

The proposal would replace an aging social housing stock and intensify land use in close proximity to a subway station in accordance with the recently approved Lawrence-Allen Secondary Plan. An appropriate mix of uses would be provided within different building types with a variety of housing tenure. The development would be phased, contain new public parks and be supported by upgraded transportation and infrastructure systems. Replacement of existing social housing, parkland dedication and public art will be among the matters secured through a Section 37 Agreement.

This report reviews and recommends approval of the application to amend the Official Plan and former City of North York Zoning By-law No. 7625, and recommends the approval of the proposed rental housing demolition. This report also advises that the Chief Planner may approve the Draft Plan of Subdivision subject to conditions that must be satisfied prior to final registration of the M-Plan. A development control framework is recommended with the approval that ensures development does not outpace the provision of infrastructure required to service the proposed revitalization.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Lawrence Heights Secondary Plan, for the lands at 1 Leila Lane, 1-11 & 15-45 Zachary Court and 215-251 Raneer Avenue, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 10 to this report.
2. City Council amend former City of North York Zoning By-law No. 7625, for the lands at 1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive, 1-78 Cather Crescent, 1 Leila Lane, 1-11 & 15-45 Zachary Court and 215-251 Raneer Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:
 - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. The approval of a Public Art Plan carried out in compliance with the Percent for Public Art Program Guidelines for the construction of the proposed market residential units prior to the issuance of

Notice of Approval Conditions for the first Site Plan Control application to be filed for redevelopment of the subject lands.

- b. The rental housing replacement provisions recommended to be secured in the Section 37 Agreement are as follows:
 - i. The provision and maintenance on the site of not less than 233 social housing replacement units for a period of at least 25 years, comprising 154 grade-related units and 79 apartment units, all of which shall have rents geared to income;
 - ii. The 233 replacement social housing units shall be ready and available for occupancy no later than the date by which not more than 80% of the market dwelling units erected on the development site are available and ready for occupancy;
 - iii. The provision of tenant relocation assistance for tenants in the units to be replaced, including the right for eligible tenants to return to a replacement rental unit, with the details of the Tenant Relocation and Assistance Plan to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - iv. The submission of a Construction Mitigation and Tenant Communication Strategy, with a focus on the impact of construction activity for on-site tenants, prior to the issuance of the first building permit (including demolition and/or excavation permit) in each phase of the construction, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - v. The owner shall provide 7 additional three-bedroom rental housing units and 7 fewer four-bedroom replacement rental housing units as part of the redevelopment of the next District in the Focus Area to satisfy the replacement requirements of social housing by bedroom-type for the Northeast District to the satisfaction of the Chief Planner and Executive Director, City Planning; and
 - vi. The owner shall provide 48 grade-related replacement rental units as part of the redevelopment of the next District in the Focus Area to satisfy the replacement requirements of social housing by building type for the Northeast District to the satisfaction of the Chief Planner and Executive Director, City Planning.
- c. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

- i. The owner shall convey a 0.36 hectare parcel of land to the City for parkland purposes beyond the boundaries of the Ranee and Northeast Districts to be identified to the satisfaction of the General Manager of Parks, Forestry and Recreation and such conveyance be secured in an Escrow Agreement to the satisfaction of the City Solicitor and the General Manager of Parks, Forestry and Recreation. In the event an acceptable dedication is not feasible, a cash-in-lieu payment will be made to the City.
 - ii. The owner shall agree not to seek issuance of a building permit until such time as the infrastructure required for the development of each phase as identified in the accepted Functional Servicing Report and Transportation Functional Design is constructed or secured to the satisfaction of the General Manager of Toronto Water and the General Manager of Transportation Services.
 - iii. 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 in October 2009.
 - iv. The owner shall submit for approval a Concept Plan for the Mid-Rise – Allen Road areas with the development applications for the Commons West or the Commons East Districts which reflect the deployment of density on the remaining development blocks to achieve a total density of 3.0 FSI including the density recommended for approval within the Ranee District by this report.
 - v. The owner shall agree to remit all outstanding Planning Application Fees as per the City and TCHC's Memorandum of Understanding, dated November 24, 2010, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Treasurer prior to Site Plan approval being issued for any application filed for redevelopment of the subject lands.
5. City Council approve the application to demolish the 233 existing residential units located at 1-29 and 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive, 1-78 Cather Crescent, 1 Leila Lane, and 1-11 and 15-43 Zachary Court pursuant to Municipal Code Chapters 667 and 363 subject to the following conditions under Chapter 667 which provide for the replacement of rental housing:
- a. The owner shall provide and maintain not less than two hundred and thirty three (233) replacement social housing units on the subject site for a period of at least 25 years, all of which will have rents geared to income, comprising the following:

Unit Type	Number of Units
1-Bedroom Apartment	12
2-Bedroom Apartment	13
3-Bedroom Apartment	54
3-Bedroom Townhouse	64
4-Bedroom Townhouse	71
5-Bedroom Townhouse	19
Total	233

- b. The owner shall provide tenant relocation assistance including the right for eligible tenants to return to a replacement social housing unit to the satisfaction of the Chief Planner and Executive Director, City Planning and as further detailed in the draft Zoning By-law Amendment attached as Attachment 11 to this report;
 - c. The owner shall enter into and register one or more Section 111 Agreement(s) to secure the conditions outlined in (a) and (b) above and as detailed in the draft Zoning By-law Amendment attached as Attachment 11 to this report, to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
 - d. The owner shall enter into and register, a Section 118 Restriction under the *Land Titles Act* (to the satisfaction of the City Solicitor) agreeing not to transfer or charge those parts of the lands, comprising the 233 replacement rental units, without the written consent of the Chief Planner and Executive Director, City Planning or her designate, to assist with securing the Section 111 Agreement against future owners and encumbrances of the lands;
 - e. The owner shall provide detailed floor plans for the replacement social housing units and common amenity areas for the replacement social housing buildings to the satisfaction of the Chief Planner and Executive Director, City Planning; and
 - f. The owner shall prepare and submit a Construction Mitigation and Tenant Communication Strategy, prior to the issuance of the first building permit in each phase of the construction, to the satisfaction of the Chief Planner and Executive Director, City Planning.
6. City Council authorize the Chief Planner and Executive Director, City Planning to issue preliminary approval to the application under Municipal Code Chapter 667 for any of the existing rental housing buildings in any specific phase of the

development after the latest of the following has occurred:

- a. The satisfaction of the conditions outlined in Recommendation 5;
 - b. The Official Plan and Zoning By-law Amendments referred to in Recommendations 1 and 2 have come into full force and effect; and
 - c. The issuance of Notice of Approval Conditions for the development of any phase which requires Site Plan Control approval.
7. City Council authorize the Chief Building Official to issue a Section 111 permit under Municipal Code Chapter 667 after the Chief Planner and Executive Director, City Planning has issued the preliminary approval referred to in Recommendation 6 for any of the existing social housing buildings in any specific phase of the development.
8. City Council authorize the Chief Building Official to issue a permit under Section 33 of the *Planning Act* no earlier than issuance of the first building permit for the development, and after the Chief Planner and Executive Director, City Planning has issued the preliminary approval referred to in Recommendation 6, which permit may be included in the demolition permit for Chapter 667 under 363-11.1, of the Municipal Code, on condition that:
- a. The owner erect a residential building on site no later than three (3) years from the day demolition of the buildings is commenced; and
 - b. Should the owner fail to complete the new building within the time specified in condition (a), the City Clerk shall be entitled to enter on the collector's roll, to be collected in a like manner as municipal taxes, the sum of twenty thousand dollars (\$20,000.00) for each dwelling unit for which a demolition permit is issued, and that each sum shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.
9. Authorize the appropriate City officials to take such actions as are necessary to implement the foregoing, including execution of the Section 37 and Section 111 Agreements.
10. 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 on Attachment 2 to this report subject to:
- a. The conditions as generally listed in Attachment 12 to this report which except as otherwise noted must be fulfilled prior to 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

While there are no direct financial impacts resulting from the recommendations of this report, the costs and financial strategy to support this phase of the Lawrence-Allen redevelopment plan are identified as follows.

City Council adopted a Financial Strategy in 2011 for the implementation of the Lawrence-Allen Secondary Plan that outlined an approach for funding the upgrading and replacing of the municipal infrastructure necessary to service the revitalization initiative. In accordance with the key principles of the Financial Strategy, development can only proceed once the infrastructure required to accommodate it has been identified and funding for such infrastructure has been secured. As part of the annual Capital Budget setting process, affected City Divisions are to give consideration to infrastructure and community facilities required to implement various phases of the redevelopment plan, within their Capital Plans, having regard to their overall priorities and debt target limits.

The 2012 Capital Budget and 2013 – 2021 Capital Plan does not include any funding for capital infrastructure required to support the comprehensive redevelopment recommended within this report (the Ranee and Northeast Districts of the Lawrence-Allen Secondary Plan).

It is estimated that City-wide capital funding in the amount of \$38.2 million (uninflated 2011 dollars) would be required of Toronto Water (\$29.2 million), Transportation Services (\$5.3 million), and Parks, Forestry and Recreation (\$3.7 million) over the 2013 – 2020 period to upgrade and/or replace the municipal infrastructure necessary to service the Ranee and Northeast Districts of the Lawrence-Allen redevelopment. These costs will be considered as part of the 2013 capital budget process.

As part of the 2013 capital budget process, consideration will also be given to the optimal mix of funding sources for the estimated \$38.2 million in capital costs. This will include water rate revenue for the water and sewer infrastructure components, eligible development charges funding, funding from the parkland acquisition reserve fund, and lastly debt financing.

The approval of the proposed Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision does not commit City Council to funding capital improvements required to service the redevelopment provided for by the Lawrence-Allen Secondary Plan. The development control framework being recommended with the approval of these applications ensures that development does not proceed until such time as the appropriate City officials are satisfied that the infrastructure costs are appropriately addressed, and the required infrastructure is either in place or that corresponding funding

has been adequately secured. The proposed development control framework is described in greater detail in the body of this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council has made a number of recent decisions on planning matters with respect to the subject lands.

Current Applications

A Preliminary Report was adopted by North York Community Council at its June 22, 2010 meeting authorizing staff to conduct a community consultation meeting. Community Council directed staff to issue notice of the community consultation meeting to landowners and residents within 120 metres of the site and all interested parties that requested notice through the community consultation process on the Lawrence-Allen Revitalization Study. The decision of Community Council and the Preliminary Report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.NY35.60>

Lawrence-Allen Secondary Plan

At its meeting on November 29, 30 and December 1, 2011, City Council approved Official Plan Amendment 162, the Lawrence-Allen Secondary Plan. At this meeting, City Council also adopted the Lawrence-Allen Community Services and Facilities Strategy, Transportation Master Plan, Urban Design Guidelines and Financial Strategy and endorsed the Infrastructure Master Plan to support the implementation of the Secondary Plan. The decision of City Council can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY11.24>

Following its adoption by City Council, the Secondary Plan was appealed to the Ontario Municipal Board. On July 5, 2012, the Board ordered that Official Plan Amendment No. 162 came into effect as of June 19, 2012, with the exception of the application of Policies 3.1.26 and 3.1.28 to properties known as 50 and 52 Neptune Drive. The OMB Decision can be found at the following link:

<http://www.omb.gov.on.ca/e-decisions/pl120063-Jul-13-2012.pdf>

251 Ranee Avenue – Development Application

On May 27, 2008, City Council approved an Official Plan Amendment (OPA 52) and Site Specific Zoning By-law (505-2008) to permit the construction of a townhouse development at 251 Ranee Avenue, located on the south side of Ranee Avenue, west of Allen Road. The property was subsequently acquired by Toronto Community Housing Corporation. The Official Plan Amendment was superceded by the adoption of the Lawrence-Allen Secondary Plan, but the Site Specific Zoning By-law remains in force

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and permits the development of a seven unit, three-storey townhouse block with accessory garages. The approved development has not been constructed. The City Council decision on this application can be found at:

<http://www.toronto.ca/legdocs/mmis/2008/cc/decisions/2008-05-26-cc21-dd.pdf>

Deferral of Planning Application Fees

At its meeting of February 22 and 23, 2010, City Council adopted a motion authorizing the Chief Planner and Executive Director, City Planning to defer the payment of all planning application fees for Toronto Community Housing in the Lawrence Heights area until such time as the amount of non-profit housing gross floor area in each phase of development is known. The fees will be calculated based on the gross floor area of market housing. By adopting the motion, City Council granted authority to staff to enter into an agreement with Toronto Community Housing setting out the terms and conditions of the fee deferral. The City Council decision on this matter can be found at:

<http://www.toronto.ca/legdocs/mmis/2010/cc/decisions/2010-02-22-cc46-dd.htm>

ISSUE BACKGROUND

Proposal

These applications for Official Plan and Zoning By-law Amendment, Rental Housing Demolition and Replacement and Draft Plan of Subdivision approval propose the redevelopment of 10.6 hectares of land located in the northeast quadrant of the Lawrence Heights Community. The lands under application are identified by the Lawrence-Allen Secondary Plan as the Ranee District (1-11 & 15-45 Zachary Court, 215-251 Ranee Avenue, and 1 Leila Lane) and the Northeast District (1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive, and 1-78 Cather Crescent) as illustrated in Attachment 7.

The proposal involves the demolition of the existing 233 rent-geared-to-income units administered by Toronto Community Housing and comprehensively redeveloping the lands on a realigned street network with 233 replacement rent-geared-to-income units, an additional 824 market residential units, and a 1.1 hectare public park. The replacement rent-geared-to-income residential units are proposed to be a mix of apartments (79 units in three mid-rise buildings), 97 townhouse units in the base of the mid-rise buildings, and 57 freehold townhouses units. For additional site statistics, please refer to the Application Data Sheet presented in Attachment 9.

The proposed redevelopment is illustrated in Attachments 1 and 3 and the proposed Draft Plan of Subdivision is illustrated in Attachment 2. The major components of the proposal are as follows.

Ranee District

The Ranee District comprises two development parcels on either side of Allen Road, south of Ranee Avenue between Flemington Road and Varna Drive. The Draft Plan of

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Subdivision creates two development blocks (Blocks 1 and 3) that are proposed to be rezoned to permit the construction of an 11 storey apartment building on Block 1 and a 12 storey apartment building on Block 3. The proposed buildings are organized around a landscaped courtyard open to Varna Drive or Flemington Road with the tallest portion of the buildings parallel to Allen Road which terrace down to a 3 and 5 storey wings along Rane Avenue to the north and a 6 and 8 storey wings along the proposed new public streets to the south.

The applicant proposes a mix of social housing units and market units in these buildings including apartments and grade-related townhouse units in the base of the buildings consisting primarily of replacement rental units. The Rane Avenue frontage of each building is proposed to contain a limited amount of non-residential uses in proximity to the south entrance to the Yorkdale subway station. The proposed non-residential uses include retail and service commercial as well as office uses that service the local community. Vehicular and service access for Blocks 1 and 3 is taken from the proposed public streets identified as Street "A" and Street "B" in the Draft Plan of Subdivision.

