



2850 KINGSTON ROAD

Individual Site Assessment and Zoning Review
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1.0 Context

In Scarborough, Kingston Road, St. Clair Avenue and Brimley Road meet to create a unique triangular section of land. In between St. Clair and Kingston, is a Canadian Tire retail store with a large parking lot. This report proposes a better use for this 12019.17 sq. m site in order to meet its highest and best use. The site is a twenty-five minute drive from the downtown core and is in close proximity to the Scarborough Bluffs. The site is along Kingston Rd. which has six lanes, a median and turning lanes and connects Scarborough to the centre of the city. Bus routes along St. Clair and Kingston connect the site to Warden Station and Scarborough GO Station, respectively. R.H. King Academy is to the north of the site and a strip two storey commercial buildings, with residential units on the second floor are to the south along Kingston Road. To the south of the site along Kingston Road, a 9-storey mixed-use mid-rise condominium is under construction between Eastville Avenue and Gradwell Drive. A 10-storey mixed-use mid-rise apartment building is proposed to the south east of the site on Kingston Rd and Harewood Ave.



2.0 Proposal

This report is proposing an 9-storey mixed-use mid-rise apartment building with first floor dedicated to commercial retail. The right of way on Kingston Road is 36 m and the right of way on St. Clair is 30 m so the building can be a height of 9 storeys. A zoning amendment would be necessary considering the current zoning allows for 11 metres in height which equals to 3 storeys. The building will have a total of 100 units and will have mostly 2 and 3 bedroom units in order to accommodate families to maintain the culture of the surrounding area, while satisfying the need for density. The first floor of the building will also have commercial retail fronting onto St. Claire Ave and Kingston Road, which will include shops, restaurants and cafes. The addition of these would benefit the students attending RH King Academy, the families in the neighbourhoods surrounding the site and the Scarborough community at large. The roof of the building will be a green roof and will include outdoor amenities for the residents of the building. A set back of 3.0 metres from the lot line abutting St. Clair Ave.; and Kingston Rd will be made in order to meet Site Specific Provisions, Prevailing By-laws and Prevailing Sections. To accommodate the guidelines of the standards the building will have a streetwall of 6 storeys with a 1.5 m setback for the remaining 3 floors.

3.0 Policy Framework

The policy documents that apply to this site and should be considered for this proposal are the Provincial Policy Statement 2014, the Growth Plan of the Greater Golden Horseshoe, the City of Toronto Official Plan, City of Toronto Guidelines for Avenues and Mid-Rise Apartment Buildings and City of Toronto Zoning By-Law 569-2013.

3.1 Provincial Policy Statement

The PPS is the complementary policy document to the Planning Act. It provides policy direction to decision makers on matters of provincial interest related to land use planning and development. The PPS provides three umbrella principles and a series of supporting policies:

1. Building Strong Communities - Efficient land use and development patterns that support liveable and healthy communities, protect the natural environment and public safety, and promote economic growth;
2. Wise Use and Management of Resources - In order to maintain the longterm prosperity of the Province, environmental health and social wellbeing depend on the protection of natural heritage, water, agriculture, mineral and cultural heritage and archaeological resources; and
3. Protecting Public Health and Safety – Development shall be directed away from areas of natural or human made hazards that pose the risk of public cost, safety, and property damage.

The proposal on this site is in line with the policies of the PPS due to the fact that this proposed project would be an efficient development that optimizes the use of land, resources and public investment in infrastructure and public service facilities. This proposal can be included in the land use patterns that promote a mix of housing, including affordable housing, employment, recreation, parks and open space, and transportation choices that increase the use of active transportation and transit before other modes of travel. This proposal supports the financial well-being of the Province and municipality of Toronto over the long term and minimizes the undesirable effects of development.

3.2 Growth Plan for the Greater Golden Horseshoe

The 2017 Growth Plan for the Greater Golden Horseshoe is a long-term plan that derives its authority from the Places to Grow Act, 2005 and works with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan to provide a framework for growth management in the region. The Growth Plan should be read in conjunction with the PPS in the event of a conflict. All applications are required to conform to the policies of the Growth Plan.

The Growth Plan aims to make better use of the already built up areas in the centres of municipalities through intensification in order to curb urban sprawl thus protecting farmland and green spaces on the peripherals of cities. It also aims to reduce traffic gridlock by improving access to a greater range of transportation choices. Similar to the PPS, the Growth Plan encourages compact, vibrant and convenient centers through revitalization that maximizes the use of new and existing infrastructure. It encourages these areas be created as complete communities that offer more options for all daily needs and activities.

The site is located within the City of Toronto boundaries, which is an area that is considered already built-up. The site is located on Kingston Road which is a popular channel in and out of the downtown core. Due to this proximity to the centre and the existing connectivity through transit, the site is in a great location to accommodate growth.

3.3 City of Toronto Official Plan

An official plan describes the municipal council or planning board's policies on how land should be used. It is prepared with input from the community and helps to ensure that future planning and development will meet the specific needs of the community. The Official Plan is intended to ensure that the City of Toronto evolves, improves and realises its full potential in areas such as transit, land use development, and the environment.

