

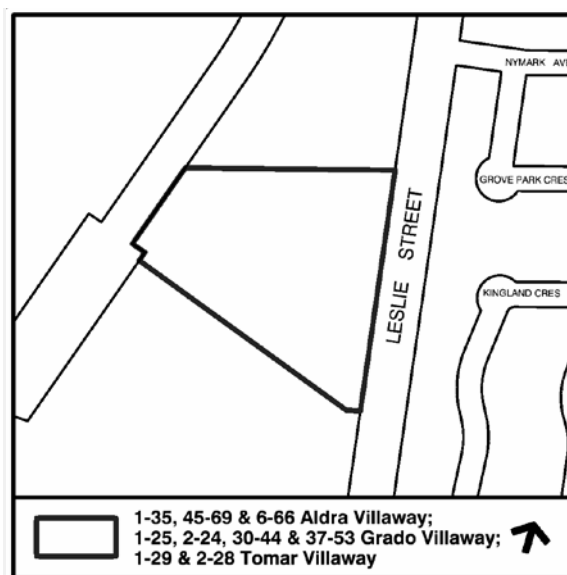
1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway Official Plan and Zoning By-law Amendment Applications, Rental Housing Demolition Application and Plan of Subdivision Application – Final Report

Date:	February 4, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 33 – Don Valley East
Reference Number:	11 330323 NNY 33 OZ 11 331382 NNY 33 RH 14 134708 NNY 33 SB

SUMMARY

These applications by Deltera Inc (Tridel) and Toronto Community Housing Corporation propose amendments to the Official Plan, the Sheppard East Subway Corridor Secondary Plan and North York Zoning By-law No. 7625 and seek permission to demolish the existing 121 social housing townhouse units on the site and replace them on the site with 115 social housing townhouse and apartment units with 132 parking spaces (including 17 visitor spaces) and 529 condominium units with 544 parking spaces (including 80 visitor spaces).

The social housing component is proposed on the northern portion of the site and would comprise 48 dwelling units in 3-storey, back-to-back townhouses and 67 units in a 4-storey apartment building along Leslie Street. The 6 remaining social housing replacement units are proposed to



be accommodated at the 3, 5, 11, 17, 21 Allenbury Gardens and 3 and 5 Kingslake Road location.

The residential condominium component is proposed on the southern portion of the site, south of a proposed public road bisecting the site. The condominium development would comprise 529 dwelling units in a terraced 17-storey apartment building along the south edge of the site, a terraced 11-storey apartment building along the Leslie Street frontage, and 3 and 4-storey apartment buildings along the south side of a proposed public road.

The Official Plan amendment application proposes to re-designate the southern half of the site that falls within the Sheppard East Subway Corridor Secondary Plan area from *Neighbourhoods* to *Apartment Neighbourhoods* and designate the site as a key development area with site and area specific policies to permit the proposed condominium development and the social housing replacement.

The Draft Plan of Subdivision application proposes the creation of five blocks, three of which will have the replacement rental housing, one block is proposed to be developed with condominium apartment building units and one block, along the southern portion of the lands, is proposed as public open space. The application also proposes a new public road through the site from Leslie Street.

The proposed development promotes intensification through a compact urban form and provides for a range of housing including the replacement of social housing and various housing forms and unit types. It will promote ridership on the transit system and foster a healthy active community by creating safe and publicly accessible streetscapes, parks and landscaped areas.

This report reviews and recommends approval of the applications to amend the Official Plan, the Sheppard East Subway Corridor Secondary Plan and Zoning By-law, the rental housing demolition application and advises that the Chief Planner may approve the Draft Plan of Subdivision.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan and Sheppard East Subway Corridor Secondary Plan for the lands at 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 29.
2. City Council amend former City of North York Zoning By-law No. 7625 for the lands at 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado

Villaway and 1-29, 2-28 Tomar Villaway substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 30.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the Owner to:
 - (a) Enter into an Agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor, to secure the following:
 - (i) Contribution of \$1,100,000 to be allocated towards capital improvements in the vicinity of the development site and towards on-site public art, as follows:
 - improvements to the East Don River Trail system in the vicinity of the site including the removal of the existing stairs that connect the site to the existing trail system and the construction of new stairs that align with the proposed pedestrian walkway from the courtyard of the condominium;
 - streetscape improvements along the west side of Leslie Street between the development site and Sheppard Avenue East which include improvements to the existing pedestrian/cycling entrances to the East Don River Trail system, such streetscape improvements may also include removal of the existing guard rail on the Leslie Street public boulevard;
 - an on-site public art installation through Arts Starts, a non-profit community-building group within the Villaways; and,
 - \$200,000 of the contribution to be directed towards eligible on-site improvements to be identified through a participatory budgeting process with the Ward Councillor.

The allocation of the remaining \$900,000 shall be determined in consultation with the Ward Councillor and appropriate City Divisions and external agencies and to the satisfaction of the Director, Community Planning, North York District.

The financial contribution shall be indexed in accordance with the Statistics Canada Non-Residential Building Construction Price Index for

Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the Owner to the City.

5. The following matters are also recommended to be secured in the Section 37 Agreement in support of the development:
- a) The gross floor area of the indoor private recreational amenity area for the condominium building is exempted from the calculation of gross floor area;
 - b) The Owner shall convey approximately 3,174m² of land (Block E on the Draft Plan of Subdivision), at nominal cost, to the Toronto & Region Conservation Authority (TRCA) to the satisfaction of the City Solicitor and TRCA;
 - c) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee;
 - d) The provision of a Privately Owned Public Open Space (POPS) on the southern portion of the lands having a minimum area of 707m² and designed to include a playground facility.
 - e) The Owner shall provide and maintain one hundred and fifteen (115) replacement social housing units on the 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway 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
3-Bedroom Townhouse	28
3-Bedroom Apartment	60
4-Bedroom Townhouse	20
4-Bedroom Apartment	7
Total	115

- i) Where a 3-Bedroom replacement social housing unit shall not comprise less than 790 square feet, with all 3-Bedroom units having an average of 1,081 square feet;

- ii) Where a 4- Bedroom replacement social housing unit shall not comprise less than 1,040 square feet, with all 4-Bedroom units having an average of 1,187 square feet; and,
 - iii) With all detailed floor plans to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
- f) The Owner shall provide and maintain six (6) replacement social housing units on the 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road 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
3-Bedroom Apartment	3
4-Bedroom Apartment	3
Total	6

The social housing units shall be provided in accordance with more detailed terms as set forth in the draft zoning by-law attached as Attachment No. 30 and also as set out below:

- (i) Prior to any residential use of the market building approved for development, subject of the draft zoning by-law as Attachment 30, 115 social housing replacement units shall be completed and ready for occupancy;
 - (ii) The remaining 6 social housing replacement units on the 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road site shall be completed and ready for occupancy prior to registration of the plan of condominium for the market building.
- g) The Owner shall provide tenant relocation assistance for tenants in the existing buildings in accordance with the detailed terms set forth in the draft zoning by-law attached as Attachment 30.
- h) 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.
6. City Council approve the application to demolish the 121 existing residential units located at 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway 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 one hundred and fifteen (115) replacement social housing units on the on the 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway 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
3-Bedroom Townhouse	28
3-Bedroom Apartment	60
4-Bedroom Townhouse	20
4-Bedroom Apartment	7
Total	115

- (i) Where a 3-Bedroom replacement social housing unit shall not comprise less than 73.3 square meters, with all 3-Bedroom units having an average of 100 square metres;
 - (ii) Where a 4- Bedroom replacement social housing unit shall not comprise less than 96.6 square meters, with all 4-Bedroom units having an average of 110 square metres; and
 - (iii) With all detailed floor plans to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
- b) The Owner shall provide and maintain six (6) replacement social housing units on the 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road 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
3-Bedroom Apartment	3
4-Bedroom Apartment	3
Total	6