Block 2 on the Draft Plan of Subdivision is proposed to be dedicated to the City to create public parkland as part of the Greenway. The Greenway is a north-south pedestrian and cycling trail on the east side of Allen Road provided for by the Secondary Plan that will create a continuous pedestrian connection between Lawrence Avenue West and Rane Avenue.

Northeast District

The proposed Northeast District involves a significant reconfiguration of the existing street and block pattern in accordance with the approved Secondary Plan as follows:

- A portion of the existing Cather Crescent is proposed to be reconfigured as Street "C" and extended to connect with Varna Drive to the west and align with a pedestrian and cycling connection (Block 12) to the existing Ridgevale Drive right-of-way to the east. Block 4 located north of Street "C" is proposed to contain three-storey townhouse buildings with rear yard laneways for vehicular access and parking.
- Varna Drive is proposed to be extended further south towards Bredonhill Court where it will intersect with a future Street "F", connecting Varna Drive with future Street "C" and Flemington Road. The blocks (Block 6 and 8) created by the new streets are proposed to contain townhouse units three to four storeys high serviced by rear lanes or shared driveways and framing a 1.1 hectare park (Block 7).
- Block 5, on the east side of the Varna Drive extension, is proposed to be rezoned to allow for the construction of an 8 storey apartment building.

Development Phasing

Development on the subject lands is proposed to be constructed in a number of phases (six in all) to minimize disruption to existing residents while providing for the reconfiguration of streets and relocation of infrastructure. The plan for the various phases is presented as Attachment 5.

The proposed phasing starts with the Ranee District, beginning with the construction of an apartment building on Block 1 (phase 1a) followed by the construction of an apartment building on Block 2 and construction of the Greenway park block (phase 1b). Prior to any further development of residential units in the Northeast District, an entire phase (1c) is devoted to the construction of Street “F” and external infrastructure improvements downstream of the subject lands. Subsequent phases in the Northeast District would continue in an easterly direction along the north side of Street “F” with townhouses (1d) and the third mid-rise apartment building (1e), followed by a series of blocks containing freehold townhouses (phase 1f). The park is proposed to be developed with the construction of freehold townhouses on Blocks 4 and 9 as the final phase. A detailed discussion of development controls related to the phasing is found below.

Site and Surrounding Area

The subject lands form part of Lawrence Heights, a public housing community owned and operated by the Toronto Community Housing Corporation. Lawrence Heights was planned and built between 1955 and 1959 as one of a number of projects developed by the Canadian Mortgage and Housing Corporation (CMHC) as model neighbourhoods during a period of severe housing shortage in the Toronto area. Lawrence Heights comprises an area of 60.3 hectares containing 1,208 social housing units. The neighbourhood was designed as a superblock, with looping principal streets and cul-de-sacs organized around a central park and elementary school. Local cul-de-sacs accessed surface parking courts that were an organizing feature of the built form and allowed for the separation of modes of transportation. Through traffic was discouraged, and a separate network of green spaces with pedestrian pathways were intended to allow children to walk to school without crossing a major street.

Bisecting the superblock is W.R. Allen Road, constructed in 1971. The Allen Road right-of-way is approximately 56m wide and contains a six lane highway and open subway tracks. At Lawrence Avenue, Allen Road sits within a 15m deep trench, but as it approaches the interchange with Highway 401, the road and subway are elevated above Ranee Avenue.

Subject Lands

The lands subject to these applications have an area of 10.3 hectares and are located in the northeast corner of the Lawrence Heights neighbourhood and contain 233 rent-g geared-to-income units. These units consist of a mix of two storey single-detached and semi-detached dwellings, two storey townhouses and three storey walk up apartment buildings.

A large number of grade-related units that exist on the subject lands are oriented in a manner that is atypical for the Lawrence Heights neighbourhood in that they take vehicular and pedestrian access directly from the public street. These units are found on the north side of Cather Crescent and the east side of Varna Drive. The remainder of the existing buildings on the subject lands are organized in a manner consistent with the principles which guided the original layout of Lawrence Heights. Townhouses and apartment buildings are organized around vehicular courts accessing surface parking courts between the buildings.

A large number of mature trees exist on the subject lands as a result of the extensive amount of open space between buildings and along pedestrian pathways. Many of these trees were planted with the original development and exist within both the right-of-way and on private property.

The majority of the subject lands are on the east side of Allen Road, with only one block under application on the west side of Allen Road south of Raneer Avenue. This segment of Allen Road and the University-Spadina subway is elevated above Raneer Avenue and acoustical fences exist on both sides of the right-of-way. A significant grade change allows Raneer Avenue to pass beneath Allen Road, within which a pedestrian entrance to the Yorkdale subway station is provided.

Existing uses surrounding the subject lands are as follows:

North: single-detached dwellings fronting on Raneer Avenue and local residential streets. Beyond the single-detached dwellings is the Yorkdale Shopping Centre on the west side of Allen Road and Baycrest Park on the east side.

East: single-detached dwellings on large lots comprising the Lawrence Manor neighbourhood, characterized by curvilinear streets following the pattern created by a central park.

South: low-rise townhouse units and apartment buildings comprising the balance of Lawrence Heights and a large park (Flemington Park).

West: townhouse units that are part of the Lawrence Heights community and single-detached dwellings fronting on Raneer Avenue and other local residential streets organized generally in a grid pattern.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to

grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands fall within the Focus Area of the Lawrence-Allen Secondary Plan.

This Secondary Plan provides the foundation for revitalization of an identified Focus Area that comprises 65 acres of publicly owned land. While the Focus Area is expected to be the centre of redevelopment activity, the majority of the Secondary Plan Area bounded by Lawrence Avenue West, Bathurst Street, Dufferin Street, and Highway 401 is not contemplated for redevelopment or expected to undergo significant physical change.

The Secondary Plan describes a mixed-income, mixed-use neighbourhood which is park-centred, transit-supportive, and well integrated with the broader city. It establishes a new physical plan including new streets and parks, development blocks, and school and community facility sites. The Plan also provides for the full replacement of all 1,208 social housing units within the Lawrence Heights neighbourhood and the construction of 4,400 new residential market units over a 20 year period, while protecting the stability of existing neighbourhoods in the area. Over the full redevelopment of the Focus Area, 4.35 hectares of City-owned parkland will be retained or replaced and additional parkland will be dedicated to meet the City's alternative parkland dedication By-law. Overall, a total of more than 8.8 hectares of parkland will be provided.

The Secondary Plan divides the Focus Area geographically into seven development districts to ensure that development is comprehensively planned (see Attachment 7). The implementation of the Secondary Plan relies on the submission of development applications under the *Planning Act* to ensure that the necessary investment is made in infrastructure, community facilities and the public realm and that development proceeds in an orderly manner. The subject lands discussed in this report include two of these development districts; the Ranee and Northeast Districts.

Land Use and Building Type

Development in the Focus Area is controlled through the assignment of both Land Use Designations and Building Type Areas. Limits to Floor Space Index (FSI) are assigned to each of these areas to appropriately distribute residential units across the Focus Area. The built form policies of the Secondary Plan are supported by the Lawrence-Allen Urban Design Guidelines.

Three of the development blocks (Blocks 1, 3, and 5) under application are designated *Apartment Neighbourhoods "A"*, which provides for apartment buildings and parks, schools, local institutions, and cultural and recreational facilities. Retail, service and

office uses that primarily serve area residents are permitted along Primary Streets and Major Streets.

The two Raneë District blocks are within Mid-Rise – Allen Road Building Type Area. Within this Area, density is limited to a total FSI of 3.0. Block 5 is identified as Mid-Rise – Primary Streets C Building Type Area, which has an FSI limit of 1.5. In both cases, individual development blocks or land parcels may exceed the listed FSI limit, provided there is a corresponding decrease in FSI on other development blocks within the same Building Type Area such that the total does not exceed the limit for the area.

Mid-rise buildings are directed by the Plan to be no taller than the width of the facing street. In most cases, this height is anticipated to be six to eight storeys facing Primary Streets. Where mid-rise building areas are located adjacent to Allen Road, the Secondary Plan provides for mid-rise buildings of up to 12 storeys. Urban design guidelines applying to these buildings articulate the importance of landscaped open space, links to public streets and sufficient space for light and privacy. Buildings adjacent to Allen Road are to provide appropriate noise attenuation from Allen Road and the subway.

A significant portion of the lands in the Northeast District are designated *Neighbourhoods “A”*, which provides for residential uses in low-rise buildings, as well as parks, low-scale local institutions, home occupations, cultural and recreational facilities. The building types provided for by the *Neighbourhoods “A”* designation are townhouses, stacked townhouses, and other low-rise buildings that are no higher than four storeys. Development on blocks abutting lands designated *Neighbourhoods* are limited to townhouses and are restricted to 11m in height. Vehicular access to townhouses from the street is generally discouraged in favour of rear access from public lanes or shared common driveways.

Parks and Open Space

The Secondary Plan provides for a hierarchy of park types with the location of parks identified within the Focus Area. The Secondary Plan identifies the need for a Neighbourhood Park in the Northeast District to create a local community focal point, designed and programmed to serve the surrounding residents. The parks network includes the Greenway, a landscaped multi-use linear park and trail on the east side of Allen Road that is approximately 10 metres wide. The Greenway is intended to accommodate pedestrians and cyclists and with connections to the trail and park systems beyond the Secondary Plan area.

The Secondary Plan provides for development along the Allen Road Corridor to create a built form edge to define and enclose the Greenway and ensure comfort and accessibility. A landscaped setback for development adjacent to the east side of Allen Road is intended to extend, enhance and complement the Greenway. In addition to this public parkland, the Secondary Plan directs development on the west side of Allen Road to provide a publicly accessible walkway and bicycle path connecting north-south over private lands. The design objectives for the Greenway also apply to this publicly accessible private

open space.

Social Housing

A key commitment of the Secondary Plan is the full replacement of all social housing units. The Plan requires that where social housing properties are redeveloped, replacement of the same number of social housing units with similar rents and a tenant relocation and assistance plan will be secured. Redevelopment of existing social housing requires the replacement of the same number of units by bedroom type and new social housing units will generally be of a similar size as the units they replace.

The Secondary Plan provides for all existing grade-related units to be replaced with new grade-related units having private amenity space. New grade-related units may take the form of conventional townhouses, stacked townhouses, or townhouse style units on the ground floor of mid-rise or tall apartment buildings. To ensure the existing low-rise character of the social housing is preserved in the revitalized Lawrence Heights, 60% of the grade-related replacement social housing must be located at grade level in low-rise buildings and at least 25% will be in typical townhouse or other house form buildings. This will provide for a mix of housing forms to accommodate different types of households and household needs.

Transportation

The Secondary Plan focuses on creating a balanced transportation system that provides a range of viable travel choices – walking, cycling, transit and driving – that are seamlessly connected, safe, convenient and affordable. The Lawrence-Allen Transportation Master Plan (TMP) guides the development of the transportation system by identifying infrastructure required to serve existing and future development in the Secondary Plan area.

Development in the area is directed to be generally consistent with transit-supportive principles. The areas surrounding subway stations are directed to be designed as vibrant and human-scaled places with a high quality public realm to promote safe access and encourage transit ridership. Similarly, the surrounding public street and open space networks are to provide pedestrians and bicycles with direct, convenient and attractive connections to the transit system. The subject lands include new sections of the Primary Street network. New segments of the public street network are to be implemented so that the functional integrity of the transportation system is maintained at all times.

The Plan identifies three Neighbourhood Connections, which will be integrated with the larger network of pedestrian and bicycle routes in the Focus Area. The subject lands include one of these, at Ridgevale Drive. Neighbourhood Connections are directed to be universally accessible, highly visible, generously scaled and publicly-owned land to accommodate pedestrians and bicycles, benches, trees, lighting and other high-quality amenities.

Community Services and Facilities

The Secondary Plan provides for new Community Facilities to be built and existing facilities to be renovated, expanded and/or replaced. The policies of the Secondary Plan are supported by a Community Services and Facilities (CS&F) Strategy that identifies specific locations for public schools, a community centre and child care centres within specific development districts in the Lawrence-Allen area. On the lands subject to these applications, the CS&F Strategy also identifies the potential for private, non-profit human service agencies to establish facilities in new buildings as the area redevelops.

Public Realm Master Plan

In accordance with the provisions of the Secondary Plan, the City is currently developing a Public Realm Master Plan to support the implementation of the Lawrence-Allen Secondary Plan. The Master Plan will provide guidance on the design of streets, parks, open spaces, bicycle routes, public art and community buildings so that they are responsive to the local context and to community interests and needs. The Plan will also recommend priority "quick-start" projects for early implementation and identify mid and long range projects for the future.

Zoning

The existing zoning for the subject lands is shown in Attachment 8. The majority of the lands are zoned Multiple-Family Dwellings Fourth Density Zone (RM4). The RM4 zone permits residential uses including apartment house dwellings, townhouse units, duplexes, single-detached dwellings and any other use permitted in the R4 Zone. The minimum front yard setback for residential uses is 7.5m, while the maximum lot coverage for these uses is 35 percent. The maximum building height is 9.2m for grade related residential units and 11.5m for apartment house dwellings.

Permitted non-residential uses in the RM4 zone include hospitals, nursing homes, religious institutions and sanitariums, provided the maximum lot coverage for these uses not exceed 35 percent and the maximum gross floor area not exceed 85 percent.

The lands on the east side of Varna Drive and Cather Crescent are zoned One Family Detached Dwelling Fifth Density Zone (R5), which permits one-family detached dwellings and accessory buildings as well as various recreational and institutional uses.

The lands on the south side of Rane Avenue east of Allen Road are zoned One-Family Detached Dwellings Third Density Zone (R3), which permits single-detached dwellings and accessory buildings. Parks and playgrounds owned and operated by the City or other governmental agencies are also permitted.

On the block west of Allen Road south of Rane Avenue, By-law 505-2008 zones a portion of the land to permit a 7-unit, 3-storey lane based townhouse development providing two parking spaces per unit in accessory garages. The remainder of the block

at the corner of Flemington Road and Ranee Avenue is zoned R3, but is not subject to these applications.

Site Plan Control

Applications for Site Plan Control approval of each development block will be required but have not yet been submitted.

Reasons for the Applications

An application to amend the Official Plan is required to allow City Council to permit development on portions of the west side of Varna Drive and the east side of Flemington Road to exceed the 11 metre height restriction identified in Map 32-8 of the Secondary Plan. An application to amend the Zoning By-law is required to permit the height and density proposed on the blocks south of Ranee Avenue on either side of Allen Road, as well as to establish appropriate performance standards to facilitate the proposal. An application for Draft Plan of Subdivision Approval is required to establish the proposed development blocks, as well as future streets and parkland to be conveyed to the City upon registration. An application under Section 111 of the *City of Toronto Act* is required to permit the demolition of the existing rental housing units and to secure their replacement as required by Official Plan policy.

Community Consultation

A community consultation meeting was held on July 10, 2012 and was attended by 75 members of the public, the local Councillor, representatives of the applicant, Toronto Community Housing Corporation and City staff. A presentation by City staff provided an update on the overall planning process related to the Secondary Plan and provided a context for the current applications. Representatives of TCHC introduced the applications with an emphasis on the phasing of the redevelopment proposed.

