

6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 and 11 Franklin Avenue - Official Plan Amendment, Zoning Amendment and Draft Plan of Subdivision Applications – Final Report

Date: February 25, 2020

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: Ward 25 - Scarborough-Rouge Park

Planning Application Numbers: 14 137827 ESC 44 OZ, 14 137838 ESC 44 SB

SUMMARY

This application proposes to amend the Official Plan and relevant Zoning by-laws to permit the construction of 44 new residential dwellings at 6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 and 11 Franklin Avenue. The proposal would contain 8 detached, 20 semi-detached and 16 townhouse units. An associated application for draft plan of subdivision approval has been filed to facilitate the creation of new lots, blocks as well as a new public street.

The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2019).

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-laws. This report also advises that the Chief Planner may approve the Draft Plan of Subdivision. The land use proposed is compatible with adjacent land uses and adequately addresses applicable infill development criteria. The redevelopment appropriately fits within the area context and will result in no adverse impacts.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands at 6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 and 11 Franklin Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to this report.

2. City Council amend Highland Creek Community Zoning By-law No. 10827, as amended, for the lands at 6175, 6183 Kingston Road and 1, 2, 4, 5, 7,10 and 11 Franklin Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to this report.

3. City Council amend City of Toronto Zoning By-law No. 569-2013, as amended, for the lands at 6175, 6183 Kingston Road and 1, 2, 4, 5, 7,10 and 11 Franklin Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to this report.

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

5. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner to:

a. Submit a revised Site Servicing and Stormwater Management report which demonstrates the watermain has adequate pressure and flows to meet the domestic water and fire flow demand and that sanitary sewers have adequate capacity up to the trunk with the level of flow as per City Standards for the proposed development, to the satisfaction of the Chief Engineer and Executive Director of Engineering Construction Services; and

b. Submit to the Chief Engineer and Executive Director of Engineering and Construction Services and Toronto Water for review and acceptance, a revised Hydrogeology Report and any associated letters Engineering and Construction Services may require.

6. That in accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision as generally illustrated in Attachment No.12 to this report, subject to:

a. the conditions as generally listed in Attachment 9 to this report, which, except as otherwise noted, must be fulfilled prior final approval and the release of the Plan of Subdivision for registration; and

b. any such revisions to the proposed subdivision plan or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

A number of pre-application consultation meetings were held with the applicant on various schemes in the fall and winter of 2013 and spring of 2014. The original application was submitted on April 3, 2014 and deemed complete on May 6, 2014.

The application as originally submitted only considered redevelopment of the lands at 6175 and 6183 Kingston Road and 1, 2, 4, 5 and 10 Franklin Avenue. A preliminary report was considered by Scarborough Community Council on June 17, 2014 which adopted staff recommendations without amendment. The preliminary report and Community Council's decision can be found at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.SC33.18>

The neighbouring lands at 7 & 11 Franklin Avenue were acquired by the owner and the application was revised to incorporate them. A second preliminary report on the revised proposal was considered by Scarborough Community Council on May 2, 2017. The recommendations of staff were adopted with amendments directing staff to schedule and hold a community consultation meeting together with the Ward Councillor and/or the Chair of Scarborough Community Council or other interested Scarborough Councillors.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC22.16>

Proposal

This application proposes the redevelopment of the lands at 6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 & 11 Franklin Avenue with 16 townhouse, 20 semi-detached and 8 detached dwelling units. The 44 new dwellings units are organized to front Kingston Road, a widened and extended Franklin Avenue and a private road (mews) (see Attachment 11: Site Plan).

Three-storey (12 metre) townhouse units within 'Block 1' front Kingston Road with garages to the rear accessed by a private laneway that loops off the widened and extended Franklin Avenue providing vehicular access. The proposed three-storey (12 metre) semi-detached units fronting the north south leg also include rear garages accessed by the private lane. A private mews provides access and frontage to the three storey (12 metre) townhouse units within 'Block 2'. Franklin Avenue is proposed to be extended and to curve eastward terminating in a cul de sac providing frontage for two storey (11 metre) semi-detached and detached houses.

Townhouse units within 'Block 1' and 'Block 2' include minimum setbacks in the front yards and rear yards of 4.5 metres and 6 metres, respectively. The proposed side yard setback associated with Block 1 is 1.5 metres and flankage yard setback 2 metres whereas the side yard setbacks for Block 2 are 1.25 metres and 20 metres. The semi-detached buildings on both sides of Franklin Avenue incorporate minimum front yard setbacks ranging from approximately 4 metres to 6 metres, rear yards ranging from a minimum of approximately 6 metres to 7 metres and a side yard setbacks of 1.2 metres generally.

Along the east west segment of the new public street, the detached and semi-detached dwellings are proposed to have a minimum of 3 metre front yards and 6 metre rear yards with the exception of the proposed dwellings backing onto existing rear yards on Tanis Crescent incorporating a minimum rear yard setback of 7.5 metres. The minimum side yard setbacks proposed range from 0.65 metres to 1.25 metres.

All new proposed dwellings will provide a minimum two parking spaces accessed as described above.

The townhouse units range in size from approximately 170 square metres (to approximately 288 square metres, and the semi-detached and detached units range from approximately 164 square metres to 268 square metres.

A 0.17 hectare (1700 square metre) naturalized open space block is proposed to be conveyed into public ownership as illustrated on Attachment 11: Site Plan and Attachment 12: Draft Plan of Subdivision).

Site and Surrounding Area

The subject site is located south of Kingston Road, north of Highway 2A, west of Tanis Crescent and east of Lawson Road (see Attachment 2: Location Map). The lands are in close proximity to the easterly boundary of Highland Creek Village.

The site is approximately 1.5 hectares (3.8 acres) in size, slopes from north to south and consists of non-contiguous land parcels divided by the existing Franklin Avenue which is of an irregular configuration and substandard width. The portion of the subject lands on the west side of Franklin Avenue are comprised of the properties municipally known as 6175 and 6183 Kingston Road and 2, 4 and 10 Franklin Avenue and the portion to the east are comprised of the properties municipally known as 1, 5, 7 & 11 Franklin Avenue. Each lot currently contains one single detached dwelling while a few lots also contain detached accessory structures such as sheds and garages.

The surrounding land uses are as follows:

North: Detached dwellings and further north is Bramber Woods Park.

West: 2 storey townhouse development and further west is the Highland Creek Village which includes a mix of retail store, places of worship, vehicle repair/service and used vehicle sales uses.

South: Highway 2A

East: 1 and 2 storey detached dwellings, and further east are 2 and 3 storey townhouse developments close to Meadowvale Road.

Reasons for Application

An Official Plan Amendment is required to provide for the proposed lot areas and semi-detached and townhouse building types, as well as to establish a *Parks and Open Space Areas - Natural Areas* designation on a site specific basis within the Highland Creek Community Secondary Plan. The rezoning application is required to permit the redevelopment and to establish appropriate performance standards. The draft plan of subdivision is required to facilitate the creation of lots and blocks primarily for the conveyance of a new open space and public road.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Natural Heritage Impact Study/Assessment
- Noise Impact Study
- Archaeological Assessment
- Environmental Site Assessment/Contaminated Site Assessment
- Transportation Impact Study
- Functional Servicing Report & Stormwater Management Report
- Arborists Report
- Planning Justification Report and Addendums
- Hydrogeological Report

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards and conditions of Draft Plan of Subdivision approval.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting of Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

Community Consultation

A community consultation meeting on the original 31 unit proposal was held July 29, 2014. The meeting was attended by the Ward Councillor, the Owner and their consultants approximately and 13 members of the public. Notice was provided to landowners and residents within 120 metres of the site in accordance with directions of Scarborough Community Council.

Following the submission of the revised, 44 unit proposal, another community consultation meeting was held on September 19, 2017. The meeting was attended by the Ward Councillor, the Owner and their consultants and approximately 12 members of the public. Notice was provided to all interested parties and landowners and residents within 120 metres of the site.

A summary of the public consultation meeting on the revised proposal can be found at Attachment 10.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;

- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the

delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

Policy 2.3.1.1 of the Official Plan identifies *Neighbourhoods* and *Apartment Neighbourhoods* as physically stable areas. Development within *Neighbourhoods* and *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

Chapter 3 - Building a Successful City

Policy 3.1.2.1 provides for new development to be located and organized to fit with its existing and/or planned context, framing and supporting adjacent streets, parks and

open spaces to improve the safety, pedestrian interest and casual views to these spaces. Official Plan built form policies also provide that development is to be generally located parallel to the street or along the edge of a park or open space with a consistent front yard setback, that it should be preserving existing mature trees wherever possible and incorporating them into landscaping designs and it should mass and design the exterior façade of development to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces.

The Official Plan also directs new development to be located and organized so that the impact of vehicle parking, vehicular access, service areas and utilities on the property and surrounding properties is minimized to improve the safety and attractiveness of adjacent streets, parks and open spaces. Minimizing driveway widths and consolidating curb cuts is also provided for along with limiting surface parking between the front wall of the building and the public street or sidewalk.