- c) 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 Division and the General Manager, Shelter Support and Housing Administration, and as further detailed in the draft by-law attached as Attachment 30;
- d) The Owner shall enter into and register one or more Section 111 Agreement(s) to secure the conditions outlined in Recommendation 6 (a),(b) and (c) above and as described in the draft zoning by-law amendment (Attachment 30 to this

report) to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning Division;

- e) 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 115 replacement social housing units, without the written consent of the Chief Planner and Executive Director, City Planning Division or her designate, to assist with securing the Section 111 Agreement against future Owners and encumbrances of the lands; and
- 7. City Council authorize the City Solicitor to amend the Section 37, Section 118 and Section 111 Agreements at 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road to secure the matters in Recommendation 6b) of this report.
 - 8. City Council authorize the Chief Planner and Executive Director, City Planning Division 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 in Recommendation No. 6; and
 - b) The Official Plan and Zoning By-law Amendments in Recommendations Nos. 1 and 2 have come into full force and effect.
 - 9. 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 Division, has issued the preliminary approval in Recommendation No. 8 for any of the existing social housing buildings in any specific phase of the development.
 - 10. 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 foundation of the development, and after the Chief Planner and Executive Director, City Planning Division has given the preliminary approval in Recommendation No. 8 which permit may be included in the demolition permit for Chapter 667 under 363-11.1E, of the Municipal Code, on condition that:
 - a) The Owner erect a residential building on site no later than 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 \$20,000 for each dwelling unit for which a demolition permit is issued, and that such sum

shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.

11. Request the Executive Director, Social Development, Finance and Administration Division, to co-ordinate the corporate actions required for the Revitalization of 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway, in conjunction with appropriate City Divisions and the Toronto Community Housing Corporation.
12. 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.
13. 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 3 to report dated February 4, 2016, subject to:
 - a) the conditions as generally listed in Attachment 31 to report dated February 4, 2016, which except as otherwise noted must be fulfilled prior final approval and the release of the plan of subdivision for registration; and
 - b) any such revisions to the proposed subdivision plan or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On April 17, 2012, North York Community Council had before it a report from City Planning staff dated March 26, 2012 recommending refusal of the applications filed by TCHC and Deltera Inc. to demolish 121 social housing townhouse units on the TCHC site and replace them with a total of 1,026 new residential units having a gross floor area of 87,680m² and an overall density of 3.3 FSI.

North York Community Council deferred consideration of the staff recommendations and requested City Planning staff to report back on the status of the applications to the meeting of North York Community Council scheduled for September 11, 2012. Community Council directed the following:

1. The applicants be advised the proposal is unacceptable in its present form and request the applicants to revise their applications to be more in keeping with the

policies of the Official Plan and Sheppard East Subway Corridor Secondary Plan and address the concerns noted in the City Planning staff report dated March 26, 2012.

2. Should the applicants submit a revised proposal that is more in keeping with the policies of the Official Plan and the Sheppard East Subway Corridor Secondary Plan and address the concerns noted in the staff report dated March 26, 2012, City Planning staff be authorized to schedule a community consultation meeting together with the Ward Councillor.

The full Council decision and a link to the March 26, 2012 staff report are available at the following City web site link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.NY15.16>

On September 11, 2012, North York Community Council had before it a Status Report (August 22, 2012) from City Planning on a revised application filed by TCHC and Deltera Inc. in response to Community Council's April 17, 2012 decision. The revised application proposed a building and lot layout similar to the initial proposal however the revised plan reduced building heights (from 27, 23 and 15 storeys to 18, 16 and 14-storeys respectively), the gross floor area (from 87,680m² to 73,700m²), the number of dwelling units (from 1,026 to 806 units comprising 127 rental units and 679 condominium units) and the overall density (from 3.30 FSI to 2.80 FSI).

Revisions also included reduced building heights for the two proposed residential buildings along the Leslie Street frontage (from 12-storeys to 10-storeys). The northerly building was proposed to be a 150-unit senior's residence while the southerly was proposed to be a 90-unit, TCHC rental apartment building. The applicant also revisited their initial land use request to re-designate the entire site from *Neighbourhoods* to *Apartment Neighbourhoods* such that only the southern portion of the site was proposed to be re-designated to *Apartment Neighbourhoods*.

