, and Whitecap Blvd form an awkward misaligned intersection with Kingston Road across 6 lanes of traffic, with only stop signs at both streets. The additional traffic from this development and the 4 other major developments surrounding this intersection will create a safety and traffic nightmare. The inability for these residents to safely turn left to go east on Kingston Road especially at rush hour will drastically increase traffic on Mason Road, Chatterton Blvd. and Bellamy Road.
There are two elementary schools, Mason Road and Bliss Carmen within a block of this proposal. The increased traffic will create additional safety risks for these children. Council should not even consider this proposal until a Safety and Traffic study is done.
7. **Requirement for a Cumulative Impact Study:**
We strongly urge City Planning staff to defer or refuse the application in its current iteration until a comprehensive, cumulative infrastructure impact study is conducted. It is a failure of proper planning and negligence on behalf of City Planning to evaluate this proposal in isolation. City Planning must assess the aggregate strain on local transit, traffic, water infrastructure, community safety, the environment, and schools caused by this site *in combination* with the four other major developments currently proposed or

under construction within a 500-metre radius. These developments are 3291 Kingston Road, 3355 Kingston Road, 27-29 Parkcrest, and 5-11 Bellamy Road. We have been requesting this study for over 6 years.

Please ensure our Residents Association is formally added to the notice list for any subsequent staff reports, community consultation meetings, or final decisions regarding this planning file.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Alan J. Burt', with a large, loopy flourish at the end.

Alan J. Burt

Director, Cliffcrest Scarborough Village SW Residents Association