The main concern raised at the meeting related to the relationship of the proposed townhouse units with adjacent existing single-detached housing. Those who commented on the proposed rear yard driveways noted the need for appropriate buffering and screening to be provided. Suggestions were made by members of the public related to the placement of the accessory garages along the property line or the provision of suitable fencing and landscaping.

Other issues were raised with respect to the phasing and housing relocations. These questions were directed to representatives of TCHC and were incorporated into the tenant relocation documents filed with the City and discussed in further detail below.

Those who supported the general outlines of the redevelopment provided for by the Secondary Plan indicated a desire for high quality architectural treatment and landscaping as individual development proposals proceed. These matters will be secured through the processing of Site Plan Control applications for individual development blocks.

Agency Circulation

The applications were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate By-law standards and conditions of Draft Plan Approval.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. It promotes an efficient development and land use pattern that accommodates an appropriate range of uses. The proposal intensifies land use within a growth area identified by a recently approved Secondary Plan and provides a mix of housing types required to meet the social, health and well-being requirements of current and future residents. This includes making housing available that is affordable to low and moderate income households. The rezoning promotes densities for new housing that effectively uses infrastructure and public service facilities. The proposal supports existing public transit by locating more dense built form close to the entrance of an existing subway station and the pedestrian and cycling connections provided supports those modes of transportation as well. The proposed zoning standards establish development standards for residential intensification that minimizes the cost of housing and facilitates compact form while ensuring appropriate levels of public safety.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. It intensifies land use within a major transit station area around Yorkdale subway station as provided for by a municipal Official Plan, and provides a mix of uses and open spaces that creates a vibrant neighbourhood. The proposal permits local stores and services, a variety of housing types and parks and open spaces that contributes to the creation of a complete community within the redevelopment area. It supports public transit, walking and cycling for everyday activities, and within the major transit station area generally achieves a higher density than the surrounding area.

Land Use

The proposed mix of uses conforms to the land use designations of the Lawrence-Allen Secondary Plan applying to the subject lands.

The proposed mid-rise buildings in the Ranee District could contain a limited amount of non-residential uses located along primary streets as provided for by the *Apartment Neighbourhoods* "A" designation. The non-residential uses would be limited to the first floor of the mid-rise buildings fronting Ranee Avenue to take advantage of the proximity to the south access to the Yorkdale subway station and enliven the pedestrian realm and serve the local community. The proposed non-residential uses include a grocery store, other retail stores, banks and financial institutions and community agency space.

The mid-rise building on Block 5 within the Northeast District also conforms to the Secondary Plan's *Apartment Neighbourhoods* "A" designation. The residential uses

proposed for the remainder of the Northeast District conform to the *Neighbourhoods “A”* designation as they are provided in a townhouse form.

Density, Height and Massing

The density, height and massing of the proposed development for the Ranee and Northeast Districts were evaluated against the policies of the Lawrence-Allen Secondary Plan and the accompanying Urban Design Guidelines.

Ranee District

The proposed mid-rise buildings in the Ranee District fall within the Mid-Rise – Allen Road Building Type Area of the Lawrence-Allen Secondary Plan which provides for a maximum density of 3.0 FSI across the Building Type Area. The density of the proposal, which is for a portion of the Mid-Rise - Allen Road Building Type Area lands is 3.06 FSI. The Secondary Plan provides for development on individual development blocks or land parcels to exceed 3.0 times provided there is a corresponding decrease on other blocks.

The slight increase in density on the individual blocks under application is appropriate as the built form of the proposal meets the applicable policies and development criteria governing urban design, public realm, building type and built form. It does not represent a large enough increase in density (approximately 1,200m²) to trigger the submission of a Concept Plan for the entire Mid-Rise – Allen Road Building Type Area as provided for by the Secondary Plan. However, a Concept Plan will be required as part of future development applications for the Commons East District or Commons West District to demonstrate the deployment of density on the remaining development blocks to achieve a total density of 3.0 FSI including the density recommended for approval within the Ranee District by this report. This matter will be secured as a legal convenience in the Section 37 Agreement.

The heights of the proposed buildings along Allen Road are 11 storeys for the western block and 12 storeys for the eastern block. Both buildings are within the 12 storey height limit provided for by the Secondary Plan. These heights do not include mechanical penthouses that may project beyond the proposed building envelopes. However, the proposed Zoning By-law will prohibit the height of any mechanical penthouses from exceeding the prescribed heights of Schedule D of the former City of North York Zoning By-law No. 7625 to respect the flight paths for the Bombardier Aerospace runway to the north.

The wings of the buildings fronting the narrower primary streets step down as required by the Secondary Plan. Along Ranee Avenue, the proposed heights on both blocks step down to five storey elements to frame the public street and further step down to three storeys to provide a height transition to adjacent low scale residential properties. Minimal setbacks are provided from the north property line to create an active streetscape and enliven the public realm for grade related non-residential uses. It is anticipated these

setbacks will be treated with hard landscaping to create a high quality pedestrian realm with an opportunity for sidewalk cafes, outdoor displays or building forecourts.

The southern wings would step down to an 8 storey element and further step down to 6 storeys along the Varna Drive and Flemington Road frontages. These proposed 6 storey heights are lower than the width of these primary streets which is consistent with the Lawrence-Allen Urban Design Guidelines. Pedestrian perception step-backs are provided in the building heights along Streets "A" and "B" as directed by the Secondary Plan to ensure an appropriate pedestrian scale along these local streets.

To permit the proposed massing for Blocks 1 and 3, an Official Plan Amendment is required. The OPA amends Policy 3.1.3 of the Secondary Plan by allowing City Council to pass By-laws to permit development on portions of the west side of Varna Drive and the east side of Flemington Road that exceed the 11 metre height, provided that the transition policies of the Secondary Plan are still met. The Amendment maintains the intent of the Secondary Plan's transition policies and strictly limits the geographical scope of the change. This Amendment is presented as Attachment 10.

Generously scaled landscaped open spaces are provided at grade in both blocks as provided for in the Secondary Plan and directed in the Urban Design Guidelines. The proposed courtyards are wider than the heights of the east-west wings of the proposed buildings and are visible from surrounding public streets. The courtyards provide an opportunity for grade-related access to units and outdoor amenity space.

The proposed buildings meet the setback requirements of the Secondary Plan and the Urban Design Guidelines to provide a 2-3m landscaped setback along the east side of Allen Road adjacent to the Greenway. The proposed building on the west side of Allen Road provides a 10m setback to facilitate the construction of a privately owned, publicly accessible open space.

Northeast District

The development proposed on Block 5 conforms to the height and density provisions of the Mid-Rise Area – Primary Streets C Building Type Area. The proposed 8 storey height of the mid-rise building along Varna Drive is less than the width of this primary street right-of-way, and the three storey elements on the south side of Street “C” respect the 75m transition zone that restricts building heights to 11m. Appropriate minimum setbacks to the base of the mid-rise building are provided which adhere to the Secondary Plan Urban Design Guidelines.

The townhouse blocks in the Northeast District would be designed to provide rear lanes or driveways to access parking spaces located in rear-yard garages or front yard integral parking to be provided on lots greater than 6m wide. This creates an appropriate residential streetscape and responds to Secondary Plan provisions to discourage curb cuts and ensure streets are planned to provide generous space for street tree planting. Blocks 4 and 9 abut existing lands designated *Neighbourhoods* and this boundary condition

influences how the townhouses are to be organized. Deeper lots on these blocks can provide an outdoor amenity area in the form of a small back yard with parking provided in accessory garages which the Zoning By-law proposes to limit to the lesser of 1 storey or 3.5m. Shallower lots will likely provide the required parking spaces in garages integral to the unit, accessed via rear lanes or driveways, with amenity space provided on decks and terraces.

Where accessory garages are provided on these boundary blocks, the proposed Zoning By-law permits flexibility in their location but imposes buffering requirements to respond to concerns raised through the community consultation process. Accessory garages may be located at a 0m setback to any property line abutting any low-density zone to buffer the adjacent backyards of single-detached dwellings from the rear yard driveway. However, if an entrance to an accessory garage is proposed to face the property line, a minimum 7.5m setback including a 1.5m landscape strip is required to provide the required buffering. This setback and landscaping would also be required for integral rear-yard garages. This relationship is consistent with the City's Infill Townhouse Guidelines and the Secondary Plan Urban Design Guidelines and achieves an appropriate relationship between the rear-yard townhouse driveways and adjacent single-detached dwellings.

Sun, Shadow and Wind

A sun and shadow analysis was submitted with the proposal. On March 21 and September 21, all three proposed mid-rise buildings primarily would shadow lands within the redevelopment area. The proposed buildings would also allow for the minimum five hour sunlight window for the primary streets (Varna Drive and Flemington Road). The proposed mid-rise buildings within the Ranee District would not project significant morning or afternoon shadow on the equinoxes into the rear yards of single-detached houses on the south side of Ranee Avenue which are designated *Neighbourhoods*. Staff reviewed the conclusions of the sun and shadow studies and are satisfied that the proposal adequately limits shadow impact on adjacent properties designated *Neighbourhoods*, as directed by the Official Plan.

Traffic Impact, Access and Parking

The applicant submitted a Transportation Impact Study including Functional Design drawings and a Functional Servicing Report that analyze the transportation impacts of the proposal and identify the new transportation infrastructure necessary to support development within the subject lands. These reports outline matters related to auto traffic trip generation rates, parking and loading rates and the implementation of the new transportation infrastructure required to service the proposed redevelopment. These reports were reviewed by Transportation Services staff for consistency with the Lawrence-Allen Transportation Master Plan (TMP) adopted by City Council with the Secondary Plan in 2011.

Transportation Network

The Secondary Plan and TMP identify the new network of Primary Streets that is required to create a legible hierarchy of streets with direct and connected travel routes between important places in the neighbourhood. The subject applications include a portion of a primary street (Varna Drive) and a number of local streets (Streets "A" through "F").

Varna Drive is an important north-south Primary Street between Lawrence Avenue West and Raneer Avenue for both the existing and revitalized community and is also the route for the local TTC bus service. The full realignment of Varna Drive as envisioned by the TMP cannot be fully implemented until the areas outside of the subject lands are redeveloped. To maintain the integrity of the transportation network through the redevelopment of the subject lands, Street "F" is to be built to a standard beyond what is expected for a local road by the TMP. The additional pavement widths proposed for Street "F" will allow it to operate as a primary street on an interim basis. This will preserve the integrity of the north-south route until such time as the ultimate alignment of Varna Drive is constructed in a future phase. From a phasing perspective, the existing Varna Drive will not be closed as a public highway until such time as Street "F" is constructed and operational to the satisfaction of the General Manager of Transportation Services.

The remainder of the local streets (Streets "A" through "E") will service development blocks and create a fine grain network of local travel routes for all modes of transportation. Streets "A" and "B" provide access to parking and loading areas for the mid-rise buildings proposed within the Raneer District. The remaining local streets frame the neighbourhood park, providing surveillance and travel routes to this important destination.

Intersection Improvements

The submitted TIS identified the implementation of a number of transportation improvements necessary to support the proposed development as follows:

- Signalization of the intersections of Flemington Road and Raneer Avenue as well as Varna Drive and Raneer Avenue;
- Intersection modifications at Bathurst Street and Raneer Avenue to add eastbound and northbound left turn lanes; and
- Signal timing improvements at the intersection of Varna Drive and Lawrence Avenue West and the addition of an advanced eastbound phase.

Transportation Services staff reviewed these proposed improvements and determined that they are consistent with those anticipated by the TMP. The signalization of the intersections of Flemington Road and Raneer Avenue and Varna Drive and Raneer Avenue are recommended to be completed concurrently with the initial phase of development within the Raneer District.

The construction of intersection improvements at Bathurst Street and Ranee Avenue are also recommended to be in place with the development of the Ranee District. The signal timing improvements at Varna Drive and Lawrence Avenue West are considered appropriate to improve access to the community prior to Varna Drive being realigned as envisioned by the TMP. Transportation Services staff recommend this improvement be implemented through the redevelopment of the subject lands.

Pedestrian and Cycling Improvements

Block 10 is provided as a pedestrian and cycling connection to the adjacent residential neighbourhood. This neighbourhood connection and the portion of the Greenway provided within the Ranee District support a Secondary Plan objective of creating a transportation network that encourages pedestrian and cycling trips within the neighbourhood to important locations such as the neighbourhood park or the subway station.

The design of this pedestrian connection will be determined by the Public Realm Master Plan and secured through the Site Plan Control process for adjacent development blocks. The Public Realm Master Plan will also determine the design of the streetscape along public streets that will be secured through the review and final approval of the Plan of Subdivision.

Parking and Loading

Transportation Services staff recommend minimum and maximum parking rates for inclusion in the Site Specific Zoning By-law based on proposed land uses, proximity to transit facilities and other Transportation Demand Management measures. Residential parking rates will be secured in the proposed Site Specific Zoning By-law by bedroom count, while parking for non-residential uses will be determined on the basis of gross floor area of land use.

All parking for mid-rise buildings would be provided in below grade parking garages as required by the Secondary Plan. Parking for townhouse units would be provided on site, with required visitor parking to be provided on site or on a lot within 325m of the proposed unit. This provides an opportunity for visitor parking to be provided in a flexible manner and reduces the need for paved areas in residential areas.

On site loading spaces will be required for the proposed mid-rise buildings and will be provided in accordance with the uses proposed within those blocks. The Site Specific Zoning By-law will also secure bicycle parking for the proposed mid-rise buildings for both residential and non-residential uses.

Traffic Certification

In accordance with Policy 4.7.2 of the Secondary Plan, the applicant has provided certification that the proposal can be accommodated by the existing and planned

transportation infrastructure in the Secondary Plan area, sufficient parking can be provided and development blocks can accommodate appropriate site plans to achieve the transportation goals of the Secondary Plan. This has been reviewed and accepted by Transportation Services staff.

Servicing

The applicant submitted a detailed Functional Servicing Report (FSR) and Stormwater Management Report outlining the infrastructure upgrades necessary to support the intensification proposed on the subject lands. These improvements were both local (within the subject lands) and external (downstream of the subject lands) in nature. The review of these reports by Technical Services staff was guided by the Infrastructure Master Plan (IMP) endorsed by City Council with the adoption of the Secondary Plan in 2011.

The IMP is a technical resource to support the Secondary Plan, but does not provide the level of detail necessary to determine the order of development in a phase by phase manner. The submitted Functional Servicing Report builds on the recommendations of the IMP to ensure that the identified infrastructure upgrades are provided in accordance with the following general principles:

- All below-grade servicing infrastructure is to be provided within public right-of-ways to alleviate issues related to public infrastructure below private lands as currently exists in the community;
- Below-grade servicing infrastructure upgrades should be integrated with the provision of improvements to above grade transportation infrastructure to provide a cost-effective implementation; and
- All downstream infrastructure (beyond the lands under application) is to be sized to provide capacity for the ultimate build-out of the Focus Area so construction of this infrastructure is only undertaken once.