New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

A portion of the lands near the south-east end of the site is also located within the Natural Heritage System (Map 9 of the Official Plan). Development is generally not permitted in the natural heritage system, however, where the underlying land use designation provides for development in or near the natural heritage system, development will:

- a) recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
- b) minimize adverse impacts and when possible, restore and enhance the natural heritage system.

Chapter 4- Land Use Designations

The site is designated *Neighbourhoods* on Map 23 - Land Use Plan of the Toronto Official Plan. *Neighbourhoods* are considered as physically stable areas primarily made up of low density type residential uses, such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*

The size, irregular configuration and orientation of the subject lands varies from the local pattern within the Neighbourhood and thus the infill development criteria contained in Policy 4.1.9 apply.

These policies provide for infill development to have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking

into account the existing form of development on the infill property; have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties and front onto existing or newly created public streets wherever possible, with no gates limiting public access.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Highland Creek Secondary Plan

The lands are also located within the Highland Creek Community Secondary Plan. The Plan contains general policies applicable to the subject lands indicating that the *Neighbourhoods* land use designation will include only single detached dwellings, on lots having a minimum lot area of 450 square metres.

In addition, Map 2-3 (Tertiary Plan) in the Secondary Plan illustrates potential residential infill development in various areas through the Highland Creek Community. The Tertiary Plan delineates a conceptual lotting pattern for the subject lands and illustrates a potential 'L' shaped road running south from Kingston Road and turning eastward ending in a cul-de-sac with smaller lots.

The Highland Creek Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/9793-cp-official-plan-SP-2-HighlandCreek.pdf>.

Official Plan Amendment 320

In December 2015, the City of Toronto City Council adopted Official Plan Amendment No. 320 (OPA 320), which strengthens and refines the *Healthy Neighbourhoods*, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods. In July of 2016, the Minister of Municipal Affairs and Housing approved OPA 320 and the decision was subsequently appealed.

The Local Planning Appeal Tribunal (LPAT) issued an order to approve OPA 320 on December 7, 2018 bringing the policies in force for all lands except for properties that remain subject to site-specific appeals. The subject applications were submitted prior to OPA 320 being brought into force and are not subject to these new policies. The summary of *Neighbourhoods* policies above includes language as it read prior to the enactment of OPA 320, although staff reviewed the application with some regard to the direction provided by the new *Neighbourhoods* policies.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of the Report.

Zoning

The subject lands are zoned Single-Family Residential (S) in the Highland Creek Community Zoning By-law No. 10827, as amended, which permits one single family detached dwelling per parcel of land having a minimum lot frontage of 15 metres on a public street, and a minimum lot area of 696 square metres. Permitted uses include single-family dwellings, correctional group homes and group homes. Ancillary uses permitted include domestic or household arts and private home day care (Attachment 5: Existing Zoning By-law No. 10827 Map)

The lands are zoned Residential Detached (RD) in the new City-Wide Zoning By-law No. 569-2013, as amended. The RD zone permits detached houses as well as lower-scale community oriented uses and buildings. The site is also subject to Exception RD No. 718 which contains prescriptive performance standards regulating setbacks (Attachment 4: Existing Zoning By-law No. 569-2013 Map).

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The Guidelines can be found at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

Site Plan Control

The proposed townhouse blocks are subject to Site Plan Control. A Site Plan Control application has been filed (File No. 14 137835 ESC 44 SA) and should this application advance, staff will continue process the site plan application for the relevant townhouse Blocks (1 & 2).

Draft Plan of Subdivision

A draft plan of subdivision application (File No. 14 137838 ESC 44 SB) has been submitted to facilitate the creation of lots and blocks, inclusive of a block to achieve a new 18.5 metre public road (Franklin Avenue) and a 0.17 ha open space block. The Chief Planner has delegated authority to approve plans of Subdivision under By-law 229, as amended.

Draft Plan of Condominium

The applicant advises that a draft plan of condo application will be submitted to create the common element components of the development site and in particular the required private laneway and mews system. A draft plan of condominium application has not yet been submitted.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019) as follows:

Section 1.1.1 of the PPS indicates that healthy, liveable and safe communities are sustained in part by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term by accommodating an appropriate range and mix of uses and avoiding development and land use patterns which may cause environmental or public health and safety concerns.

The proposed redevelopment extends and enhances the local public road network creating a more efficient lotting layout comprised of smaller lots fronting either a new widened and extended public street or mews (private road). This is consistent with Section 1.1.3.2 of the PPS which indicates that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, support active transportation and are transit-supportive, where transit is planned, exists or may be developed. The proposal is transit supportive and encourages active transportation by incorporating new sidewalks and a new bus stop.

The proposed redevelopment is comprised of townhouse, semi-detached and detached building types ranging in size from 170 square metres to 288 square metres within an existing context which already containing these building types. Section 1.4.3 of the PPS indicates that planning authorities shall provide for an appropriate range and mix of housing types and densities. The proposal is consistent with this section as it contributes appropriately to the range and mix of residential uses in the area. Of note, the proposed development is situated just east of Highland Creek Village which includes retail and service uses supporting the objective of having land use patterns within settlement areas which are based on a mix of land uses which efficiently use land and resources and existing infrastructure.

The applicant has demonstrated through accepted technical submissions such as a noise report, environmental site assessment and a natural heritage study that the proposal demonstrates appropriate mitigation of adverse effects from the noise source (Highway 2A) on the residences, addressing compatibility, avoids environmental and health and safety concerns and has adequately addressed biodiversity conservation.

Similarly, staff have determined the proposal conforms to the Growth Plan (2019) as it contributes towards achieving "complete communities" as outlined in Section 2.2.1.4. Within the larger Highland Creek Village located approximately 90 metres west of the subject site, retail, employment and services uses exist and serve as a focal point of the local area. To the east of the village inclusive of the subject lands, the land use is primarily residential. The proposed redevelopment supports the achievement of complete communities by adding an appropriate type of land use to the mix of existing land uses in the general area. The proposal conforms to the Growth Plan as it adds variety in terms of residential unit types and sizes in the area adding to the mix of housing options present. The development has also been designed to provide convenient access to a range of transportation options.

The application proposes more compact built form than currently exists, incorporates low impact development measures into the servicing strategy. It improves the quality of the public realm through the enhancement and extension of a public street to include various streetscape improvements. The proposal would also dedicate into public ownership of a 0.17 ha land parcel which is proposed to be preserved and replanted as a naturalized space.

Staff have determined that the proposal is consistent with the PPS (2014) and conforms to the Growth Plan (2019)

Land Use

This application has been reviewed against the Official Plan policies described in the Issue Background Section of this report as well as the policies of the Toronto Official Plan as a whole inclusive of the policies of the Highland Creek Secondary Plan.

The subject property currently contains residential land uses in exclusively detached form whereas the applications propose a more compact form of residential land use serviced by an enhanced and extended public road and private mews.

The application was evaluated against the infill development criteria of Policy 4.1.9 as they read prior to the enactment of OPA 320. The intent of these infill policies is to ensure that development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established *Neighbourhoods* will have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties. This would include providing adequate distance and separation between building walls and using landscaping, planting and fencing, to enhance privacy where needed.

The development is organized to fit with the existing context, appropriately responding to the development criteria in Policy 4.1.9. The proposed 12 metre (3 storey) height of the townhouses within Block 1 replicates existing building heights along this segment of Kingston Road. The proposed 12 metre (3 storey) height is extended onto Block 2, as well as the semi-detached houses along the proposed new street. These proposed heights are concentrated towards the westerly end of the development adjacent to the existing townhouse development and the Highland Creek Village where even greater height permissions are envisioned. The proposal appropriately transitions to a lower height of 2 storeys (11 metres) generally towards the easterly end of the development site which abuts existing 2 storey dwellings with 10 metre zoning permissions.

The proposed buildings have adequate facing distances internal to the development, side yard setbacks of 1.2 metres and 0.6 metres are proposed to be provided for the detached dwellings, 1.2 metres for the semi-detached dwellings generally and modestly greater setbacks at key locations such as corner lots.

The applicant has addressed how the development interfaces with the existing built context by proposing a minimum separation distance of approximately 15 metres between rear walls for lots backing onto existing development to the east and a 28 metre minimum separation distance between the rear wall of the closest proposed semi-detached unit and the townhouse dwellings to the west. A combination of landscaping, planting and fencing has been provided along the south, east and westerly limits of the development site. The proposed dwellings will front onto Kingston Road, the new public street (Franklin Avenue) and private street (mews) meeting the City's (DIPS) mews width requirements. Moreover, large integral garages are proposed for all units which can accommodate garbage storage.