In view of the above noted changes North York Community Council authorized staff to process the application and continue to work with the applicant to address the issues raised in the report (August 22, 2012) from the Director, Community Planning North York District and directed staff to consult with the local community on the applications. The Decision document and a link to the staff report are available at the following web link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.NY18.28>

Since that decision, City staff has worked with the applicant to address the issues in the previous report. There have been several resubmissions over the past 3 years which have resulted in a number of changes and improvements to the proposal that are described below.

ISSUE BACKGROUND

Proposal

Toronto Community Housing Corporation (TCHC) has partnered with Tridel (Deltera Inc.) to jointly redevelop and revitalize the social housing site located on the west side of Leslie Street north of Sheppard Avenue East (known as "Leslie Nymark"). The site is municipally known as 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway. The proposal is to demolish the existing 121 TCHC social townhouses and redevelop the lands with social housing replacement units and residential condominium units. The proposal has changed significantly from the initial submission. A statistical summary of the changes is provided in the table below:

	Initial Submission (December 2011)	Current Submission (December 2015)
Gross Floor Area		
TCHC	18,143m ²	14,627m ²
Condominium	69,537m ²	53,373m ²
Overall GFA	87,680m²	68,000m²
Overall Density (FSI)	3.33	2.58
Dwelling Units		
TCHC	169 units	115 units
Condominium	857 units	529 units
Total Dwelling Units	1,026 units	644 units
Building Heights		
TCHC	3 and 12 storeys	3 and 4 storeys
Condominium	12, 15, 23 and 27 storeys	3 stepping to 17 storeys
Overall Building Heights	3-27 storeys	3-17 storeys
Vehicle Parking		
TCHC	158 spaces	132 spaces
Condominium	963 spaces	544 spaces
Total Vehicle Parking	1,121 spaces	676 spaces

The initial submission filed in December 2011 called for the demolition of 121 social housing townhouse units to be replaced with 1,026 new residential units fronting a private road network. The development proposed a gross floor area of 87,680m², a site density of 3.3 FSI and proposed 1,121 parking spaces. The social housing rental replacement component comprised 169 rental units made up of 30, 3-storey townhouse units and 139 apartment units in a 12-storey apartment building along Leslie Street. The market component comprised 857 condominium units in three towers proposing heights of 15, 23 and 27 storeys along the south edge of the site overlooking the ravine and trail network that comprises part of the East Don parklands. The City Planning report on the initial proposal can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.NY15.16>

The current submission proposes to replace the existing 121 rental townhouse units and provide 115 rental units on the site in two, 3-storey, back-to-back townhouses buildings containing 48 units (Blocks A and B on Attachment 2: Site Plan) and a 4-storey apartment building along the Leslie Street frontage containing 67 units (Block C). The rental replacement units would be located on the northern portion of the site. The 6 remaining rental replacement units are proposed to be accommodated at the 3, 5, 11, 17, 21 Allenbury Gardens and 3 and 5 Kingslake Road location north of Fairview Mall Shopping Centre.

The redevelopment on the southern portion of the site (Block D) proposes a condominium development comprising 529 dwelling units. The building design takes the form of two terraced wings with building heights increasing towards the southeast corner of the site and a 3 and 4-storey wing fronting the south side of a proposed public road to respond to the scale and massing of the social housing replacement buildings on the northern portion of the site. The triangular layout of the condominium responds to the lot configuration and creates an internal courtyard for the development. One terraced wing is located along the south edge of the site overlooking the ravine lands and steps towards the southeast corner of the site from 3-17 storeys; the other is located along Leslie Street and would step 4-11 storeys.

The Draft Plan of Subdivision application proposes the creation of five blocks of which, three would be developed with the replacement rental housing (Blocks A, B and C). One block is proposed to be developed with the condominium apartment building (Block D) and one block, along the southern portion of the lands, is proposed as public open space (Block E). The Draft Plan of Subdivision application also proposes the creation of a new public road through the site from Leslie Street.