These principles for the provision of local and external infrastructure upgrades creates the capacity necessary to implement the development proposed by these applications, but also creates the infrastructure necessary to support the development of subsequent districts in the Focus Area in a cost-effective manner.

In addition to identifying the upgrades necessary to support the development proposed by these applications, the Functional Servicing Report presents a level of detail necessary to secure the phase-by-phase implementation of these upgrades to allow development to proceed in an orderly fashion. While local infrastructure is generally tied to the development of adjacent blocks, external infrastructure improvements have been identified as required to support the proposed development.

The development of the Ranee District requires upgrades to the below-grade servicing infrastructure external to the subject lands and downstream of the Focus Area south of Lawrence Avenue West to the trunk connection point on Hillhurst Boulevard. These upgrades to the ultimate sizing provided for by the IMP creates capacity for the full

build-out of the Focus Area, and also provides relief to existing infrastructure constraints within the community.

The development of the Northeast District also requires upgrades to below-grade servicing external to the subject lands, but within the Lawrence-Allen Secondary Plan Focus Area. These identified improvements are within the Flemington Road and Replin Road right-of-ways and are required to be constructed concurrently the construction of Street "F" within the subject lands (Phase 1c). By constructing these below-grade external infrastructure improvements at the same time as the construction of this important piece of transportation infrastructure, the development of the Northeast District is effectively held until these elements are in place. As the affected portions of Flemington Road and Replin Road lie beyond the boundaries of these development applications, staff are exploring interim treatments for the reconstruction of these roads that will ensure an appropriate treatment of the streetscape in accordance with the ultimate condition while minimizing throwaway costs.

The Functional Servicing Report has been reviewed and accepted by Technical Services staff as it relates to the identification of infrastructure required to service the proposed intensification. It has been used to develop a detailed phase-by-phase cost estimate that refines the Order of Magnitude cost estimates provided with the Lawrence-Allen Secondary Plan Financial Strategy. These refined cost estimates have been reviewed by Technical services staff and provided to the affected City Divisions for consideration as provided for by the Financial Strategy.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The subject lands are in an area with 0.8-1.56 hectares of local parkland per 1,000 people. The lands are in the middle quintile of current provision of parkland. The lands are also subject to the policies and provisions of the Lawrence-Allen Secondary Plan. The lands are in a parkland priority area as per Alternative Parkland Dedication By-law 1020-2010.

The Lawrence-Allen Secondary Plan outlines the proposed network of parks and open space surrounding a central park. The existing parks within the Focus Area (approximately 4.35ha) will be replaced and new parkland will be dedicated to accommodate future growth resulting in a larger and more cohesive parks system of approximately 8.8 hectares. The Secondary Plan also establishes a comprehensive framework for the requirements, approach and tools by which parkland is to be accounted for and conveyed to the City. In reviewing development applications within the Focus Area, the City will satisfy these requirements via parkland dedication.

At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, a total of 1.1 hectares of parkland is required for the market units while the required TCHC replacement rental housing is exempt. The total required parkland dedication represents 14.8% of the site. To facilitate the redevelopment of the area, approximately 0.46

hectares of existing parkland will be rezoned for development and is required to be replaced. This includes 0.33 hectares of Varna Park and 0.13 hectares of the parkway link to Flemington Park. The total parkland requirement for the subject lands (dedication and replacement of existing) is therefore 1.56 hectares.

Within the subject lands, a new 1.1 hectare Neighbourhood Park (Block 7) is proposed as well as a 0.13 hectare portion of the Greenway (Block 2) for a total of 1.23 hectares. As the Secondary Plan Focus Area is being developed in a series of phases, there are challenges related to the dedication of future park blocks as they currently contain residential units that will not be demolished until tenants are relocated. The proposed phasing plan (Attachment 5) indicates that the Neighbourhood Park (Block 7) will not be conveyed to the City until the final phase.

Throughout each phase of development on the subject lands there will be an ongoing shortfall of required parkland dedication. These will be substantially satisfied upon the conveyance of Blocks 2 and 7 to the City. At the end of the re-development of the Raneer and Northeast Districts there will still be a parkland shortfall of 0.36 hectares, which will be provided later on other TCHC land within the Focus Area.

To comply with the requirements of the Secondary Plan, as well as Section 42 and 51 of the *Planning Act* and Section 415 of the Toronto Municipal Code, these temporary parkland shortfalls will be secured through escrow agreements. While it is anticipated they will remain in escrow until such time as the lands are available to be conveyed, the City may register these parkland transfers at any time in its discretion. If acceptable escrow conveyances are not feasible, cash-in-lieu payments will be made.

Rental Housing

Section 111 of the *City of Toronto Act, 2006* authorizes City Council to regulate the demolition and conversion of residential rental properties in the City. By-law No. 885-2007 (also known as the Rental Housing Demolition and Conversion By-law), which established Chapter 667 of the Municipal Code, was enacted by City Council on July 19, 2007.

The By-law makes it an offence to demolish the whole or any part of a residential rental property where there are six or more dwelling units, unless approval has been granted for a Section 111 permit for the demolition. In addition, approval of related planning applications, such as Official Plan or Zoning By-law Amendment applications, should be conditional upon the applicant receiving a Section 111 permit. City Council may impose conditions on the approval of the Section 111 permit, which typically involve the replacement of rental housing and assistance to any tenants affected by the proposed demolition. The conditions are based on the Official Plan policies and established practices the City has in place when considering rental housing demolition. City Council's decisions on the approval or refusal of a Section 111 permit are not subject to appeal to the Ontario Municipal Board.

If the demolition of rental housing is approved under Municipal Code 667, approval to issue a demolition permit for residential buildings under Municipal Code 363 and Section 33 of the *Planning Act* is also required.

Social Housing Replacement

A total of 233 social housing units currently exist on the subject lands. In support of the subject applications, the applicant submitted a Housing Issues Report on behalf of the Toronto and Community Housing Corporation (TCHC) and subsequent addenda have been reviewed by City staff.

TCHC is proposing to replace all 233 units within the redevelopment of the subject lands. The existing and proposed replacement social housing units are outlined in the following table:

Units	Existing	Proposed
1-Bedroom Apartment	12	12
2-Bedroom Apartment	13	13
3-Bedroom Apartment	6	54
3-Bedroom Townhouse	119	64
4-Bedroom Townhouse	64	71
5-Bedroom Townhouse	19	19
Total	233	233

TCHC is proposing to construct seven more 4-bedroom units and seven fewer 3-bedroom units than currently exist to take advantage of available floor space for larger sized units. The Secondary Plan policies require that over the course of the revitalization of the Focus Area, the same number of units by bedroom type will be replaced as exists on the site today. During a subsequent phase of the Lawrence Heights revitalization, TCHC will be required to replace seven more 3-bedroom and seven fewer 4-bedroom units than currently exist. This requirement will be secured in the conditions of the Section 37 Agreement.

The subject lands contain a mix of low-rise building types. There are currently 31 apartment units and 202 single-detached, semi-detached or townhouse units. Given the high proportion of grade related units on the subject lands, the full replacement of grade related units cannot be achieved within the redevelopment of these Districts. TCHC is proposing to replace a total of 154 grade-related units by providing 57 free-standing townhouses and 97 townhouse-style units in the base of the mid-rise apartment buildings. The units in the base of the apartment buildings would have direct access to an associated private outdoor space. The remaining 48 grade related units necessary to satisfy the Secondary Plan policy on social housing replacement are proposed to be provided in subsequent development phases and will be secured in Section 37 and Section 111 Agreements.

Existing unit sizes range from approximately 56m² for a 1-bedroom apartment to 172m² for a 5-bedroom detached house. These unit sizes were typical for the time they were built but are not feasible or efficient to replicate in the revitalized Lawrence Heights. Designs for new units will offer a more effective use of space allowing for smaller sized units than currently exist. Replacement social housing unit sizes will range from 50m² for a 1-bedroom apartment to 121m² for a 5-bedroom townhouse.

Phasing of Social Housing Units

Over half the social housing units will be replaced in the first few phases of development, ensuring that tenants will be able to move to new replacement housing early in the redevelopment of the Focus Area. The remaining social housing replacement units will be constructed at the same pace of development as the market condominium units. The City will secure through legal agreements that all the social housing replacement units will be built and ready for occupancy prior to not more than 80% of the market housing units being ready for occupancy at the conclusion of the redevelopment.

Tenure and Income Mix

One of the key objectives of the Secondary Plan is ensuring that redevelopment facilitate a mixed income and tenure community. Specific provisions were included to enable TCHC to locate social housing replacement units in condominium buildings. As part of the subject proposal, TCHC is proposing to provide a number of the social housing replacement units in buildings with market condominiums. These units will be provided as grade-related housing and located on the ground floor of a building or in a wing of a building.

TCHC advised they will continue to look for creative and innovative ways to provide as diverse a housing mix as possible between social housing and market condominium units. TCHC has advised they expect to also receive input from future development partners as plans progress to maximize the potential for mixed housing.

Tenant Relocation and Assistance Plan

THCH developed a comprehensive tenant relocation and assistance plan that has been submitted to the City for review. The key principles of this plan include:

- The right to a new replacement social housing unit;
- Zero displacement, which will provide tenants with the option to remain in the Lawrence Heights community during redevelopment by moving to another unit within the community;
- Provision of moving assistance, including moving services and other support to assist with moving to a temporary and new replacement unit;
- A minimum of 5 months notice prior to having to move; and
- Equitable and transparent selection of temporary relocation and new replacement units.

Tenants may not initially be offered a unit for which they are eligible for due to the previously noted deficiencies in bedroom type or grade related units or the lack of eligible units at the time of relocation. The tenant relocation plan gives these tenants priority to a social housing replacement unit that meets these criteria in the next phase of revitalization. The Tenant Relocation and Assistance Plan will be secured through conditions of the Section 37 Agreement.

Securing Social Housing Replacement

The replacement social housing units will be secured as social housing for a period of at least 25 years, during which time no application can be made to demolish or convert to non-social housing purposes (such as condominium tenure). After the 25 year period has expired, the units will continue to be social housing, but Toronto Community Housing would have the right to apply to convert or demolish the units. Any such application would have to meet the requirements of provincial social housing legislation, the City's Official Plan and Secondary Plan housing policies, and any related by-laws, in place at that time.

Tenant Consultation

Numerous tenant open houses and tenant relocation meetings and workshops were held during the fall of 2011 and spring of 2012. City and TCHC staff provided tenants with information on the proposed redevelopment and the tenant relocation process. Tenants were supportive of the redevelopment, and in particular plans to create mixed income buildings. TCHC has committed to continue to consult with tenants as redevelopment proceeds.

Real Estate

The implementation of this revitalization initiative requires a number of real estate transactions to be undertaken between the City and Toronto Community Housing Corporation (TCHC). Existing roads and parkland owned by the City would no longer be required with the proposed redevelopment of the lands and are intended to eventually become part of future development blocks. The main pieces of City-owned lands that would become part of future development blocks in the subject lands are the existing Varna Park at the corner of Varna Drive and Ranee Avenue, and the existing Varna Drive right-of-way. The remainder of the City-owned lands proposed to be conveyed are the various parking and access courts servicing the existing development.

It is intended that all City-owned lands within the lands under application will be conveyed to TCHC through the usual declaration of surplus and disposal approval process and, in the case of existing public highways, the usual road closing process. When initiating the Site Plan control process for a particular phase, TCHC will request the City to declare surplus and authorize the conveyance to it of any City-owned lands within the phase. If the land in question is part of a public highway, TCHC will also request City Council to enact a by-law to permanently close the highway so it can be conveyed to TCHC. The conveyance of all lands to TCHC will allow the Corporation to

be the sole owner of lands to be registered as a final Plan of Subdivision (M-Plan) and creates a clearer M-Plan that reflects the future layout of the neighbourhood. It also ensures a more streamlined approach to the environmental clearances required prior to the City taking ownership of land to be dedicated by final registration. When the conditions of Draft Plan of Subdivision Approval are cleared, the registration of the M-Plan will create the required right-of-ways, parks and pedestrian connections to be conveyed to the City. At the conclusion of the development of the subject lands, when all M-Plans are registered, the amount of City-owned land within the neighbourhood will increase in the form of additional right-of-ways, neighbourhood connections and parkland.

Plan of Subdivision

The proposed Draft Plan of Subdivision establishes a series of development blocks, new and aligned public right-of-ways and blocks to be conveyed to the City as parkland or neighbourhood connections. The proposal appropriately addresses the matters that an approval authority must have regard to in considering a Draft Plan of Subdivision as outlined by Section 51 of the *Planning Act*. It appropriately subdivides the lands for the proposed uses and conforms to both the City's Official Plan as well as adjacent Plans of Subdivision. It contains adequate public highways to service the lands and aligns with adjacent existing public highways (Varna Drive, Flemington Road and Raneer Avenue). It appropriately identifies lands to be conveyed for parkland and other public purposes and provides appropriately sized blocks for the proposed development.

For these reasons, in accordance with the delegated approval under By-law 229-2000, the Chief Planner intends to approve the Draft Plan of Subdivision, as generally illustrated on Attachment 2 when the Official Plan and Zoning By-law Amendments are in force for the subject lands. The Draft Plan of Subdivision approval will apply to all the subject lands, and a condition of that approval will be that the owner enters into a Subdivision Agreement with the City to be registered against all the subject lands. The Subdivision Agreement will contain a number of conditions to be satisfied prior to the registration of a final M-Plan related to the completion of real estate transactions, the construction of infrastructure to the City's satisfaction, and undertaking environmental site assessments on all lands to be conveyed to the City.

The final M-Plan cannot be registered entirely at once because it cannot be registered over existing public highways that have not been permanently closed. The registration of an M-Plan also automatically conveys highways to the City if they are labelled as streets, some of which would contain existing rental housing units. To ensure the orderly development of the subject lands, it is intended that the M-plans be registered in phases equivalent to the phases of development proposed by these applications. The release of these M-Plans for registration will be governed by the conditions of Draft Plan of Subdivision Approval as well as specific pre-registration requirements laid out in the Subdivision Agreement. It is anticipated that six M-Plans will need to be registered and the conditions previously discussed must be addressed prior to each registration. The Conditions of Draft Plan of Subdivision Approval presented as Attachment 12 may be refined or added to as review of the applications proceed.

Phasing and Development Control

A number of matters will be secured through the development control framework, including rental housing demolition and replacement, parkland dedication, real estate transactions and the provision of infrastructure. These matters will influence how the revitalization can be paced and to ensure orderly redevelopment it is necessary to secure the provision of infrastructure required to service the revitalization. New housing units cannot be developed without the requisite roads, sewers and water mains in place and the revitalization of the area into a mixed use, mixed income community relies on significant City reinvestment in infrastructure and community facilities. The principles of this reinvestment were established in the Lawrence-Allen Secondary Plan Financial Strategy, adopted by City Council in 2011.