Staff have determined that the applicant has adequately addressed the objectives of Policy 4.1.9 applicable to this application. Moreover, the proposal appropriately responds to the Tertiary Plan (Map 2-3) in the Secondary Plan by proposing an 18.5 metre public road which runs south from Kingston Road and terminates in a cul-de-sac.

At the request of staff, the applicant provided technical noise reports to ensure that the intensified residential land use proposed addressed potential compatibility issues with the adjacent major street (Highway 2A) and that any adverse impacts were appropriately mitigated. The City's peer-reviewer raised no objections to the measures proposed to address noise issues (an acoustic fence, enhanced building materials, air conditioning units and warning clauses) and the report was deemed acceptable for this proposal.

Massing and Built Form

As provided for by the built form policies of the Official Plan, the proposed buildings all front along Kingston Road, the proposed new public street (Franklin Avenue) and the private mews. The proposed setbacks are generally consistent with all main front doors clearly visible and directly accessible from the public sidewalk or an adequately sized

private walkway along the proposed mews. Lastly the applicant has provided a tree preservation plan which has been reviewed and is generally acceptable to Urban Forestry staff and the Toronto Region Conservation Authority (TRCA).

The proposal advances an attractive streetscape design that includes removing all curb cuts from Kingston Road and the north south leg of the new public street and locating driveway accesses off of the proposed private lane system and, where possible, for the remainder of the dwellings incorporate paired driveways.

As discussed in the response to the infill policies of the Neighbourhoods designation, the proposed development is massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, limiting its impact on neighbouring streets, parks, open spaces and properties.

The proposed building massing will appropriately frame this segment of Kingston Road, approximately 27 metres in width. The massing contains an architectural treatment which incorporates exterior elements from the local context, including brick and stone that positively influence the appearance of the development. Where there is abutting existing development, the buildings have been designed and sited to meet a 45 degree angular plane to address any skyview, privacy and shadowing concerns.

Townhouse and Low-rise Apartment Guidelines

Staff have used the relevant standard in the guidelines to provide feedback related to the design of the proposed townhouses on Block 1 and Block 2. Through the ongoing site plan approval process, staff will work with the applicant to incorporate relevant built form direction provided by the guidelines for these blocks.

Tree Preservation and Ravine Protection

Given the amount of existing vegetation on site and the presence of a valley corridor in close proximity to the site, City Staff, the TRCA and the applicant met on site to discuss opportunities for tree preservation. Subsequently, the original proposal was redesigned to remove all development from the natural feature to the east addressing staff's concerns about mitigating tree loss and impacts to the Natural Heritage System.

A revised Arborist Report including a tree inventory and a Tree Preservation Plan was submitted for review by staff. Most of the existing trees within the property boundaries can be described as immature to semi-mature, naturalized groupings and remnant hedgerows. With the exception of the southeast corner, the trees are generally in poor to fair overall condition. Notably, trees found within the City's Ravine and Natural Feature Protection Area will not be impacted by this development.

Of the 150 by-law protected trees on or within 6 metres of the site the applicant proposes to remove 92 trees of which 43 are healthy. The removal would require the replanting at a 3 to 1 ratio for a total of 276 new trees. A total of 77 trees will be planted

within the development, 72 are proposed within the 'restoration planting area' identified as Block 15 on the draft plan of subdivision and a further 13 on Kingston Road (see Attachment 11: Site Plan). The proponent intends to fulfil the requisite cash in lieu compensation for the remaining 127 trees. The applicant has worked with staff and the TRCA to enhance the naturalized area at the southeast end of the site which backs onto the valley corridor in the Highland Creek Watershed as much as possible.

Natural Heritage

As noted earlier, a portion of the subject lands to the south east end of the site is part of the Natural Heritage System and is subject to the Natural Heritage policies. The applicant has submitted a Natural Heritage Impact Study. Of note, to mitigate the potential physical entry of noise, light, proliferation of invasive species and sedimentation, a 50 metre buffer from the staked 'top of bank' to the rear lot line is proposed. The dripline of contiguous vegetation extends onto the subject site and the appropriate limits were staked in conjunction with relevant staff and the TRCA. Along with new tree plantings proposed, the potential impacts to the natural heritage system will be mitigated with tree protection, stormwater management, erosion and sediment control and environmental monitoring. Relevant staff have reviewed and accepted the Natural Heritage Study having raised no objections.

Traffic Impact, Access, Parking

The applicant submitted a Traffic Operations Report in support of the subject applications. The report finds that site traffic from the proposed residential development does not have a significant impact at the signalized intersection of Kingston Road with the Highland Creek Overpass, and at the unsignalized intersection of Kingston Road with Meadowvale Road. While geometrical and operational improvements for the northbound approach of Highland Creek Overpass are noted as recommended, these improvements would not be required as a result of any site traffic generated by the proposed development which can be accommodated by the local transportation network.

The applicant proposes to exceed the by-law 569-2013 requirement of 1 space per dwelling unit by providing 2 parking spaces per dwelling unit comprised of 1 space within the integral garage and 1 space within the driveway. Staff in Transportation Services and Transportation Planning have reviewed the report and relevant submissions and raise no further issues.

Servicing

The applicant has submitted a Functional Servicing Report in support of the proposal. Of note, the report cites that the proposed development can be fully serviced to the existing available services located within the easement running between the existing houses along Tanis Crescent and from Kingston Road. Engineering and Construction Services staff have reviewed the report and raise no objections to rezoning the lands

subject to refinements to the report and the satisfactory incorporation of servicing related hydrological considerations.

As such, the Owner is required to submit the required addenda to the Site Servicing and Stormwater Management report and Hydrogeology report to the satisfaction of Engineering and Construction Services.

Staff recommend that the zoning bills will be withheld until outstanding servicing issues are addressed to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this applications are in an area with 1.57 to 2.99 hectares of local parkland per 1,000 people. The site is in the second highest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The Owner has applied to permit the construction of 44 residential units within a site area of 1.53 hectares (15,300 square metres). At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication would be 587 square metres which equates to 3.8% of the site. However, a minimum cap of 5% applies and hence the parkland dedication required would be 765 square metres, which equates to 5% of the site.

The applicant is required to satisfy the parkland dedication through a cash-in-lieu payment. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the first above grade building permit. This cash-in-lieu of parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process

As noted earlier, the applicant intends to convey into public ownership a 1700 square metre naturalized block at the south east end of the subject lands enhancing and expanding on the open space system.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. The site was identified as having archaeological potential and Heritage Planning staff have reviewed a Phase 1 and Phase 2 Archaeological Assessment submitted in support of the applications. The applicant's consultant concludes that there are no further archaeological concerns and Heritage Planning staff concur with this finding.

Toronto Green Standard

Council has adopted a four-tier Toronto Green Standard (TGS). The TGS version 3 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. Of note, planning applications submitted by or before April 30, 2018 are required to meet the Tier 1 performance measures in Toronto Green Standard Version 2.

Performance measures for Tier 1 development features to be secured through the ongoing Subdivision Approval process include matters such as tree protection and preservation of mature trees, ravine protection and stormwater retention and reuse and erosion and sediment control and construction activity.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Official Plan, particularly as it relates to the infill development criteria policies in Chapter 4 and Built Form Policies in Chapter 3. The applicant has addressed the following key concerns from the community; site organization, safety and security, servicing capacity, density and traffic generation. The proposal would provide enhancements to the Natural Heritage System via restoration planting and would provide much needed family-sized dwelling units compatible with the surrounding context as well as improving a substandard piece of City infrastructure (the existing Franklin Avenue). Staff recommend that Council approve the applications and adopt the recommended amendments to the Official Plan and zoning by-laws.

CONTACT

Jeffery Sinclair, Planner, Community Planning, Scarborough District, Tel. No. 416-396-7685, E-mail: Jeffery.Sinclair@toronto.ca

SIGNATURE

Paul Zuliani, MBA, RPP, Director
Community Planning, Scarborough District

ATTACHMENTS

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: City-Wide Zoning By-law No.569-2013 Map
- Attachment 5: Highland Creek Zoning By-law No.10827 Map
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment (569-2013, as amended)
- Attachment 8: Draft Zoning By-law Amendment (10827, as amended)
- Attachment 9: Conditions of Draft Plan of Subdivision
- Attachment 10: Summary of Public Consultation

Attachment 11: Site Plan
Attachment 12: Draft Plan of Subdivision
Attachment 13(a): Elevations
Attachment 13(b): Elevations
Attachment 13(c): Elevations
Attachment 13(d): Elevations

Attachment 1: Application Data Sheet

Municipal Address: 6175 and 6183 KINGSTON RD and 1, 2, 4, 5, 7,10 & 11 FRANKLIN AVENUE
Date Received: April 3, 2014

Application Number: 14 137827 ESC 44 OZ & 14 137838 ESC 44 SB

Application Type: OPA and Rezoning and Draft Plan of Subdivision

Project Description: Proposed redevelopment of the subject site with 16 townhouse dwellings, 20 semi-detached and 8 detached dwellings for a total of 44 new dwellings. The redevelopment includes a new widened and extended 18.5 metre wide public street (Franklin Avenue) and private laneway system and mews.