TCHC staff advises the redevelopment of the site will require current tenants to be temporarily relocated in order to demolish the existing units and replace them with the new market and TCHC rental units. Existing tenants may choose from any vacant unit in any of TCHC's 2,200 communities based on their household qualifications. Existing tenants will have the opportunity to move back to the Leslie Street location once construction is complete provided they continue to meet household qualifications and remain in good standing.

Project data is summarized in Attachment 28.

Site and Surrounding Area

The Leslie Nymark site is 2.62 hectares in size and located within the northwest quadrant of the Sheppard/Leslie intersection. The site is irregular in shape and situated between Leslie Street to the east and Canadian National Railway (CNR) to the west. The East Don Parklands is located south and west of the site beyond the CNR corridor. The ravine and trail system is part of a large open space network that starts at Steeles Avenue East and extends south into the City. There is a significant change in grade between the site and

the ravine system, with an approximate 10 metre drop in grade along the southerly property line. The ravine and trail system can be accessed from the site by a set of stairs centrally located along the south property line.

The site is located approximately 500-700 metres north of Sheppard Avenue and south of the signalized intersection at Nymark Avenue. It has a frontage onto Leslie Street of approximately 196 metres and contains 121 rent-geared-to-income townhouse units that front onto an internal private street network (Adra Villaway, Grado Villaway and Tomar Villaway). The existing units are comprised of 91, 3-bedroom units and 30, 4-bedroom units with sizes ranging from 102m² to 126m² respectively.

The site was developed in the 1960's as a private residential development and was sold to the Ontario Housing Corporation in the 1970's. In 2001, the Ontario Housing Corporation transferred the site to TCHC.

TCHC staff has advised the existing buildings are in poor condition as many of the units are prone to flooding, mold and insulation issues and the existing private street network is in need of repair.

Land uses surrounding the site (refer to Attachment 1: Context Site Plan) are as follows:

- North: a series of two-storey townhouse condominiums on lands designated *Neighbourhoods* in the Official Plan;
- South: Don River East ravine system/parkland then Sheppard Avenue East;
- East: Leslie Street then single detached dwellings on lands designated *Neighbourhoods* in the Official Plan;
- West: Canadian National Railway corridor, the Don River East ravine system/parkland then single detached dwellings on lands designated *Neighbourhoods* in the Official Plan.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site is designated *Neighbourhoods* in the Official Plan (see Attachment 26). The application proposes to amend the Official Plan to re-designate the southerly portion of the site from *Neighbourhoods* to *Apartment Neighbourhoods*.

Policy 4.1 of the Official Plan contains specific development criteria related to lands designated *Neighbourhoods*. Policy 4.1.5 states that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including the heights, massing, scale and dwelling type of nearby residential properties, the prevailing building types, and setbacks of buildings from the street. The policy indicates that no changes will be made through rezoning that are out of keeping with the physical character of the neighbourhood.

The Plan does not encourage proposals for intensification of land on major streets in *Neighbourhoods*. However Policy 4.1.7 states, where a more intense form of residential development is proposed, the application will be reviewed having regard to both the form of development along the street and its relationship to adjacent development in *Neighbourhoods*.

The Plan states *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. The Plan sets out development criteria for new development in *Apartment Neighbourhoods* to guide the review of applications to amend the zoning by-law and permit residential intensification. Section 4.2 sets out the policies which are intended to contribute to the quality of life of local residents. The Official Plan specifies that development in *Apartment Neighbourhoods* will:

- Provide a transition towards lower-scale *Neighbourhoods*;
- Minimize shadow impacts; locate and mass new buildings to frame the edge of streets and parks and to maintain sunlight and comfortable wind conditions;
- Provide adequate off-street parking; locate and screen service areas and garbage storage;
- Provide indoor and outdoor recreation space for building residents; provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- Provide units that are accessible or adaptable for persons with physical disabilities.