The incremental nature of the proposed development via six phases requires a comprehensive approach to development control. The development control framework must ensure the proposed development is undertaken in an orderly fashion at a manageable pace and that the matters necessary to support the redevelopment of the subject lands are properly identified and secured. The development of the subject lands will be controlled through the use of development agreements pursuant to Section 37 and Section 51 (Subdivision) of the *Planning Act* in concert with conditions of Draft Plan of Subdivision approval and clauses within the implementing Site Specific Zoning By-law. These implementation tools provide the refined approach necessary to control the pace of development consistent with the policies of the Lawrence-Allen Secondary Plan and the approach set out in the approved Financial Strategy.

In support of the proposal, the applicant has submitted a Functional Servicing Report and Transportation Functional Design that identify all required roads and infrastructure for each phase of development, including external improvements to transportation and servicing infrastructure. Building on this, the applicant has worked with City staff to develop a detailed Phasing and Costing Plan that provides year-over-year costing for the supporting infrastructure. This Phasing and Costing Plan and associated cost estimates have been reviewed and accepted by City staff. The year-over-year capital costs recommended by the Phasing and Costing Plan are being included in the 2013-2023 Capital Budget submissions by the affected City Divisions (Toronto Water, Transportation Services and Parks, Forestry and Recreation).

The development control framework will co-ordinate development so that it does not proceed in advance of outlined year-over-year capital costs required to achieve the objectives of this initiative. Staff are recommending that the City enter into an agreement with Toronto Community Housing Corporation pursuant to Section 37 of the *Planning Act*. The Section 37 Agreement would contain conditions outlining the infrastructure required for the development of each phase that must be secured to the satisfaction of the General Manager of Toronto Water and the General Manager of Transportation Services prior to the issuance of a building permit for the phase that triggers the need for the identified infrastructure. The Section 37 Agreement will require the owner to agree that it will not seek the issuance of a building permit until such time as these City officials are satisfied that the required infrastructure is in place. The conditions of the Section 37

Agreement are part of the proposed Site Specific Zoning By-law for the subject lands. The proposed Zoning By-law will also contain a clause restricting the construction of buildings above grade until such time as municipal services, including all required public roads, water mains and sanitary sewers, are installed and operational. Restricting the issuance of building permits until infrastructure is in place to the satisfaction of the appropriate City officials will effectively co-ordinate development with the year-over-year capital plans of the affected divisions.

The Conditions of Draft Plan of Subdivision Approval (Attachment 12) will supplement the Zoning By-law and Section 37 Agreement in the development control framework, particularly for phase 1c. In this phase, infrastructure will be required in the form of a new street and external sanitary sewer improvements, but no new building permits for housing units will be issued. The Conditions of Draft Plan of Subdivision Approval allow the City to hold the registration of the M-Plan until all of the necessary conditions have been satisfied. In addition to the conditions of Draft Plan Approval, the Subdivision Agreement will contain a greater level of detail as to the requirements of construction or securing of infrastructure prior to the release of an M-Plan for final registration.

In the case of Phase 1c, Street “F” is required to be constructed before the existing Varna Drive can be closed in order to maintain the integrity of a collector road connecting Lawrence Avenue West and Raneer Avenue. Downstream sanitary improvements are also to be constructed as part of this phase. The proposed development control framework would hold registration of the M-Plan for Phase 1c until Street “F” is constructed to the satisfaction of Transportation Services and the downstream improvements are constructed to the satisfaction of Toronto Water.

When these conditions are cleared and the M-Plan for Phase 1c is registered, the right-of-way for Street “F” will be conveyed to the City as a dedicated public highway. Without Street “F” as a public highway, Transportation Services would be unable to surplus the existing Varna Drive as it would still be required as an open public highway to maintain the integrity of the street network. The existing Varna Drive right-of-way forms part of the development blocks of Phases 1d and 1e – the first two phases of the Northeast District. Without the Varna Drive right-of-way lands, the next two phases cannot be constructed.

This process secured by the proposed development control framework aligns with the implementation principles of the Lawrence-Allen Secondary Plan Financial Strategy adopted by City Council. Development permissions remain tied to the securing or provision of infrastructure improvements identified by the accepted Functional Servicing Report and Transportation Functional Design. The detailed Phasing and Costing Plan based on these reports was developed collaboratively by the City and the applicant and ensures a clear financial picture of the infrastructure necessary to support the development.

The Phasing and Costing Plan includes a year-over-year costing of the required infrastructure. Transportation Services, Toronto Water and Parks, Forestry and

Recreation have included \$38.2 million (uninflated dollars) for consideration in their 2013-2022 Capital Budget Submission being considered by City Council in January, 2013 to advance both the Ranee and Northeast Districts of the redevelopment (Toronto Water - \$29.2 million, Transportation - \$5.3 million, Parks, Forestry and Recreation - \$3.7 million). The proposed development control framework ensures the lands under application are comprehensively planned but incrementally implemented as the identified infrastructure required to support the redevelopment is secured and funded through the City's Capital Budget.

Site Plan Control

These applications represent the first phase of the broader redevelopment of the Lawrence Heights neighbourhood. Development on the subject lands is proposed to proceed in a number of phases. For each phase, individual applications for Site Plan Control approval will be submitted that will secure, amongst other matters, architectural and landscaping details, vehicular and pedestrian access and building materials.

Public Art

Public art is encouraged by the policies of the Secondary Plan to contribute to the local identity, enhance the character and reflect the creative diversity of the Secondary Plan area. Public art is to be secured through the development approval process. The Lawrence-Allen Urban Design Guidelines identify the Ranee District development blocks and the south entrance to the Yorkdale subway station as potential public art locations. The development of public art strategies well in advance of development can produce more effective results than considering art on a site by site basis. The owner will be required to prepare a Public Art Plan for submission and approval by City Council prior to the issuance of Notice of Approval Conditions for the first Site Plan Control application filed for redevelopment of the subject lands. This community benefit will be secured through the Section 37 Agreement.

Section 37

The Section 37 Agreement is a key instrument in the development control framework. The Agreement will secure the replacement of the existing social housing stock and provide public art. As a legal convenience, it also part of the framework that will ensure that the rate of development does not outpace the available capital funding for the necessary infrastructure improvements and will secure parkland that will be conveyed to the City in future phases.

It is intended that the Section 37 Agreement will be registered on all TCHC owned lands within the Lawrence-Allen Secondary Plan. This will facilitate ensuring that the deficiency in replacing housing unit type in the first phase is secured in future phases of the Lawrence Heights revitalization. The Section 37 Agreement will also be used to secure parkland in a future phase outside the subject lands to fulfil the parkland dedication requirement for these lands.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

1. The approval of a Public Art Plan carried out in compliance with the Percent for Public Art Program Guidelines for the construction of the proposed market residential units prior to the issuance of Notice of Approval Conditions for the first Site Plan Control application to be filed for redevelopment of the subject lands.

The rental housing replacement provisions recommended to be secured in the Section 37 Agreement are as follows:

1. The provision and maintenance on the site of not less than 233 social housing replacement units for a period of at least 25 years, comprising 154 grade-related units and 79 apartment units, all of which shall have rents geared to income.
2. The 233 replacement social housing units shall be ready and available for occupancy no later than the date by which not more than 80% of the market dwelling units erected on the development site are available and ready for occupancy.
3. The provision of tenant relocation assistance for tenants in units to be replaced, including the right for eligible tenants to return to a replacement rental unit, with the details of the Tenant Relocation and Assistance Plan to the satisfaction of the Chief Planner and Executive Director, City Planning.
4. The submission of a Construction Mitigation and Tenant Communication Strategy, with a focus on the impact of construction activity for on-site tenants, prior to the issuance of the first building permit (including demolition and/or excavation permit) in each phase of construction, to the satisfaction of the Chief Planner and Executive Director, City Planning.
5. The owner shall provide 7 additional three-bedroom rental housing units and 7 fewer four-bedroom replacement rental housing units as part of the redevelopment of the next District in the Focus Area to satisfy the replacement requirements of social housing by bedroom-type for the Northeast District to the satisfaction of the Chief Planner and Executive Director, City Planning.
6. The owner shall provide 48 grade-related replacement rental units as part of the redevelopment of the next District in the Focus Area to satisfy the replacement requirements of social housing by building type for the Northeast District to the satisfaction of the Chief Planner and Executive Director, City Planning.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

1. The owner shall convey a 0.36 hectare parcel of land to the City for parkland purposes beyond the boundaries of the Ranee and Northeast Districts to be identified to the satisfaction of the General Manager of Parks, Forestry and Recreation and such conveyance be secured in an Escrow Agreement to the satisfaction of the City Solicitor and the General Manager of Parks, Forestry and Recreation. In the event an acceptable dedication is not feasible, a cash-in-lieu payment will be made to the City.
2. The owner shall agree not to seek issuance of a building permit until such time as the infrastructure required for the development of each phase as identified in the accepted Functional Servicing Report and Transportation Functional Design is constructed or secured to the satisfaction of the General Manager of Toronto Water and the General Manager of Transportation Services.
3. 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 in October, 2009.
4. The owner shall submit for approval a Concept Plan for the Allen Road – Mid-Rise Areas with the development applications for the Commons West or the Commons East Districts which reflect the density deployment on the remaining development blocks to achieve a total density of 3.0FSI, including the density approved within the Ranee District.
5. The owner shall agree to remit all outstanding Planning Application Fees as per the City and TCHC's Memorandum of Understanding, dated November 24, 2010, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Treasurer prior to Site Plan approval being issued for any application filed for redevelopment of the subject lands.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS.

The Site Specific Zoning By-law will secure performance measures for the Tier 1 development matters related to Automobile Infrastructure and Cycling Infrastructure. Performance measures that will be secured through the Subdivision Approval process

include Construction Activity and Stormwater Retention. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

CONTACT

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SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Concept Site and Landscape Plan

Attachment 2: Draft Plan of Subdivision

Attachment 3: Proposed Massing

Attachment 4: Site Sections

Attachment 5: Phasing Plan

Attachment 6: Official Plan

Attachment 7: Lawrence-Allen Secondary Plan Development Districts

Attachment 8: Zoning

Attachment 9: Application Data Sheet

Attachment 10: Draft Official Plan Amendment

Attachment 11: Draft Zoning By-law Amendment

Attachment 12: Conditions of Draft Plan of Subdivision Approval

Attachment 1: Concept Site and Landscape Plan



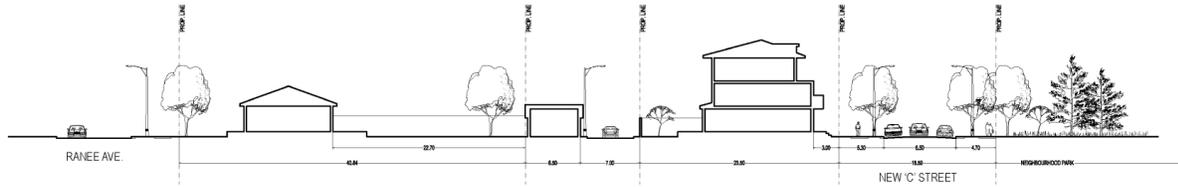
Concept Site & Landscape Plan 1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive,
 Applicant's Submitted Drawing 1-78 Cather Court, 1 Leila Lane, 1-11 & 15-45 Zachary Court & 215-251 Ranee Avenue
 Not to Scale 
 10/12/2012 File # 10_140382 NNY 15 0Z

Attachment 3: Proposed Massing

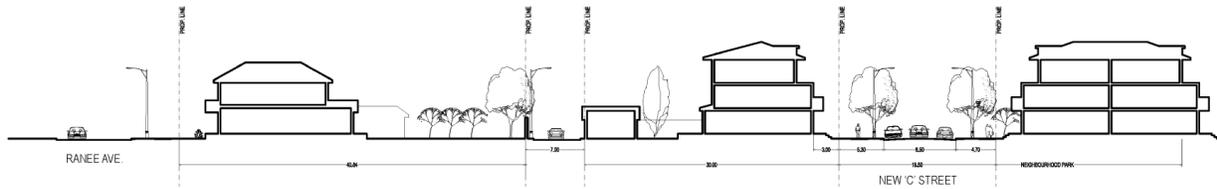


Proposed Massing 1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varma Drive, 1-78 Cather Court,
Applicant's Submitted Drawing 1 Leila Lane, 1-11, 15-45 Zachary Court & 215-251 Raneer Avenue
Not to Scale 
10/05/2012 File # 10_140382 NNY 15 OZ

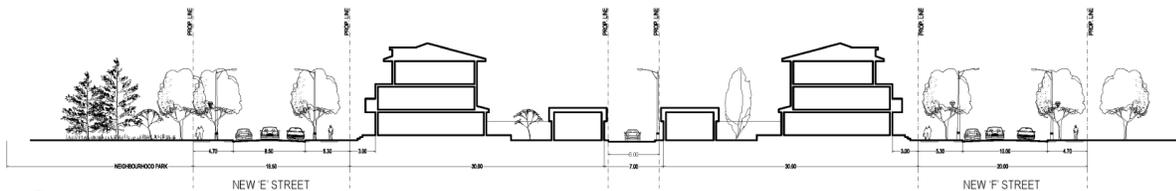
Attachment 4: Site Sections



A SECTION AT 155 RANEE AVE. ALTERNATIVE OPTION



B SECTION AT 201 RANEE AVE.