Applicant	Agent	Architect	Owner
KORSIAK & COMPANY		FBP Architects	1583690 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Neighbourhoods</i>	Site Specific Provision:
Zoning:	RD-Residential Detached	Heritage Designation:
Height Limit (m):	10 metres	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 15,321 Frontage (m): 51 Depth (m): 161

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	602		3,870	3,870
Residential GFA (sq m):	723		11,678	11,678
Non-Residential GFA (sq m):				
Total GFA (sq m):	723		11,678	11,678
Height - Storeys:	2		3	3
Height - Metres:	10		12	12

Lot Coverage Ratio (%): 25.26 Floor Space Index: 0.76

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)
 Residential GFA: 11,678
 Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	8			
Condominium:			44	44
Other:				
Total Units:	8		44	44

Total Residential Units by Size

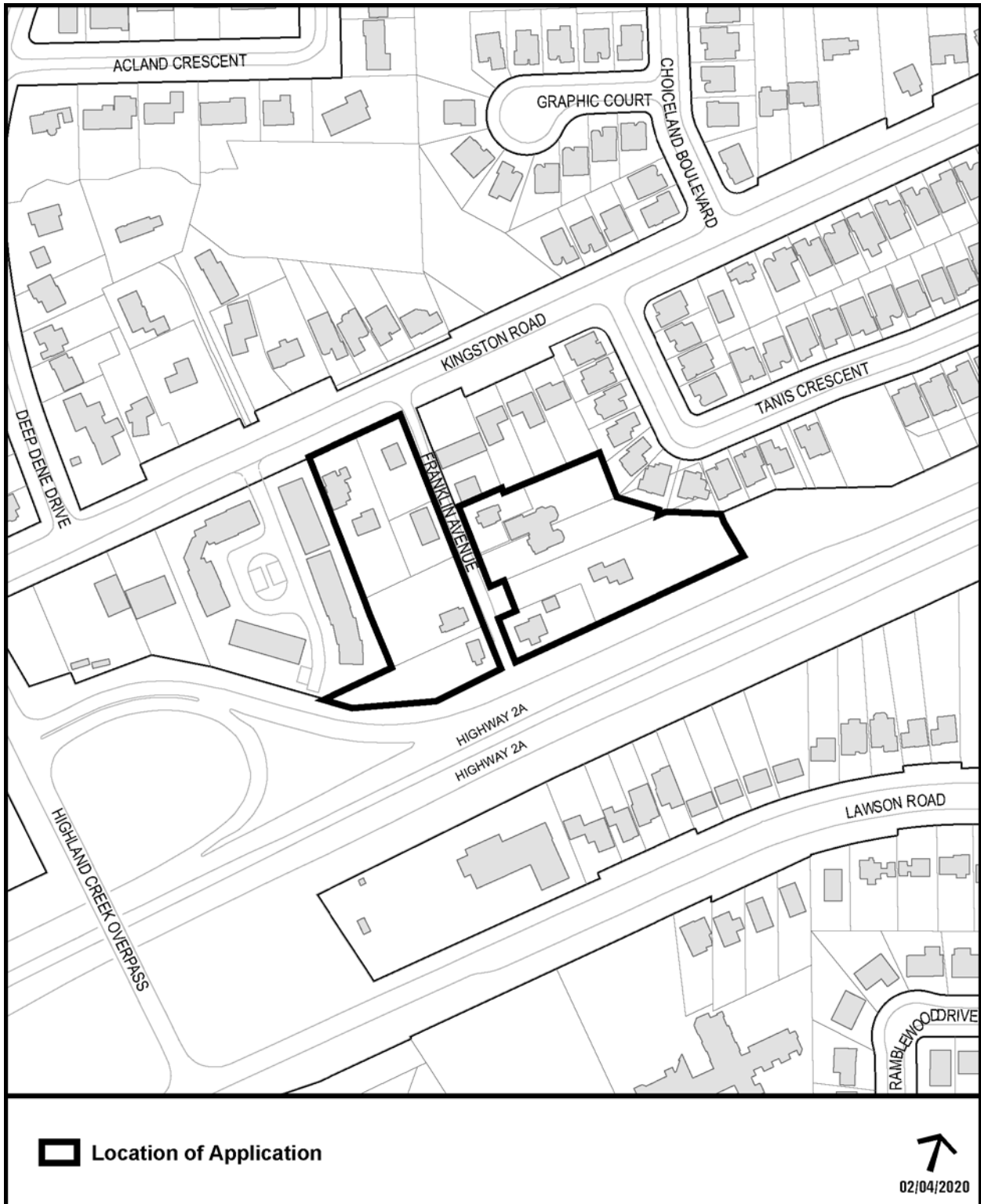
	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:					44

Parking and Loading

Parking Spaces: 88 Bicycle Parking Spaces: Loading Docks:

CONTACT:
 Jeffery Sinclair, Planner
 416-396-7685
Jeffery.Sinclair@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #23

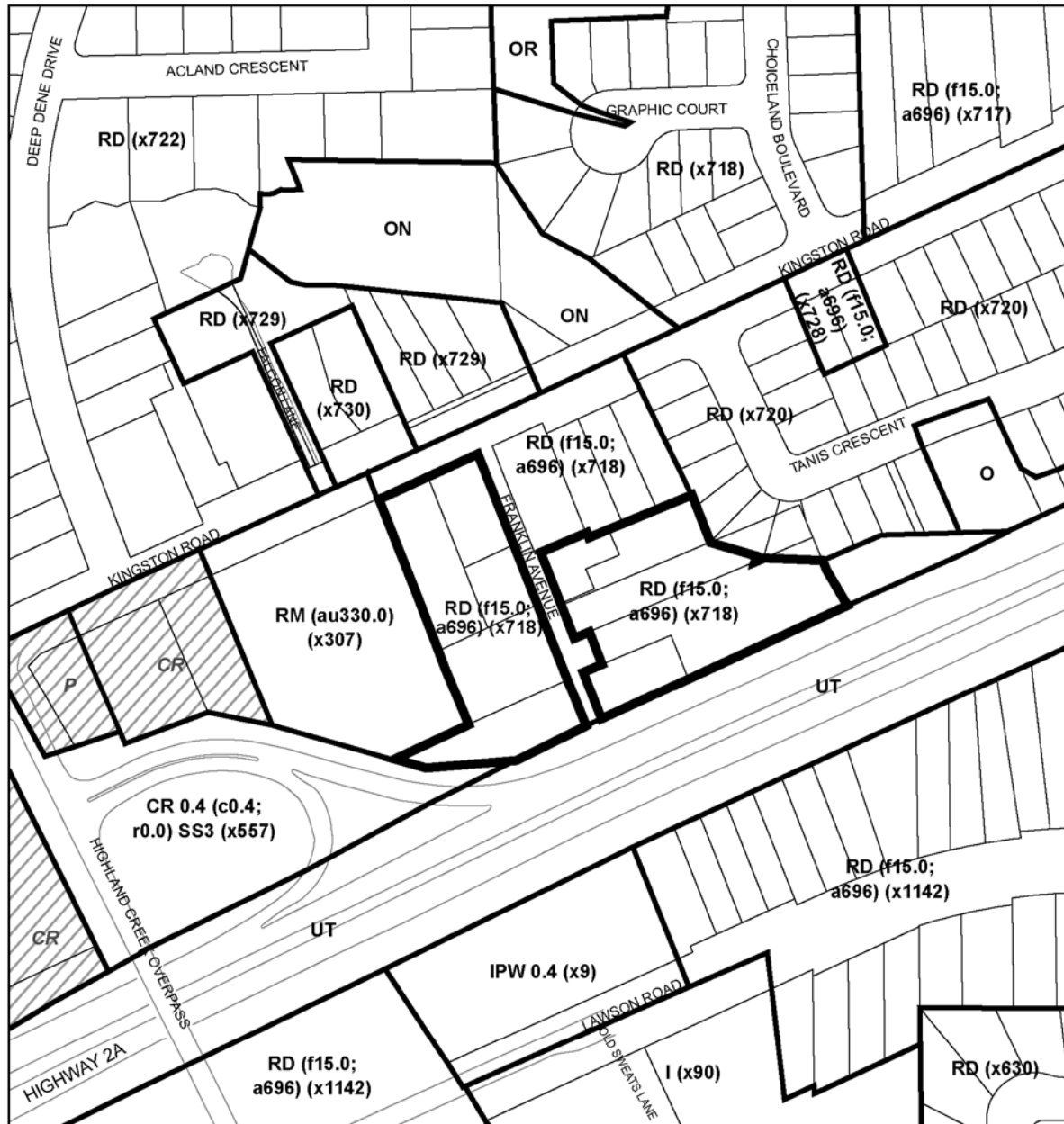
6175, 6183 Kingston Road and
1,2,4,5,7,10,11 Franklin Avenue