Under Toronto's Official Plan the site is considered Mixed Use. According to the Official Plan Mixed Use Areas achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Torontonians will be able to live, work, and shop in the same area giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night. The Official Plan identifies the site as being located within the designated Avenues and clarifies that development along the Avenues will generally be at a much lower scale than in the Downtown and most often at a lower scale than in the centres.

3.4 City of Toronto Guidelines for Avenues and Mid-Rise Apartment Buildings

City Council adopted Mid-Rise Building Performance Standards in 2010 and an Addendum to these Standards in 2016, which are to be used together during the evaluation of mid-rise development applications in locations where the Performance Standards are applicable.

To accommodate the guidelines of the standards the building will have a streetwall of 6 storeys with a 1.5 m setback for the remaining 3 floors.

3.5 City of Toronto Zoning By-Law 569-2013

City of Toronto Comprehensive By-law Number 569- 2013 zones the site as Commercial Residential Zone CR 0.4 (c0.4; r0.0) SS3 (x501), which permits a range of commercial uses at a maximum FSI of 0.4 times the area of the lot. The current zoning allows for 11 metres in height which equals to 3 storeys. The following Site Specific Provisions are to be considered for the site:

(501) Exception CR 501

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) The minimum **building setback** from a **lot line** that abuts:
 - (i) Kingston Rd. is the greater of 21.0 metres, from the centre line of Kingston Rd., or 3.0 metres from a **lot line** abutting Kingston Rd.;
 - (ii) St. Clair Ave. is the greater of 16.5 metres, from the centre line of St. Clair Ave., or 3.0 metres from a **lot line** abutting St. Clair Ave.; and
 - (iii) any other **street**, 3.0 metres; and
- (B) A **place of worship** is permitted.

Prevailing By-laws and Prevailing Sections: (None Apply)

4.0 Other Planning Considerations

Contamination: considering that the site is currently home to a Canadian Tire with an adjoining auto body shop means that extra steps needed to be taken before it can be redeveloped to house the commercial residential building this report is proposing.

Policies that support and prioritize brownfields redevelopment in the PPS include:

- identifying brownfield sites as opportunities for redevelopment;
- recognizing the important role that intensification and redevelopment play in meeting land-use requirements;
- requiring upper-tier municipalities to set targets for intensification and redevelopment, as well as targets for minimum densities along important transit and other corridors;
- and linking the achievement of intensification and redevelopment targets to urban boundary expansions.

5.0 Conclusion

All of the aforementioned policy documents and their policies emphasize and encourage compact urban form, intensification, optimization of the existing land and infrastructure, and development which will make better use of existing public transit. Considering this, the proposed site is an appropriate development for this location and will be compatible with the existing, planned and future context of the site.

Appendix A

The following aspects of the PPS relate to this proposed use of this site:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1(a))
- Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons)... (1.1.1(b))
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1(e))
- Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas (1.1.2)
- Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, are appropriate for, and efficiently use, available infrastructure and public service facilities, support active transportation and are transit-supportive (1.1.3.2(a))
- Land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2(b))
- Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3)
- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4)
- Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and if necessary, lands which are designated and available for residential development (1.4.1(a))
- Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area (1.4.3)
- Permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements (1.4.3.(b)(1))
- Permitting and facilitating all forms of residential intensification, including second units, and redevelopment (1.4.3(b)(2))
- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3(c))

- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3(d))
- Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible (1.6.6.2)
- Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (1.6.7.2)
- A land use pattern, density and mix of uses should be promoted that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation (1.6.7.4)
- Transportation and land use considerations shall be integrated at all stages of the planning process (1.6.7.5)
- Planning authorities should consider the implications of development and land use patterns on waste generation, management and diversion (1.6.10.1)
- Long term economic prosperity should be supported by promoting opportunities for economic development, optimizing the long-term availability and use of land, enhancing the vitality and viability of downtowns and mainstreets and encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resource (1.7.1 a, b, c, d)
- To support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form and promote the use of active transportation and transit (1.8.1 a and b)

Appendix B

City of Toronto Official Plan – Chapter 4

Land Use Designations

4.5 Mixed Use

Policies

1. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Development Criteria in Mixed Use Areas

2. In Mixed Use Areas development will:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods ;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries, and childcare;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

3. Large scale, stand-alone retail stores and/or "power centres" are not permitted in Mixed Use Areas within the Central Waterfront, and Downtown, and are permitted only through a zoning by-law amendment in other Mixed Use Areas. Where permitted new large scale, stand-alone retail stores and/or "power centres" will ensure that: a) sufficient transportation capacity is available to accommodate the additional traffic generated by the development, resulting in an acceptable volume of traffic on adjacent and nearby streets; and b) the function and amenity of the area for businesses and residents and the economic health of nearby shopping districts are not adversely affected. 4. Existing large scale, stand-alone retail stores and/or "power centres" legally established prior to the approval date of this Official Plan in Mixed Use Areas are permitted.