C

Site Sections

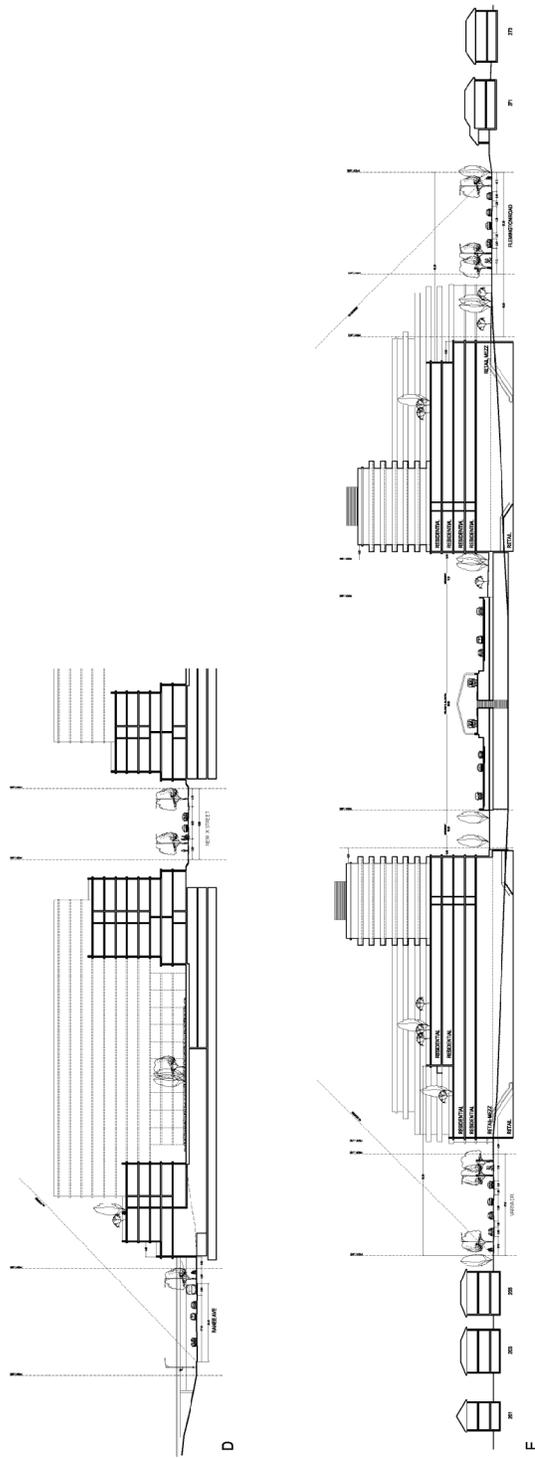
Applicant's Submitted Drawing

Not to Scale
10/12/2012

1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court,
41-119 Varna Drive, 1-78 Cather Court, 1 Leila Lane,
1-11, 15-45 Zachary Court & 215-251 Ranee Avenue

File # 10 140382 NNY 15 0Z

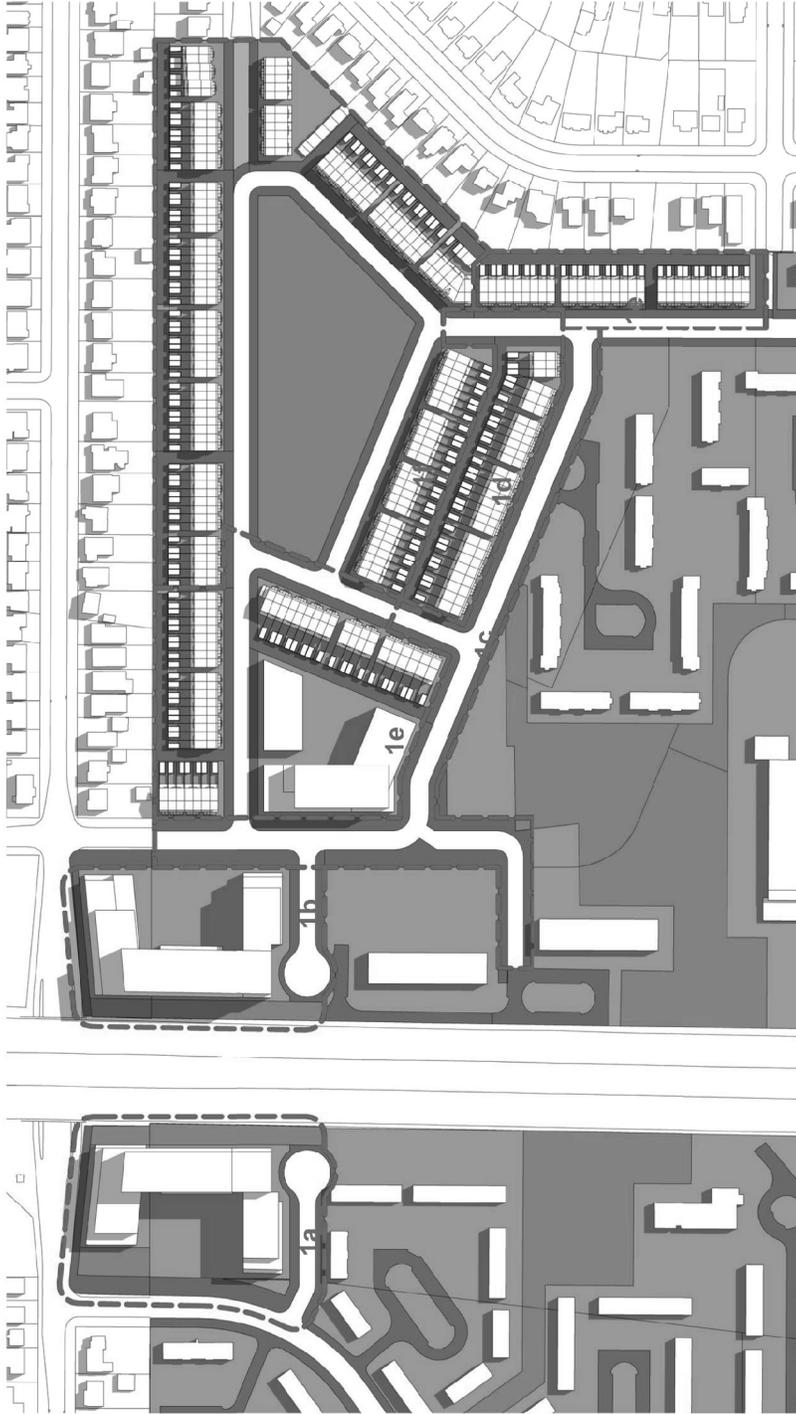
Attachment 4, Continued – Site Sections



Site Sections 1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive, 1-78 Cather Court,
 Applicant's Submitted Drawing 1 Leila Lane, 1-11, 15-45 Zachary Court & 215-251 Raneer Avenue

Not to Scale
 10/12/2012
 File # 10_140382 NNY 15 0Z

Attachment 5: Phasing Plan

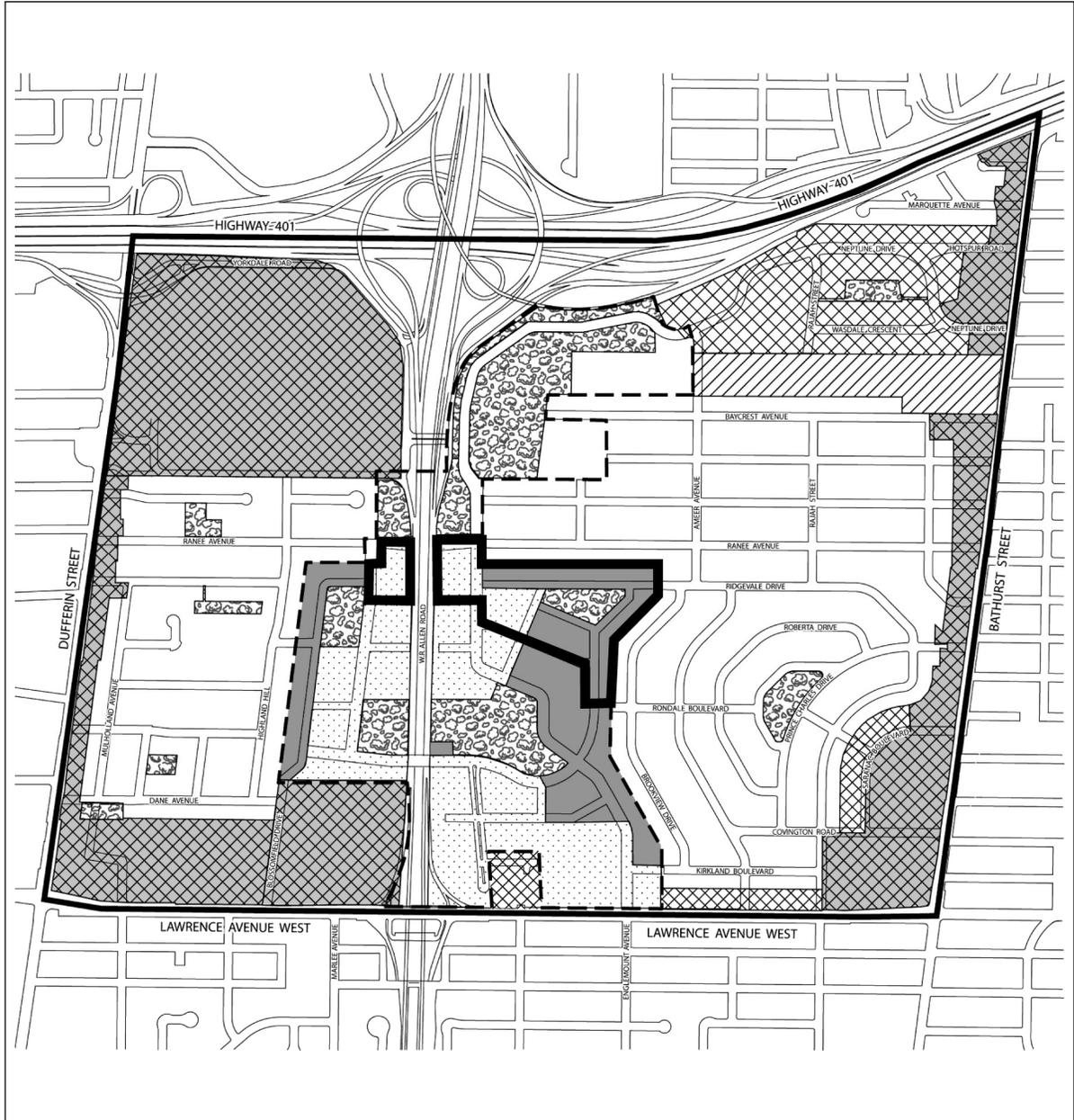


Proposed Sub-Phasing 1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive, 1-78 Cather Court,
Applicant's Submitted Drawing 1 Leila Lane, 1-11 & 15-45 Zachary Court & 215-251 Ranee Avenue

Not to Scale
10/05/2012

File # 10_140382 NNY 15 0Z

Attachment 6: Official Plan



TORONTO City Planning
Official Plan

1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive,
 1-78 Cather Court, 1 Leila Lane, 1-11 & 15-45 Zachary Court & 215-251 Ranees Avenue

File # 10_140382 NNY 15 0Z




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 10/12/2012

Attachment 7: Lawrence-Allen Secondary Plan Development Districts



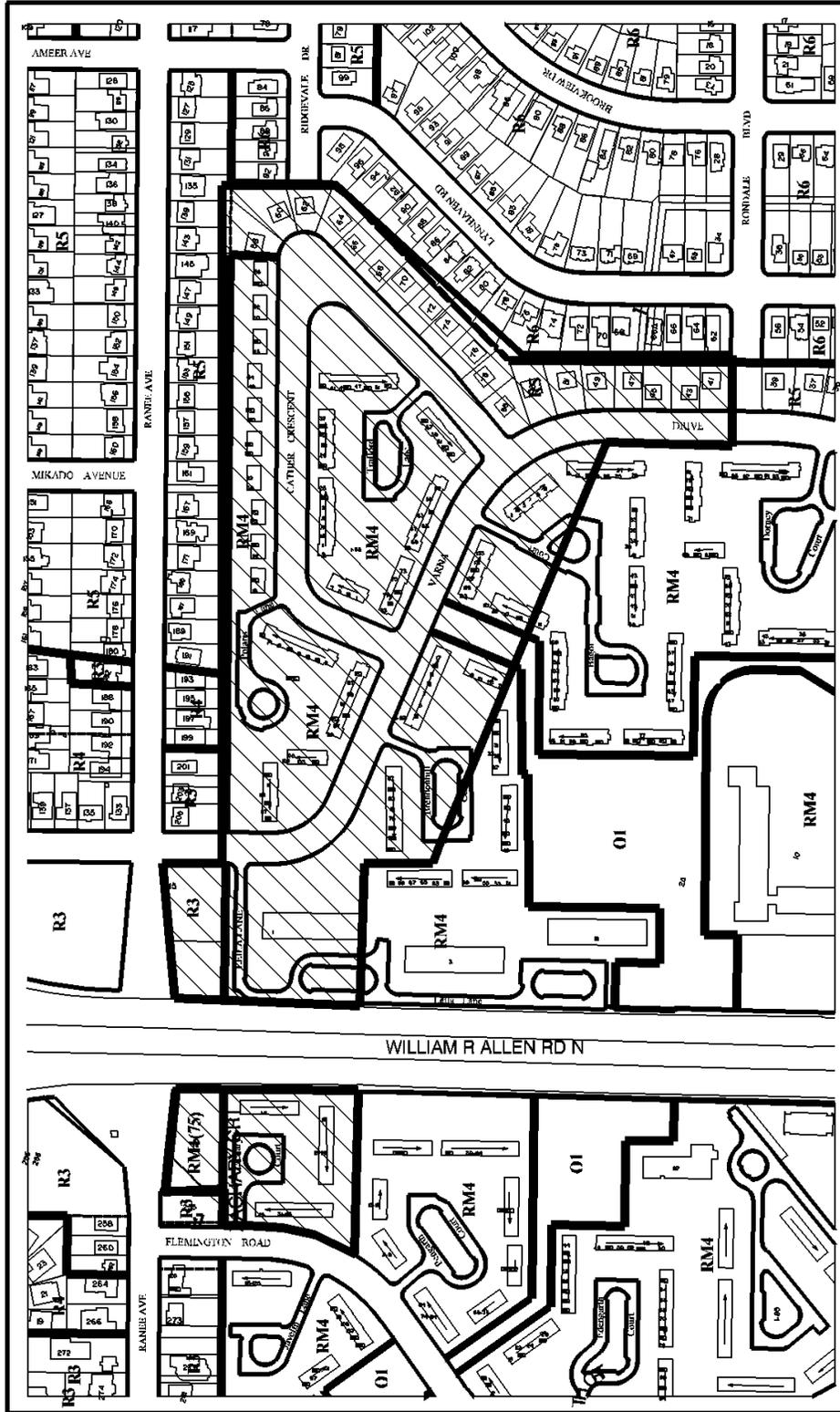
Lawrence-Allen Secondary Plan

MAP 32-11 Development Districts

- Focus Area Boundary
- █ District Boundary

October 2011

Attachment 8: Zoning



Toronto City Planning Zoning

Lawrence Allen Revitalization - Phase 1

File # 10_140382

- RM1 Multiple-Family Dwellings First Density Zone
 - RM4 Multiple-Family Dwellings Fourth Density Zone
 - O1 Open Space Zone
- NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

- R3 One-Family Detached Dwelling Third Density Zone
- R4 One-Family Detached Dwelling Fourth Density Zone
- R5 One-Family Detached Dwelling Fifth Density Zone
- R6 One-Family Detached Dwelling Sixth Density Zone

↑
Not to Scale
Zoning Bylaw 7625
Extracted 06/01/2010

Attachment 9: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	10 140382 NNY 15 OZ
Details	OPA & Rezoning, Standard	Application Date:	March 26, 2010

Municipal Address: 1-87 BREDONHILL CRT
 Location Description: PLAN 5633 PT BLK L 1-133 BAGOT CRT 1-97 DORNEY CRT **GRID N1502
 Project Description: Lawrence Heights Phase 1 - Toronto Community Housing Corporations. The application is to amend the official plan and zoning by-law for phase 1 of the revitalization of Lawrence Heights.