File # 14 137827 ESC 44 OZ, 14 137838 ESC 44 SB

- | | |
|-------------------------|--------------------------|
| Location of Application | Parks & Open Space Areas |
| Neighbourhoods | Natural Areas |
| Mixed Use Areas | Parks |

Not to Scale
02/04/2020

Attachment 4: City Wide Zoning By-law No. 569-2013 Map



Zoning By-law 569-2013

6175, 6183 Kingston Road and
1,2,4,5,7,10,11 Franklin Avenue

File # 14 137827 ESC 44 OZ, 14 137838 ESC 44 SB

Location of Application

See Former City of Scarborough Highland Creek Community
By-law No. 10827

RD Residential Detached
RM Residential Multiple
CR Commercial Residential
I Institutional

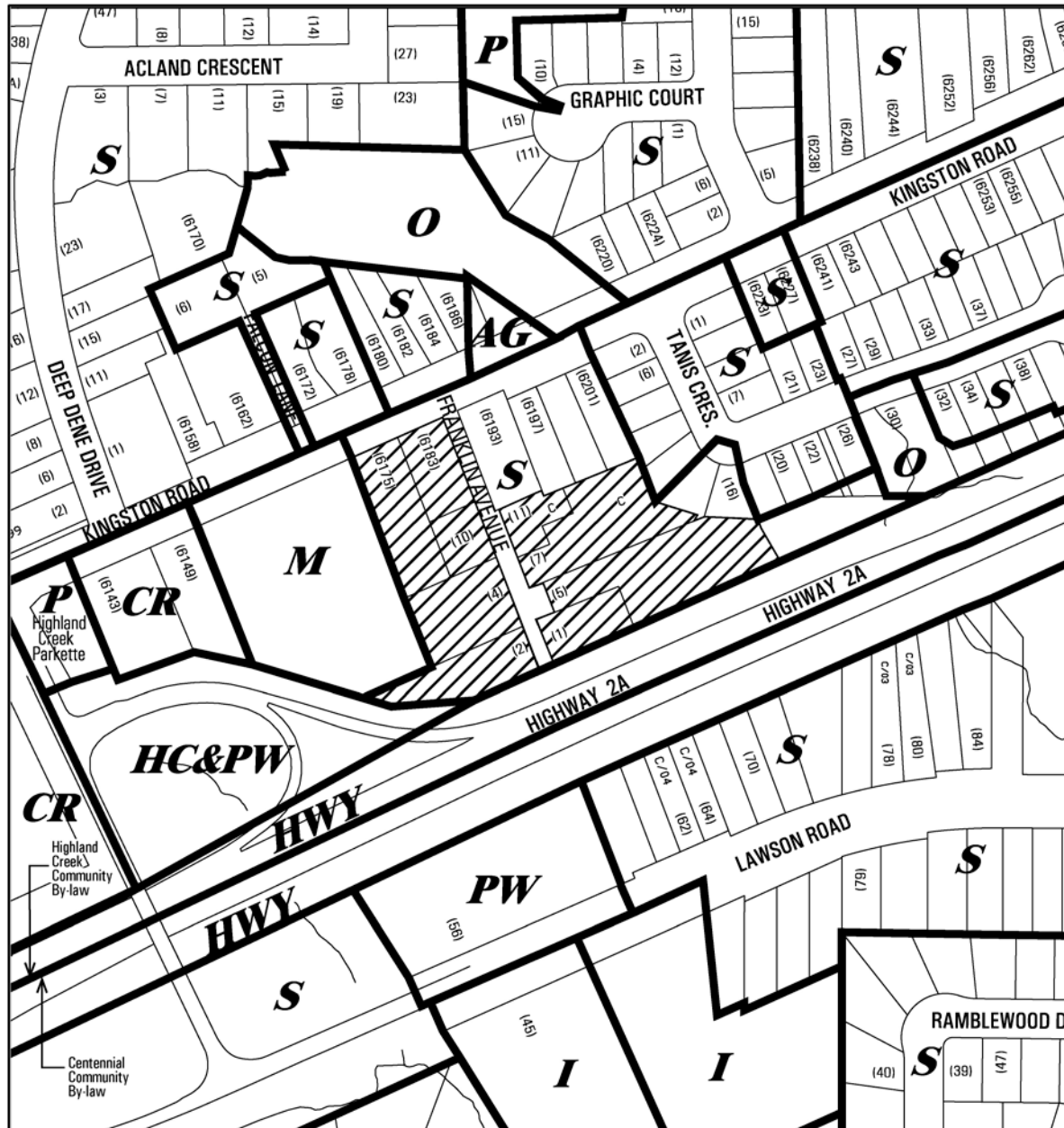
IPW Institutional Place of Worship
O Open Space
ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation

CR Commercial-Residential
P Park



Not to Scale
Extracted: 02/04/2020


Attachment 5: Highland Creek Zoning By-law No. 10827 Map




Highland Creek Community and Centennial Community

6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10, 11 Franklin Avenue

File # 14 137827 ESC 44 OZ, 14 137838 ESC 44 SB

 Location of Application

S SINGLE-FAMILY RESIDENTIAL	I INSTITUTIONAL	HWY HIGHWAY
M MULTIPLE-FAMILY RESIDENTIAL	PW PLACE(S) OF WORSHIP	P PARK
CR COMMERCIAL-RESIDENTIAL	O MAJOR OPEN SPACES	
HC HIGHWAY COMMERCIAL	AG AGRICULTURAL USES	


Not to Scale
Extracted: 02/20/2020

Attachment 6: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO
Bill XXX
BY-LAW NO. XXX

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2019, as 6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 & 11 Franklin Avenue

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 494 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

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

Frances Nunziata, ULLI S. WATKISS,
Speaker City Clerk

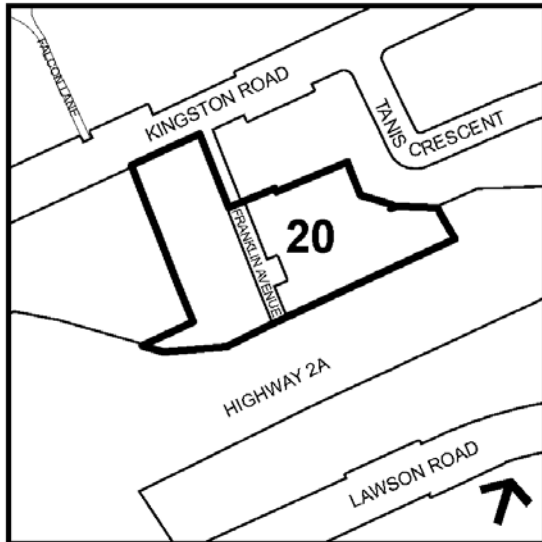
(Seal of the City)

AMENDMENT NO. ~ TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS

6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 & 11 Franklin Avenue

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



1. Chapter 6, Section 2, Highland Creek Community Secondary Plan is amended by adding the following Site and Area Specific Policy No. 20 to Subsection 2, Site and Area Specific Policies:

20. 6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 & 11 Franklin Avenue

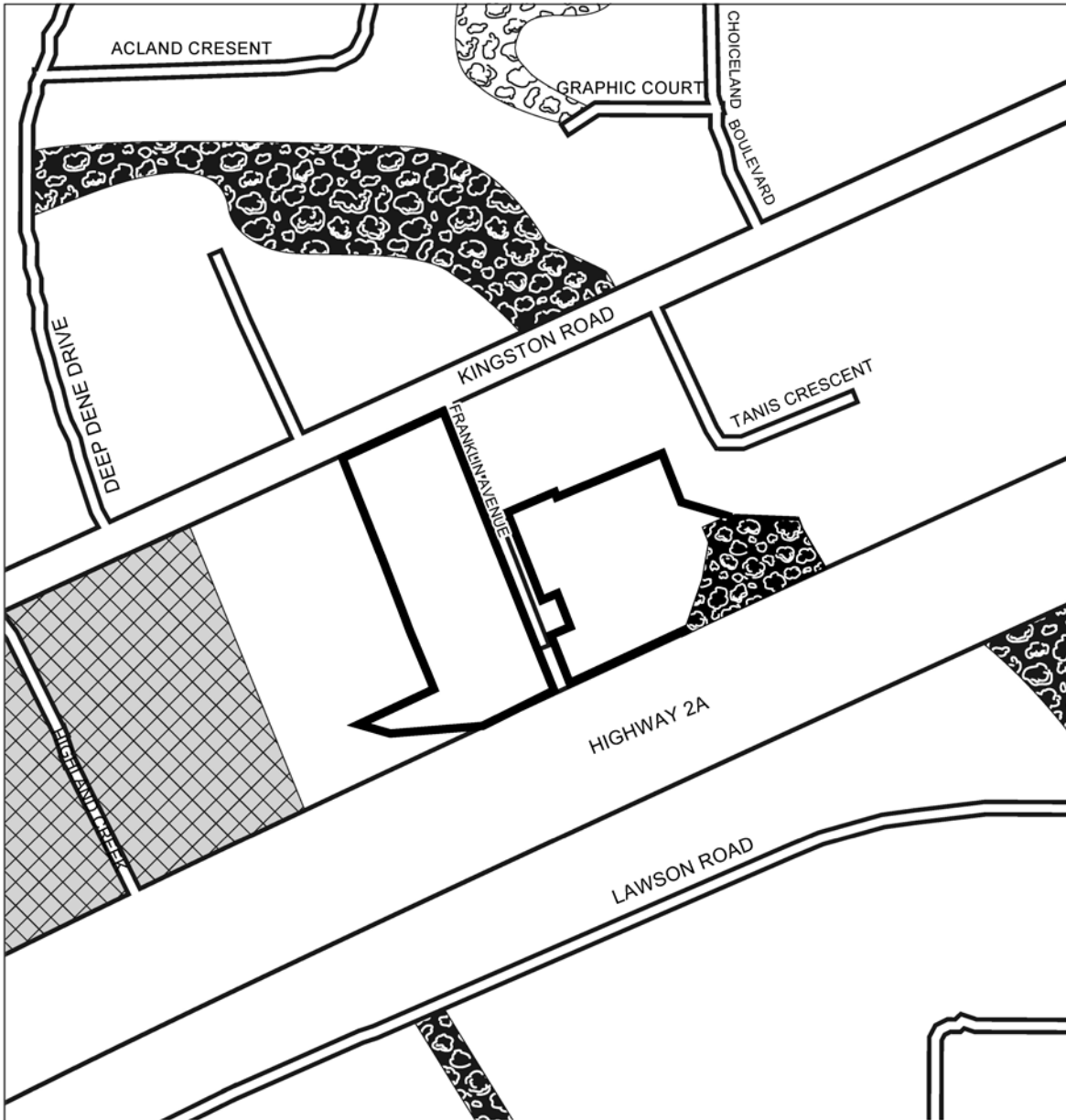
For the lands shown as 20 on Map 2-1:

- (a) detached, semi-detached and townhouse dwellings are permitted; and;
- (b) the minimum lot size requirement of 450 square metres does not apply

2. Map 23, Land Use Plan, is amended by deleting a portion of the existing designation (Neighbourhoods) from the lands municipally known in 2019 as 6175, 6183 Kingston

Road and 1, 2, 4, 5, 7, 10 & 11 Franklin Avenue and replacing it with Parks and Open Space Areas (Natural Areas) designation, as shown on the attached Schedule '1'

3. Map 2-1, Highland Creek Community Secondary Plan, Urban Structure Plan, is amended to show the lands known municipally in 2019 as 6175, 6183 Kingston Road and 1, 2, 4, 5, 7, 10 & 11 Franklin Avenue as Site and Area Specific Policy Area Number 20, as shown on the attached Schedule '2'.



Official Plan Amendment #494

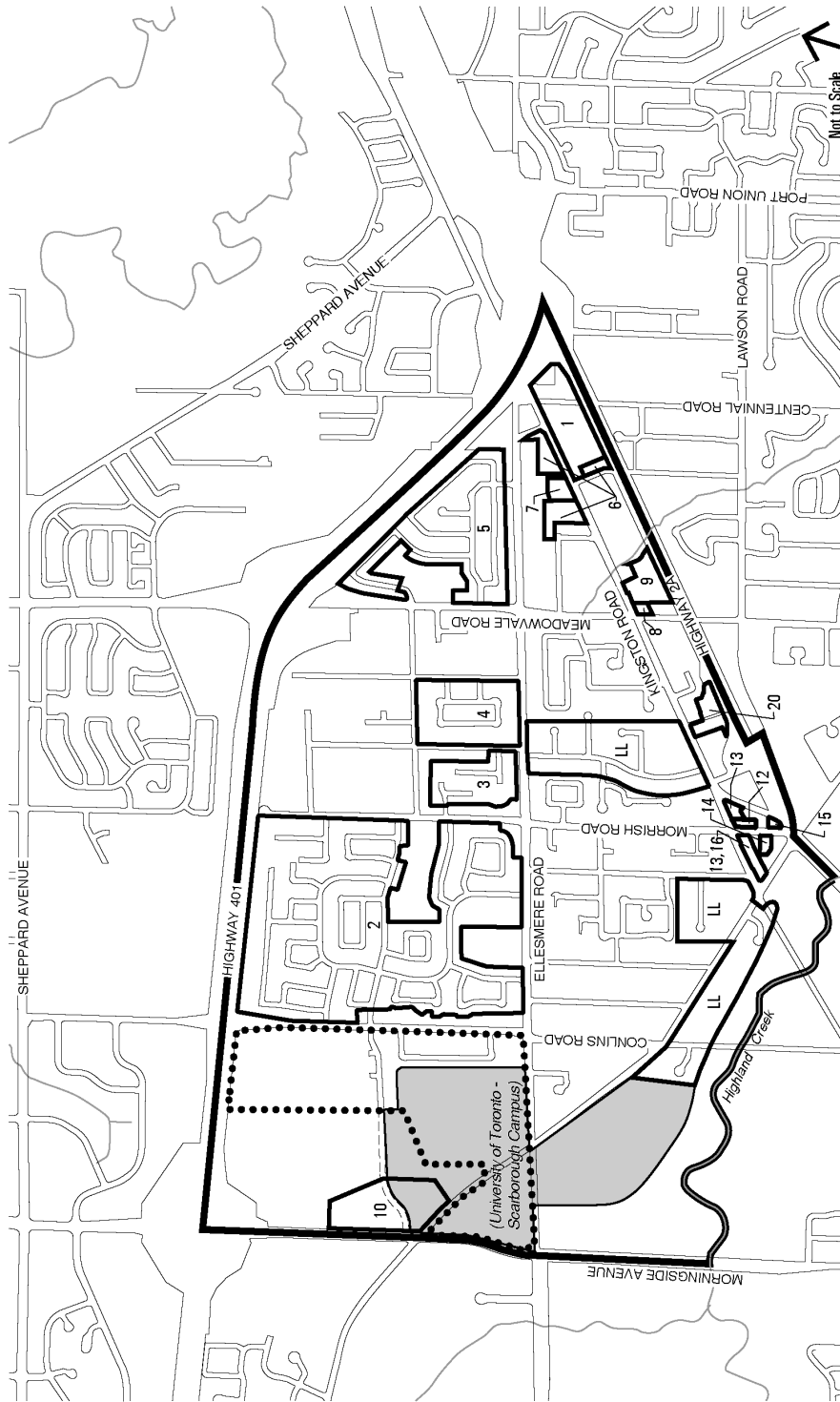
Revisions to Land Use Map 23 to Redesignate lands from Neighbourhoods to Parks and Open Space Areas (Natural Areas)
 Note: This map was extracted from the July 2015 Land Use Plan. For current information refer to the February 2019 data.

**6175, 6183 Kingston Road and
 1,2,4,5,7,10,11 Franklin Avenue**

File # 14 137827 ESC 44 OZ, 14 137838 ESC 44 SB






- | | |
|-------------------------|--------------------------|
| Location of Application | Parks & Open Space Areas |
| Neighbourhoods | Natural Areas |
| Mixed Use Areas | Parks |

↑
 Not to Scale
 02/21/2020



Highland Creek Secondary Plan

MAP 2-1 Urban Structure Plan

-  Secondary Plan Boundary
-  Proposed Road
-  Area 'A'
-  Site and Areas Specific Policies
-  Large Lot Areas

September 2015

Attachment 7: Draft Zoning By-law Amendment (569-2013 as amended)
(Attached as a PDF)

**Attachment 8: Draft Zoning By-law Amendment (10827, as amended)
(Attached as a PDF)**

Attachment 9: Conditions of Draft Plan of Subdivision

STANDARD CONDITIONS

1. The Owner shall enter into the City's standard Subdivision agreement and satisfy all of the pre-registration conditions contained therein.
2. The Owner shall provide to the Director of Community Planning, Scarborough District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to section 40 of the *Assessment Act* or the provisions of the *City of Toronto Act, 2006*. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal.
3. If the subdivision is not registered within 5 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
4. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on July 16, 2013 (Toronto Green Standard Version 2).
5. Prior to the registration of the draft plan of subdivision, the Highland Creek Community Secondary Plan, Site and Area Specific Policy No. 20 and zoning implementing the amended Official Plan shall be in full force and effect.

ENGINEERING AND CONSTRUCTION SERVICES

6. The Owner shall enter into the City's standard subdivision agreement and satisfy all pre-registration conditions.
7. The Owner shall construct and dedicate all roads, road allowances, future right of way extension, turning circles, corner rounding, walkways and 0.3 metre reserves as shown on the Draft Plan to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
8. The Owner shall convey all necessary internal and external easements to the City.
9. The Owner shall convey Block 15 to the City/TRCA as an open space.

10. The Owner shall prepare all documents and convey to the City, at nominal cost, a 5.0 metres widening along the entire Kingston Road frontage of this development site, a 6 metre day lighting triangle on proposed modified Franklin Avenue where it intersects Kingston Road in fee simple, such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access in favor of the grantor until such time as said lands have dedicated as a public highway, all to the satisfaction to the Chief Engineering & Executive Director of Engineering and Construction Services and the City Solicitor.

11. The Owner shall submit a draft Reference Plan of Survey to the Chief Engineer & Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:

a) Be in metric units and integrated to the Ontario Co-ordinate System (3° MTM, Zone 10, NAD 83 CSRS);

b) Delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and

c) Show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.

12. The Owners shall pay all costs for registration and preparation of reference plan(s).

13. The Owner shall conduct an environmental site assessment for lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC).

14. The Owner agrees to pay all costs associated with the City retaining a third-party peer reviewer and submit a certified cheque payable to the City of Toronto in the amount of Eight Thousand Dollars (\$8,000.00) as a deposit towards the cost of the peer review, and to make further deposits in the specified amount as required by the City from time to time, all to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.

15. The Owner is required to apply storm water management techniques in the development of this subdivision to the satisfaction of Engineering and Construction Services.

16. Prior to registration of the plan of subdivision, the Owner shall provide a detailed Pavement Markings & Signage Plan related to the external and internal infrastructure improvements, to the satisfaction of Transportation Services.

17. The Owner shall obtain/verify the municipal addresses that will be required for the purpose of setting up the water account with Toronto Water when application is made for the proposed sewer and or/water service connections (as applicable).

18. The Owner shall initiate the street naming process so that all public streets, private access roads and private walkways shall be named to facilitate access to the units fronting these streets, roads and walkways.

19. Prior to assumption of services by the City pursuant to the subdivision agreement, the Owner agrees to perform all necessary work to complete a Toronto Water Wellness Report to the satisfaction of the General Manager, Toronto Water.

20. Prior to the earlier of the Release for Construction of Services or the Registration of Plan of Subdivision, the Owner agrees to submit environmental assessment reports and a Remedial Action Plan (RAP) to the City; and further receive the City's peer review concurrence, pertaining to all lands conveyed to the City, in fee simple and as easements interests, both internal and external to the subdivision lands

21. The Owner must replace the existing municipal sidewalk along the entire Kingston Road frontage of the development site with a new 2.1 metre wide concrete municipal sidewalk.

22. The Owner shall pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.

23. The Owner shall submit financial security in accordance with the terms of standard subdivision agreement.

24. The Owner is responsible for all costs associated with the installation/alterations of municipal street signage/pavement markings required by this application.

25. The Owner is responsible for all costs associated with the removal of all existing accesses, curb cuts, traffic control sign, etc. along the development site frontage that are no longer required and reinstate the boulevard within the right-of-way in accordance with City standards and to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.

26. Prior to the registration of the plan of subdivision, the owner agrees to include the following warning clauses in all agreements of purchase and sale and/or lease agreements, and registered on title to the satisfaction of the City Solicitor:

"Purchasers are advised that where sidewalks are located adjacent to the curbs or where the ROW width is less than 18.5 metres, sidewalk snow clearing and driveway windrow clearing will not be carried out by the City. It will be the responsibility of the abutting property owner."

"There is a City by-law that prohibits the use of the public boulevard to satisfy parking space requirements. Casual parking (not required parking) is permitted within the confines of that portion of the boulevard within a private driveway, provided that no motor vehicle may be parked in the driveway less than 0.3 metres from the back edge of the sidewalk, or where no sidewalk exists, not less than 2.0 metres from the face of the curb or edge of the roadway. Additional vehicle parking that might otherwise be

available on public streets will be subject to approval and regulations pursuant to applicable By-laws of the City of Toronto.”

27. Prior to final registration of the plan of subdivision, the Owner agrees to provide its Solicitor’s confirmation to the City advising that the clauses set out above have been included in applicable offers of purchase and sale and/or lease agreements to ensure that future occupants are aware of the parking restrictions on these lands.

28. The Owner agree that all lot layouts shall create street frontages such that no driveway entrance shall overlap with the adjacent driveway approach within the boulevard. All driveway entrances shall be constructed (minimum width of 3 metres) to the satisfaction of the Chief Engineer & Executive Director, Engineering and Construction Services.

29. The residential driveways must be designed in accordance with the Ontario Provincial Standard Drawing number OPSD-351.010.

30. Transportation Services retain the right to comment on all transportation issues until revised subdivision plan and site plan has been submitted for review.

31. Prior to the earlier of registration of the Plan of Subdivision or Release for Construction of Services, the Owner shall make satisfactory arrangements with THESL and THESI for the provision of the electrical distribution system and street lighting, respectively, to service the Plan of Subdivision, to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.

32. Prior to the earlier of registration of the Plan of Subdivision or Release for Construction of Services, the Owner shall provide the City with financial security in the amount of 130% of the value of the cost estimate of the street lighting required to be installed to service the subdivision, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services.

CITY PLANNING

33. Prior to the earlier of the registration of the plan of subdivision or acceptance of final engineering drawings, the Owner agrees to provide a detailed fencing plan and landscape plan, (inclusive of details related to the materiality of the fencing), and to make satisfactory arrangements to install noise/acoustic wall and privacy fencing, to the satisfaction of the Chief Planner and Executive Director.

34. Prior to the registration of the plan of subdivision, the Owner agrees to provide a detailed fencing plan showing a Noise Control Conformance stamp by a qualified acoustical engineer to the satisfaction of the Chief Planner and Executive Director.

35. Prior to the registration of the plan of subdivision, the Owner shall post a Letter of Credit as security for the installation of the noise/acoustic walls and privacy fences,

equal to 120% of the value of such items to the satisfaction of the Chief Planner and Executive Director.

36. Prior to the registration of the plan of subdivision, the Owner shall provide a letter from a qualified acoustical engineer certifying that central air conditioning to facilitate necessary noise mitigation recommendations as identified in the Detailed Noise Control Study, prepared by SS Wilson Associates, Consulting Engineers, dated December 9, 2019 or an accepted amended report, to the Chief Planner and Executive Director.

37. Prior to the registration of the plan of subdivision, the Owner agrees to include the following warning clause in the Agreements of Purchase and Sale for Lots/Blocks 6 to 10 and the townhouses fronting the private road within Block 12.

“This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks”.

38. Prior to the registration of the plan of subdivision, the Owner agrees to include the following warning clause in the Agreements of Purchase and Sale for Lots 4 and 5 and the townhouse dwellings fronting Kingston Road within Block 12.

“This dwelling unit has been fitted with provisions, which include a fan forced heating system, suitably sized ducts, plenum, electrical power wiring, thermostatic control wiring, a nearby floor drain, etc. sized to accommodate the future addition of central air conditioning by the occupant at their expense and discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks. Future installation of the air conditioning system should meet the Ministry of the Environment, Conservation and Parks criteria in Publication NPC-216 (a maximum sound level LAS of 50 dBA at the neighbour’s closest point(s) of reception, i.e. at their ground-based outdoor areas as well as at the closest window on any floor level) and other applicable levels specified by the municipality.”

39. Prior to the registration of the plan of subdivision, the Owner agrees to include the following warning clause in the Agreements of Purchase for Lots/Blocks 4 to 10 and the townhouse dwellings fronting the private road and Kingston Road within Block 12.

“Purchasers/tenants are advised that despite the inclusion of noise control features within this development area and within the dwellings, sound levels from increasing road traffic may continue to be of concern, occasionally interfering with some activities of the dwelling occupants as the sound level exceeds the Municipality's and the Ministry of the Environment, Conservation and Parks noise criteria.”

40. Prior to the registration of the plan of subdivision, the Owner agrees to include the following warning clause in the Agreements of Purchase and Sale for the townhouse dwellings fronting Kingston Road within Block 12

“Purchasers are advised that this dwelling unit has been provided with an elevated deck on the south side of the units that is intended for outdoor recreational use by the occupants. The ground floor front yard spaces of the dwelling units on the north side are not intended for use as Outdoor Living Areas, as traffic sound levels due to Kingston Road are in excess of the MECF sound level criteria.”

41. Prior to the subdivision registration, the Owner shall submit and have accepted a landscape cost estimate and provide financial security equal to 120% of the value of to City Planning Division in the form of a letter of credit or certified cheque payable to Treasurer, City of Toronto, to secure the implementation and maintenance of the re-naturalization vegetation plantings on Block 15, to the satisfaction of the Supervisor, the Chief Planner and Executive Director.