Applicant:	Agent:	Architect:	Owner:
MARK STERLING			TORONTO COMMUNITY HOUSING

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	RM4	Historical Status:
Height Limit (m):	11.5	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq. m):	61500	Height:	Storeys:	12
Frontage (m):	153		Metres:	40.5
Depth (m):	364			
Total Ground Floor Area (sq. m):	23838			Total
Total Residential GFA (sq. m):	121558		Parking Spaces:	1074
Total Non-Residential GFA (sq. m):	5817		Loading Docks	3
Total GFA (sq. m):	127375			
Lot Coverage Ratio (%):	38.76			
Floor Space Index:	2.07			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Condo, Freehold, Rental			
Rooms:	0	Residential GFA (sq. m):	121558	0
Bachelor:	0	Retail GFA (sq. m):	4817	0
1 Bedroom:	442	Office GFA (sq. m):	0	0
2 Bedroom:	212	Industrial GFA (sq. m):	0	0
3 + Bedroom:	403	Institutional/Other GFA (sq. m):	0	0
Total Units:	1057			

CONTACT:	PLANNER NAME:	Christian Ventresca, Senior Planner
	TELEPHONE:	(416) 394-8230

Attachment 10: Draft Official Plan Amendment

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ -2012

**To adopt an amendment to the Official Plan for the City of Toronto
respecting the lands known municipally as
1 Leila Lane, 1-11 & 15-45 Zachary Court and 215-251 Ranee 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 HEREBY ENACTS as follows:

1. The attached Amendment No. 206 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 206 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 20~ AS

1 LEILA LANE, 1-11 & 15-45 ZACHARY COURT

and 215-251 RANEE AVENUE

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

1. Chapter 6, Section 32, Lawrence-Allen Secondary Plan, is amended by adding the following to end of Policy 3.1.3:

"Subject to the transition policies of this Secondary Plan, City Council may pass By-laws to permit development on portions of the west side of Varna Drive and the east side of Flemington Road that exceed the 11 metre height."

Attachment 11: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto
Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend the former City of North York Zoning By-law No. 7625, as amended,
with respect to the lands municipally known as
1-29 & 111-133 Bagot Court, 1-87 Bredonhill Court, 41-119 Varna Drive,
1-78 Cather Crescent, 1 Leila Lane, 1-11 & 15-45 Zachary Court and
215-251 Ranee Avenue**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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*; and

WHEREAS the Official Plan of the City of Toronto contains provisions relating to the authorization of increase in height and density of development; and

WHEREAS pursuant to Section 37 of the *Planning Act*, the Council of a municipality may, in a By-law passed under Section 34 of the *Planning Act*, authorize increases in height and density of development otherwise permitted by the By-law that will be permitted in return for the provision of such facilities, services and matters as are set out in the By-law; and

WHEREAS Subsection 37(3) of the *Planning Act* provides that, where an owner of land elects to provide facilities, services, or matters in return for an increase in height and density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

WHEREAS the owner of the lands hereinafter referred to have elected to provide the facilities, services and matters as hereinafter set forth; and

WHEREAS the increase in the height and/or density of development permitted hereunder, beyond that otherwise permitted on the aforesaid lands by the By-law as amended, is to be permitted in return for the provision of the facilities, services and matters set out in this By-law which are to be secured by one or more agreements between the owner of such lands and the City of Toronto;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law No. 7625 of the former City of North York are hereby amended in accordance with Schedule 1 of this By-law.
2. Section 64.20-A of By-law No. 7625 of the former City of North York is amended by adding the following subsection:

64.20-A(215) – RM6(215)

DEFINITIONS

APARTMENT HOUSE DWELLING

- (a) For the purposes of this exception, “apartment house dwelling” shall mean a building containing more than four (4) dwelling units each having access from an internal corridor system or direct access from grade or any combination thereof.

COMMUNITY AGENCY SPACE

- (b) For the purposes of this exception, “community agency space” shall mean exclusive space for the City and/or non-profit service providers to operate local community service programs such as but not limited to recreation, employment training, settlement services, and other community service programs for local residents.

DEVELOPMENT BLOCK

- (c) For the purposes of this exception, “development block” shall mean one of the numbered blocks on Schedule “RM6(215)”.

DEVELOPMENT SITE

- (d) For the purposes of this exception, "development site" shall mean the lands illustrated on Schedule "RM6(215)".

ESTABLISHED GRADE

- (e) For the purposes of this exception, "established grade" means the average elevation of the ground measured at the two points where the projection of the required minimum front yard setback line is 0.01m past each side lot line.

EXISTING RENTAL DWELLING UNITS

- (f) For the purposes of this exception, "existing rental dwelling units" shall mean the 233 rental dwelling units operated by the Toronto Community Housing

Corporation that existed on the lands shown on Schedule RM6(215) on November 1, 2012.

GROSS FLOOR AREA

- (g) For the purposes of this exception, “gross floor area” shall mean the total area of all of the floors in a building above or below grade measured from the outside of the exterior walls but excluding the following:
- i. any underground space used for loading, servicing and motor vehicle access and parking;
 - ii. mechanical penthouses;
 - iii. elevator shafts and garbage or recycling material shafts;
 - iv. the floor area of unenclosed balconies; and
 - v. indoor private recreational amenity area to a maximum of 1.5m² per dwelling unit.

LAWRENCE-ALLEN FOCUS AREA

- (h) For the purposes of this exception, "Lawrence Allen Focus Area" shall mean the lands identified as a focus area for development identified on Map 32-1 of the Lawrence-Allen Secondary Plan.

NET DEVELOPMENT BLOCK

- (i) For the purposes of this exception, "net development block" shall mean the gross development block net of lands conveyed for local streets.

PRIMARY STREET

- (j) For the purposes of this exception, "primary street" shall mean Varna Drive or Flemington Road as identified in the Lawrence-Allen Secondary Plan Transportation Management Plan.

REPLACEMENT RENTAL DWELLING UNITS

- (k) For the purposes of this exception, "replacement rental dwelling units" shall mean the two hundred and thirty three (233) rental dwelling units to be constructed pursuant to the provisions of this exception.

PERMITTED USES

- (l) The only permitted residential uses shall be:
- i. Apartment House Dwellings on Development Blocks 1, 2, 3 and 4;
 - ii. Underground Parking Structures associated with Apartment House Dwellings;

- iii. Multiple Attached Dwellings; and
 - iv. Uses accessory thereto including detached garages.
- (m) Non-residential uses are permitted on Development Blocks 1 and 2. The only permitted non-residential uses shall be:
- i. Banks and Financial Institutions;
 - ii. Community Agency Space;
 - iii. Grocery Stores;
 - iv. Personal Service Shops;
 - v. Professional Medical Offices;
 - vi. Professional Offices;
 - vii. Restaurants; and
 - viii. Retail Stores.

EXCEPTION REGULATIONS

MAXIMUM DEVELOPMENT

- (n) The maximum gross floor area of all buildings on the lands on the Development Site shall be 127,500m².
- (o) The maximum gross floor area permitted on Development Blocks 1 and 2 shall be 60,500m², of which a maximum of 33,000m² may be provided on an individual Development Block.
- (p) The maximum gross floor area permitted on Development Block 3 shall be 19,500m².
- (q) The maximum non-residential gross floor area permitted on Development Blocks 1 and 2 shall be 5,000m², of which a maximum of 3,500m² may be provided on an individual Development Block.
- (r) The maximum number of dwelling units on the lands on the Development Site shall be 1,070 of which 233 shall be Replacement Rental Dwelling Units.

LOT COVERAGE

- (s) The maximum lot coverage on Development Blocks 1, 2 and 3 shall be 60% of the net development block.
- (t) The maximum lot coverage for Multiple Attached Dwellings including accessory garages shall be 58% of the net development block.

LANDSCAPED COURT YARDS

- (u) Landscaped court yards shall be provided on Development Blocks 1 and 2 that are framed on three sides by buildings and have a minimum 40m depth from the adjacent Primary Street and a width of 40m.

SETBACKS

- (v) The minimum yard setbacks for all buildings above Established Grade on Development Blocks 1, 2 and 3 shall be as set out on Schedule RM6(215).
- (w) The minimum yard setbacks for all underground parking structures shall be 0 metres with the exception of the west side of Development Block 2 which shall be a minimum of 2.0m.
- (x) The minimum front yard setback for all Multiple Attached Dwellings shall be 3.0m.
- (y) The minimum side yard setback for all Multiple Attached Dwellings shall be 1.2m. The minimum side yard setbacks from a public street shall be 3.0m.
- (z) The minimum rear yard setback for all Multiple Attached Dwellings shall be 11.0m.

PERMITTED PROJECTIONS

- (aa) Exterior stairways, roof overhangs and cornices, canopies, wheelchair ramps, open balconies, bay windows, pilasters and sills, and porches and decks, either excavated or unexcavated, shall be permitted to project into the minimum yard setbacks and/or beyond the maximum building envelopes.

MULTIPLE ATTACHED DWELLING GARAGES

- (bb) If a driveway provides direct vehicular access to an integral garage over the front yard of a Multiple Attached Dwelling, the minimum width of the multiple attached dwelling unit shall be 6.0m.
- (cc) Driveways providing direct vehicular access to an integral garage over the front yard of a Multiple Attached Dwelling are prohibited on Primary Streets and on lots on across the street from planned parkland.
- (dd) If a public lane or private driveway provides vehicular access to the rear yards of Multiple Attached Dwellings, detached accessory garages are permitted within minimum rear yard setbacks provided:
 - i. The accessory garage has a maximum coverage of 18%;

- ii. The accessory garage is a minimum of 3.0m from a public street;
 - iii. The accessory garage does not contain roof top decking or terracing; and
 - iv. The elevation of the floor of the entrance to the garage is at or above the centerline of the street in line with the intersection of the mid-point of the garage entrance.
- (ee) The minimum rear yard setback for a detached accessory garage is 0.0m.
- (ff) If the vehicular entrance to a permitted accessory garage faces the rear property line of a lot that abuts any R Zone, the minimum rear yard setback shall be 7.5m, including a minimum 1.5m landscape buffer provided along the rear property line.
- (gg) If a public lane or private driveway provides vehicular access to the rear yards of Multiple Attached Dwellings, integral garages are permitted to project into the required rear yard setbacks provided:
- i. The minimum setback to the entrance of the integral garage is 7.5m from any property line abutting an R Zone, including a minimum 1.5m landscape strip;
 - ii. The maximum height of the integral garage projecting into the setback is 3.5m; and
 - iii. Any deck or terrace constructed on top of the integral garage does not project into the rear yard setback more than 3.0m.

BUILDING HEIGHT

- (hh) The maximum height of any portion of a building or structure shall be as follows:
- i. The maximum height in metres for buildings or structures located on Development Blocks 1, 2 and 3 shall not exceed that shown on Schedule RM6(215).
 - ii. The maximum height for Multiple Attached Dwellings shall be 12.5m.
 - iii. The maximum height for Multiple Attached Dwellings within 75m of any R Zone shall be 11m or 3 storeys.
 - iv. The maximum height for accessory garages of Multiple Attached Dwellings shall be 3.5m or 1 storey.
- (ii) A penthouse or a roof structure which is used only as an ornament or to house the mechanical equipment of the building:
- i. Does not constitute a storey for the purposes of subsection (hh)i hereof;

- ii. Shall not be included in the calculation of height of each portion of a building for the purposes of subsection (hh)i hereof; and
- iii. Shall not cause the building to exceed the maximum height, in metres, permitted by Schedule D (Airport Hazard Map) of the former City of North York Zoning By-law No. 7625.

RESIDENTIAL PARKING

- (jj) Parking for Apartment House Dwellings shall be provided at the following minimum rates:
 - i. 0.6 parking spaces for each bachelor dwelling unit;
 - ii. 0.7 parking spaces for each 1 bedroom unit;
 - iii. 0.9 parking spaces for each 2 bedroom unit;
 - iv. 1.0 parking spaces for each 3 bedroom and larger unit; and
 - v. 0.15 visitor parking spaces per dwelling unit.
- (kk) Parking for Apartment House Dwellings shall be provided at the following maximum rates:
 - i. 0.9 parking spaces for each bachelor dwelling unit;
 - ii. 1.0 parking spaces for each 1 bedroom unit;
 - iii. 1.3 parking spaces for each 2 bedroom unit;
 - iv. 1.5 spaces for each 3 bedroom unit and larger; and
 - v. No maximum visitor parking space requirement.
- (ll) Notwithstanding subsections (jj) and (kk), parking for Apartment House Dwelling units with direct access from grade that are Replacement Rental Dwelling Units shall be provided at a minimum rate of 1.0 parking spaces per dwelling unit and 0.2 parking spaces per unit for the exclusive use of visitors.
- (mm) Parking for Multiple Attached Dwellings shall be provided at a minimum rate of 1.0 parking space per dwelling unit and 0.1 visitor parking spaces per dwelling unit.
- (nn) Visitor parking spaces for Multiple Attached Dwellings may be provided on the same lot, or on a lot within 325m of thereof.

NON-RESIDENTIAL PARKING

- (oo) Parking for the uses permitted under section (m) hereof, shall be provided at the following minimum rates:
 - i. 2.0 parking spaces per 100m² of gross floor area for grocery store uses; and

- ii. 1.0 parking space per 100m² of gross floor area for all other permitted non-residential uses.
- (pp) Parking for the uses permitted under section (m) hereof, shall be provided at the following maximum rates:
- i. 4.5 parking spaces per 100m² of gross floor area for grocery store uses; and
 - ii. 4.0 parking spaces per 100m² of gross floor area for all other permitted non-residential uses.

BICYCLE PARKING

- (qq) Bicycle parking shall be provided on-site in accordance with the following:
- i. For Apartment House Dwellings, a minimum rate of 0.7 long term spaces per dwelling unit and a minimum of 0.08 short term spaces per dwelling unit; and
 - ii. For non-residential uses, a minimum of 0.13 long term spaces per 100m² of gross floor area, and a minimum of three short term spaces plus 0.25 short term spaces per 100m² of gross floor area.

LOADING SPACES

- (rr) Loading spaces are required to be provided on Development Blocks 1, 2 and 3 in accordance with the uses proposed on the Development Block.

DIVISION OF LANDS

- (ss) Notwithstanding any severance or division of the lands shown on Schedule RM6(215), the regulations of this exception shall continue to apply to the whole of the lands as if no severance or division had occurred.

LOTS REDUCED BY ROAD CONSTRUCTION

- (tt) Notwithstanding Section 6(6)(Lots Reduced by Road Construction), where for the purpose of a road widening a municipal government acquires part of a lot, the remaining portion of the lot and any building to be erected on it shall be deemed to comply with the provisions of this exception respecting minimum yard setbacks.

SECTION 37

- (uu) The owner enters into one or more agreements with the City pursuant to Section 37 of the *Planning Act* which shall be registered on title to the land by the City to secure the facilities, services and matters required to be provided by this

subsection (uu) and consents to the registration of such agreement or agreements against title to the lands within the Focus Area owned by the owner.