URBAN FORESTRY

Private Trees

42. The Owner agrees to submit an application and pay the required application fees, and provide satisfactory replacement trees for the removal of trees that are subject to the City's Private Tree By-law and associated regulations in effect on the date of the approval of the draft plan of subdivision.

43. The Owner acknowledges and agrees that once all site works are complete, including sodding, planting will be implemented in accordance with the approved Tree Replacement Plan and to the satisfaction of Parks, Forestry and Recreation.

44. The Owner agrees to contact Parks, Forestry and Recreation 48 hours prior to the planting of trees on private property or within common areas, and further agrees to plant the trees in accordance with the approved planting plans.

Street Trees

45. Prior to the registration of the plan of subdivision, the Owner agrees to submit an application and pay the required application fees, and provide satisfactory Landscape Plan for the removal of tree(s) that are subject to the City's Street Tree By-law and associated regulations in effect on the date of the approval of the draft plan of subdivision.

46. Prior to the registration of the plan of subdivision, the Owner agrees to provide a street tree planting plan, in conjunction with a composite utility plan that indicates the species, size, and location of all proposed street trees, as these relate to the location of

any roads, sidewalks, driveways, street lines and utilities. The street tree planting plan will be to the satisfaction of Parks, Forestry and Recreation.

47. Prior to the registration of the plan of subdivision, the Owner agrees to post a Letter of Credit in the form and from an institution, acceptable to the City Treasurer, equivalent to \$583 per tree, as a Financial Security, to guarantee the planting including the maintenance of the street trees for a minimum period of two (2) years to the satisfaction of Parks, Forestry and Recreation.

48. Prior to acceptance of engineering drawings by Engineering and Construction Services, the Owner agrees to provide a composite utility plan, showing the location of all underground and above ground utilities, as well as proposed tree planting locations, to the satisfaction of Parks, Forestry and Recreation and Engineering and Construction Services.

49. The Owner agrees to contact Parks, Forestry and Recreation, Tree Protection and Plan Review or his/her designate prior to commencement of street tree planting. The Owner further agrees to plant the street trees in accordance with the approved street tree planting and composite utility plans, to the satisfaction of Parks, Forestry and Recreation.

50. Prior to the registration of the plan of subdivision, the Owner agrees to prepare an information booklet outlining the tree planting strategy within the community and the ongoing responsibilities of the homeowners and the City in order to achieve a successful urban tree planting strategy within the community. This booklet will be prepared to the satisfaction of Parks, Forestry and Recreation and will be distributed to all homeowners for all dwelling units within the Subdivision.

51. Following the planting of the street trees, the Owner agrees to provide a Certificate of Completion of Work and an as-installed plant list in the form of a spreadsheet identifying the street trees, as shown on the approved planting plan, by street address. The as-installed plant list will also include tree species, caliper, condition and specific location of the trees by identifying two points of references (i.e. distances in metres from the curb, sidewalk, driveway, utility pole or pedestal).

52. The Owner agrees to include the following clause in all Agreements of Purchase and Sale and/or Rental Agreements for the Subdivision:

"Purchaser(s) and/or Tenant(s) are hereby advised that they may not receive a street tree in front of their property."

53. Prior to the registration of the plan of subdivision, the Owner agrees to provide its solicitor's written confirmation to the City advising the above noted clause has been included in all Agreements of Purchase and Sale and/or Rental Agreements for the Subdivision.

Toronto Region Conservation Authority

54. Prior to the registration of the Plan of Subdivision and prior to any servicing taking place on site, and, the Owner shall address the comments in TRCA's letter dated June 6, 2018 to TRCA satisfaction.

55. Prior to the registration of this Draft Plan of Subdivision, the Owner shall convey Block 15 to the City of Toronto.

Bell Canada

56. The Owner shall agree in the agreement in words satisfactory to Bell Canada, to grant Bell Canada any easements that may be required for the telecommunications services. Easements may be required subject to final servicing decisions. In the event of any conflicts with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.

57. Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line

Canada Post

58. Prior to the registration of the plan of subdivision, the Owner will consult with Canada Post Corporation to determine suitable locations for the placement of the community mailbox and to indicate these locations on the appropriate servicing plans.

59. Prior to the registration of the plan of subdivision the Owner agrees to erect a 'display Map' in a location deemed acceptable by Canada Post which indicates the location of all Canada Post Community Mailbox site locations as approved by Canada Post in consultation with the City of Toronto.

60. The Owner agrees to include a statement in all Agreements of Purchase and Sale and/or Rental Agreements for the Subdivision which advises the prospective new home owner that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot numbers) of each of these community mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.

Attachment 10: Summary of Public Consultation

Issues raised:

Site Organization

- concern about the adjacency issues created by constructing a rear laneway system next to the existing townhouse development (at 6157-6167 Kingston Road) such as privacy, light spill, noise

Safety and Security

- concern about security associated with a next to the existing townhouse development (at 6157-6167 Kingston Road) and the possibility of erecting privacy fencing

School Board Capacity

- concern about Toronto District School Board capacity and if there was an ability for local schools to accommodate the pupil population that could be generated by this development.

Servicing Capacity

- concern about the adequacy of servicing to accommodate the redevelopment proposal

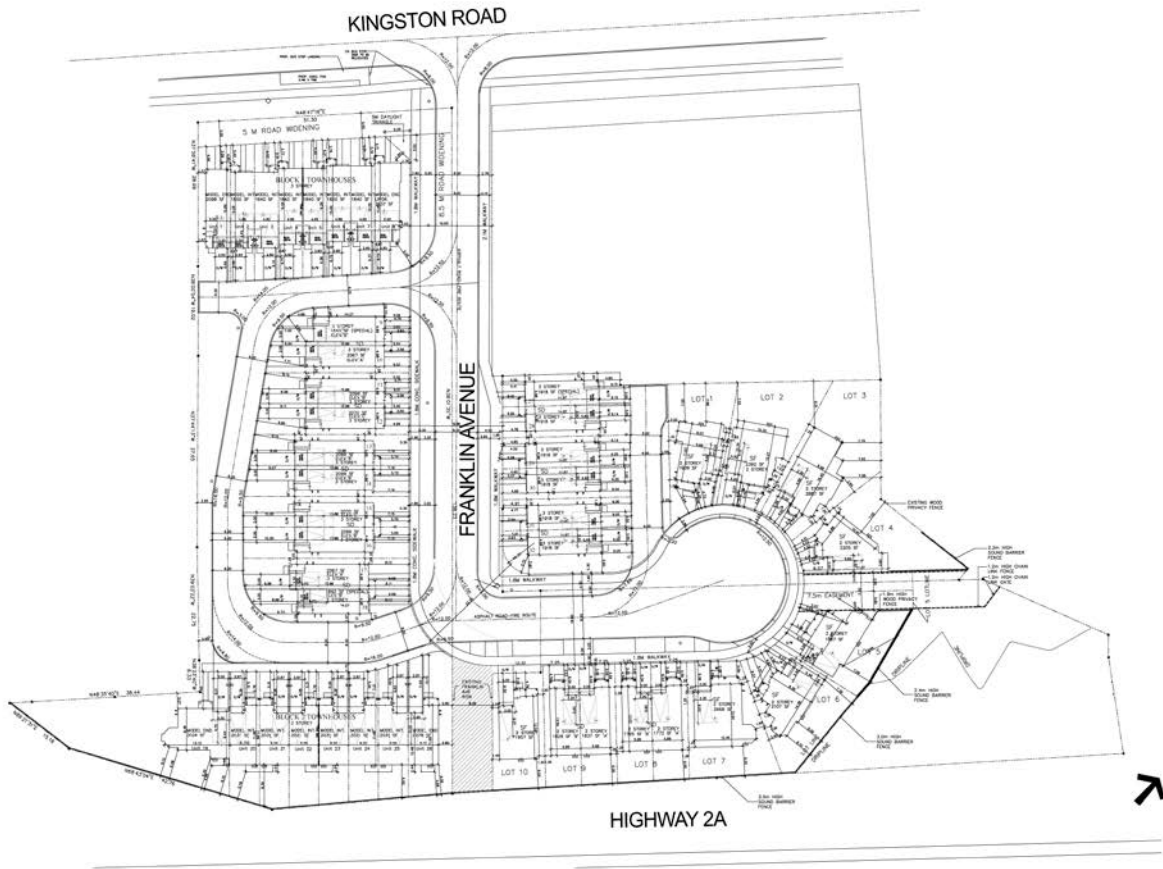
Density

- the application is too dense

Traffic

- the traffic generated by this development will make traffic much worse in the area

Attachment 11: Site Plan



Attachment 12: Draft Plan of Subdivision



Attachment 13(a): Elevations



Block 1 Front Elevation



Block 1 Side Elevation

Attachment 13(b): Elevations



Block 2 Front Elevation

Attachment 13(c): Elevations



Semi-Detached Front Elevation

Attachment 13(d): Elevations



**Model 1939
Lot 1**

Detached Front Elevation