(vv) Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted on the *land* by this By-law, are permitted in return for the provision by the owner of the following facilities, services and matters to the City at the owner's sole expense:

- i. The provision and maintenance on the site of not less than 233 Replacement Rental Dwelling Units, all of which will have rents geared to income, which units shall be of a size to the satisfaction of the City's Chief Planner and Executive Director, City Planning Division.
- ii. Each Replacement Rental Dwelling Units will be maintained as a rent-geared-to-income unit for not less than 25 years from the date on which it was first occupied.
- iii. The 233 Replacement Rental Dwelling Units shall be ready and available for occupancy no later than the date by which not more than 80% of the market dwelling units erected on the development site are available and ready for occupancy.
- iv. The 233 Replacement Rental Dwelling Units will consist of:
 - a. 12 1-bedroom units, all of which may be located in Apartment House Dwellings;
 - b. 13 2-bedroom units, all of which may be located in Apartment House Dwellings;
 - c. 54 3-bedroom units, all of which may be located in Apartment House Dwellings;
 - d. 64 3-bedroom units, all or a portion of which may be located in Apartment House Dwellings with direct access to the individual unit at grade or in multiple attached dwellings with direct access to the individual unit at grade;
 - e. 71 4-bedroom units, 33 of which may be located in Apartment House Dwellings with direct access to the individual unit at grade and 33 of which will be located in Multiple Attached Dwellings with direct access to the individual unit at grade; and
 - f. 19 5-bedroom units, all of which will be located in Multiple Attached Dwellings with direct access to the individual unit at grade.
- v. The Replacement Rental Dwelling Unit will generally be of a similar mix of size and unit type by bedroom type as the existing Replacement Rental Dwelling Units they are replacing and will be provided subject to

subsection (iii).

- vi. The owner shall provide tenant relocation assistance in accordance with the more detailed Tenant Relocation and Assistance Plan to be included in the agreement or agreements, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, for tenants in the existing buildings on the lands, and that requires at least:
 - a. The right to a replacement social housing unit and the option to stay in Lawrence Heights during revitalization;
 - b. At least 5 months notice prior to the date they must vacate their unit due to demolition;
 - c. Assistance with moving to and from a temporary relocation unit and new replacement social housing unit; and
 - d. Priority to select a unit in the next phase of revitalization for tenants who are not provided a replacement social housing unit they would otherwise be eligible to.
- vii. The owner shall prepare a Construction Mitigation and Tenant Communication Strategy, prior to the issuance of the first building permit in each phase of the construction, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- viii. The owner shall construct the following in the first subsequent phase of revitalization within the Focus Area as follows:
 - a. The construction of 7 additional 3-bedroom replacement social housing units and 7 fewer 4-bedroom replacement social housing units;
 - b. The construction of 48 multiple attached dwellings with direct access at grade; and
 - c. The construction of an additional 16 multiple attached dwellings with direct access at grade and 16 less apartment housing dwellings with direct access at grade.
- ix. The owner shall convey a 0.36 hectare parcel of land to the City for parkland purposes beyond the boundaries of the Ranee and Northeast Districts to be identified to the satisfaction of the General Manager of Parks, Forestry and Recreation and such conveyance be secured in an Escrow Agreement to the satisfaction of the City Solicitor and the General Manager of Parks, Forestry and Recreation. In the event an acceptable dedication is not feasible, a cash-in-lieu payment will be made to the City.
- x. The owner shall agree not to seek issuance of a building permit until such time as the infrastructure required for the development of each phase as identified in the accepted Functional Servicing Report and Transportation

Functional Design is constructed or secured to the satisfaction of the General Manager of Toronto Water and the General Manager of Transportation Services.

- xi. 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 in October, 2009.
 - xii. The owner shall submit for approval a Concept Plan for the Allen Road – Mid-Rise Areas with the development applications for the Commons West or the Commons East Districts which reflect the density deployment on the remaining development blocks to achieve a total density of 3.0 FSI including the density approved within the Ranee District.
 - xiii. The owner shall agree to remit all outstanding Planning Application Fees as per the City and TCHC's Memorandum of Understanding, dated November 24, 2010, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Treasurer prior to Site Plan approval being issued for any application filed for redevelopment of the subject lands.
3. Within the lands shown on Schedule "RM6(215)" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

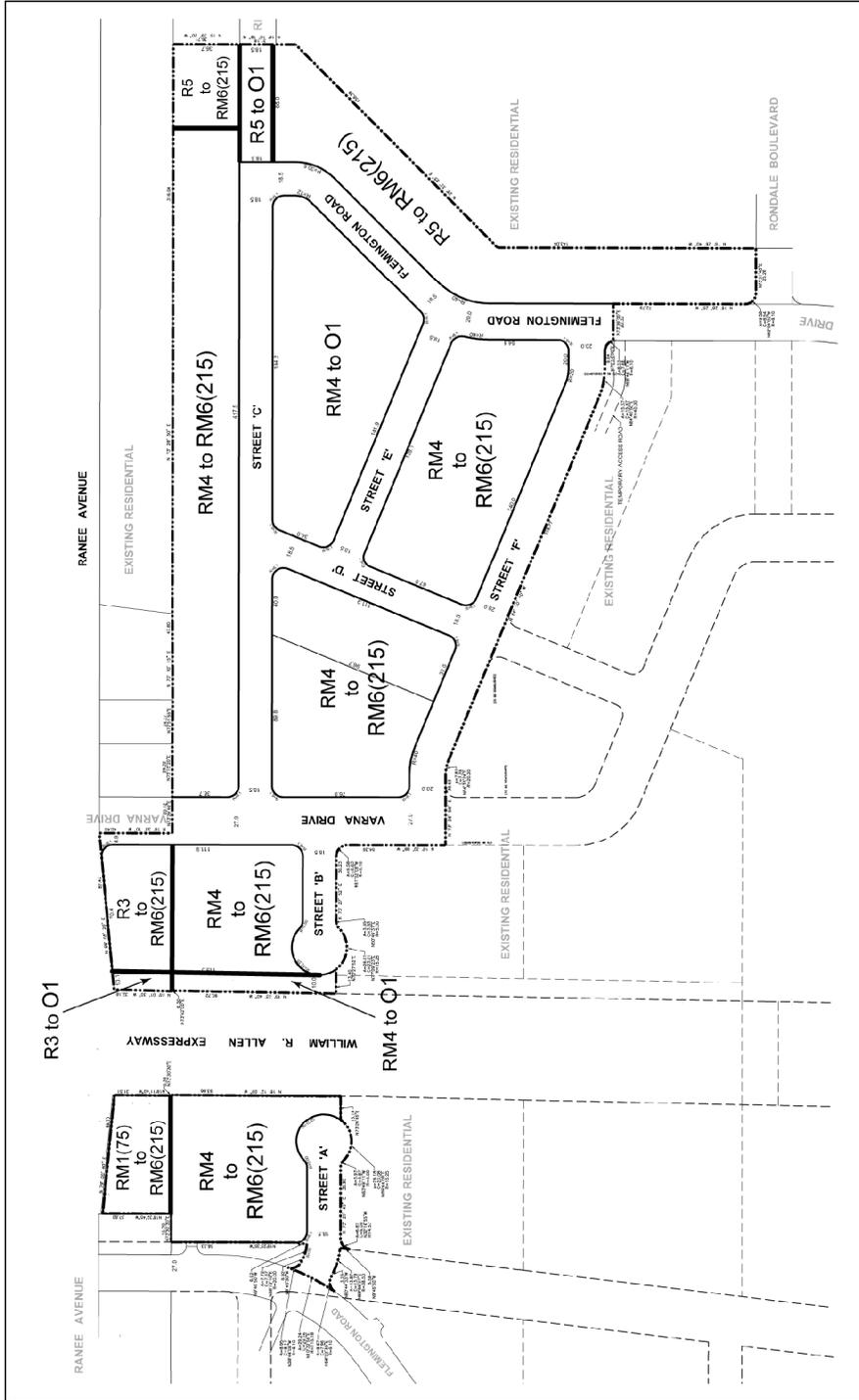
ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule 1

RM4, R5, R3, R1(75) to RM6(216) and O1



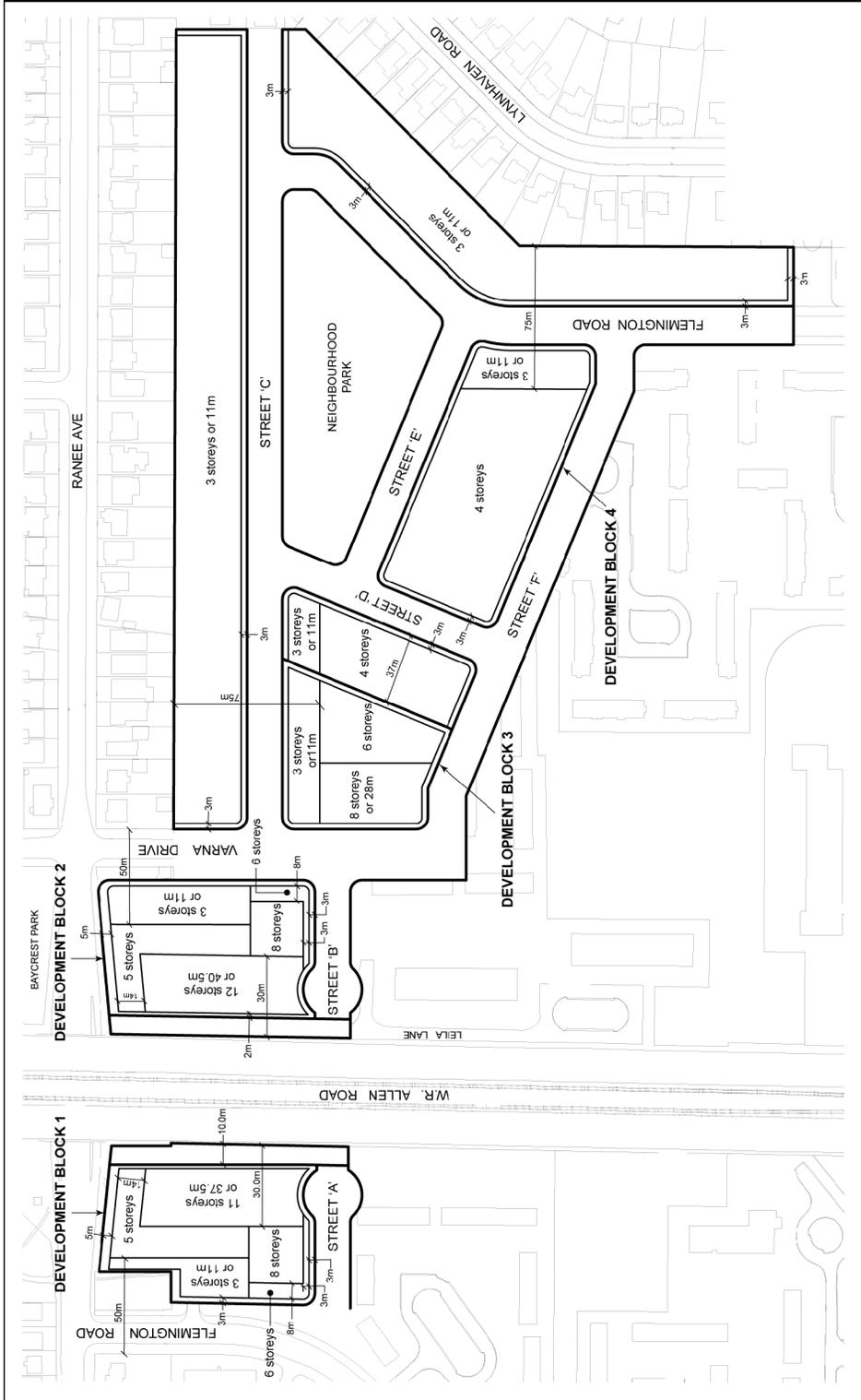
Schedule 1



File # 10 140382 MNY 15 0Z
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 Not to Scale

Part of Lot 8, Con. 2, W.Y.S., Blocks M & N, Lots 20 to 39 Inclusive, 42 & 52, Part of Blocks C, P & L, Part of Lots 40, 41 & 43, Polaris Lane, Trafford Lane & Cather Crescent, Part of Bagot Court, Brendonhill Court, Leila Lane, Varna Drive & Zachary Court, R.P. 5533, City of Toronto
 Dillon Consulting
 Date: 10/18/2012
 Approved by: C.Ventresca

Schedule RM6(215)



TORONTO City Planning
Schedule RM6(215)

Part of Lot 8, Con. 2, W.Y.S., Blocks M & N, Lots 20 to 39 Inclusive, 42 & 52, Part of Blocks C, P & L, Part of Lots 40, 41 & 43, Polaris Lane, Trafford Lane & Cather Crescent, Part of Bagot Court, Brendonhill Court, Leila Lane, Varna Drive & Zachary Court, R.P. 5633, City of Toronto

File # 10 140382 NNY 15 0Z
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 Not to Scale

Sweeny Sterling Finlayson & Co Architects Inc.
 Date: 10/17/2012
 Approved by: C.Ventresca

Attachment 12: Conditions of Draft Plan of Subdivision Approval

1. The owner must make arrangements to acquire ownership from the City of the existing public highways (the "City Roads") and other City-owned lands (the "City Lands") that form part of the subdivision application, by submitting a request to the Transportation Services Division for the closure and conveyance of the City Roads and a request to the Real Estate Services Division for the conveyance of the City Lands, subject to the necessary steps being taken by the City to declare the City Roads and the City Lands surplus and to authorize the closure of the City Roads and the conveyance of the City Roads and the City Lands to the owner.
2. The owner shall enter into a Subdivision Agreement with the City and satisfy all of the pre-registration conditions contained therein.
3. The owner shall provide to the Director of Community Planning, North York District, confirmation that the taxes have been paid in full (statement of account or Tax Clearance Certificate).
4. If the subdivision is not registered within 7 years of the date of Draft Plan Approval, then the approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
5. The owner shall pay the City \$40.00 per lot/block towards the cost of geodetic and aerial survey.
6. The owner shall dedicate to the City all roads and corner roundings as shown on the Plan.
7. The owner shall convey to the City all 0.3m reserves shown on the Plan.
8. The owner shall prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, such lands to be free and clear of all physical and title encumbrances to the satisfaction of the Executive Director, Technical Services in consultation with the City Solicitor.
9. The owner shall convey Block 2 and Block 7 on the Draft Plan to the City for parks purposes.
10. The owner shall convey Block 10 on the Draft Plan to the City for a pedestrian and cycling connection between Street "C" and Ridgevale Drive.
11. If necessary, the owner shall submit a Draft Reference Plan of Survey to the Executive Director, Technical Services Division, for review and approval prior to depositing it in the land Registry Office. The plan should:

- a. Be in metric units and integrated into the 1982 North American Datum (Canadian Spatial Reference System) and the 3 degree Modified Transverse Mercator Projection;
 - b. Delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant right-of-ways 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 owner shall pay all costs for preparation and registration of the Reference Plan(s).
13. The owner shall retain the services of a Qualified Person to conduct an environmental site assessment for the lands to be conveyed to the City in accordance with the terms and conditions of the Subdivision Agreement, including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC).
14. The owner shall apply stormwater management techniques in the development of the subdivision to the satisfaction of the Executive Director, Technical Services.
15. 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 in October, 2009.
16. The Phasing Plan for the roadways and infrastructure improvements must be completed to the satisfaction of the General Manager of Transportation Services and the General Manager of Toronto Water and incorporated into the Subdivision Agreement.
17. The owner shall ensure the infrastructure required for the development of each phase as identified in the accepted Functional Servicing Report and Transportation Functional Design is constructed or secured to the satisfaction of the General Manager of Toronto Water and General Manager of Transportation Services prior to the issuance of building permit for the phase that triggers the need for the infrastructure.