The Official Plan also includes policies addressing built form and public realm issues. Section 3.1.1 includes policies for the layout and design of new streets and parks. Built Form Policies 3.1.2 and 3.1.3 of the Official Plan specify that new development should be located and organized to fit with its context, and be massed to limit impacts on

neighbouring streets, parks, open spaces, and properties by creating appropriate transitions in scale to neighbouring buildings, providing for adequate light and privacy, and limiting shadowing and uncomfortable wind conditions. These policies speak to the need to provide public streets and provide direction respecting their design and function.

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure and affordability, and the protection of rental housing units, including social housing. The Official Plan defines social housing as rental housing units which are owned by a non-profit housing corporation and which are produced or funded under government programs providing comprehensive funding or financing arrangements. Policy 3.2.1.7 indicates that redevelopment of social housing properties that would remove one or more social housing units will secure:

- Full replacement of the social housing units;
- Replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
- An acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

Section 3.4 of the Official Plan speaks to the need to evaluate all proposed development on or near the Natural Heritage System to determine the potential for the development to adversely impact the system. The natural heritage system is located immediately south of the site and west of the CN rail corridor. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions. In accordance with Policy 3.4.12 of the Plan, the applicant filed a Natural Heritage Impact Study to assist in the evaluation of the proposal and assist and/or mitigate the development's impacts on the nearby natural heritage system.

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development provided it first meets the test of good planning and is consistent with the policies and objectives of the Plan.

Emerging Policy of OPA 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhood, Neighbourhoods and Apartment Neighbourhoods policies to support Council's goals in the Official Plan to protect and enhance existing neighbourhoods and to allow limited infill on underutilised apartment sites in Apartment Neighbourhoods. In December 2015 the City submitted OPA 320 to the Minister of

Municipal Affairs and Housing for approval. While OPA 320 is City Council's adopted policy, it is not yet in force.

Sheppard East Subway Corridor Secondary Plan

The southerly portion of the site is located within the boundary of the Sheppard East Subway Corridor Secondary Plan (see Attachment 27). The Secondary Plan contains policies that are area-specific and at a greater level of detail than those in the Official Plan. The application proposes to amend the Secondary Plan to add the site as a new key development area and introduce site specific policies to accommodate the proposed development.

A key objective of the Secondary Plan is to provide an overall strategy to manage and direct development in support of the Sheppard subway and to establish a planning context for long term growth. The Secondary Plan encourages development in key development areas and identifies nodes around each subway station where development is anticipated. The nodes are envisioned as focal points for development to reflect the nature and character of the communities around the subway station. The key development areas within the nodes are designated primarily as *Mixed Use Areas*. These development areas have been identified in the Secondary Plan based upon their proximity to a subway station, where development is most likely to develop in the short to mid-term and on the basis of existing uses, designations and land assemblies. A portion of the site is located in the Leslie Node but is not identified as a key development area. The Plan indicates that for the Leslie Node, new development will be focussed:

- Primarily on lands designated *Mixed Use Areas* south of Sheppard Avenue in the southwest quadrant of Leslie/Sheppard, and west of the CN Rail line; and on the lands designated *Mixed Use Areas* north of Sheppard Avenue, east of the CN Rail line; and
- On the *Mixed Use Areas* designation north of Sheppard Avenue, west of the CN rail line.

It is a policy of the Secondary Plan that residential communities located outside the areas appropriate for reurbanization in close proximity to the subway stations, be protected and enhanced as stable residential neighbourhoods through specific policies in the Secondary Plan and the applicable *Neighbourhoods* and *Apartment Neighbourhoods* policies of the Official Plan.

Section 10 of the Secondary Plan, addressing long term growth in the Sheppard Corridor, indicates that significant development in the Sheppard Corridor is to proceed first in the key development areas and that Official Plan amendments to allow significant developments outside the key development areas only be enacted if a substantial amount of development has occurred in the key areas. In May 2002, a Planning report on an amendment to the Secondary Plan established that a substantial amount of development had occurred and that additional lands could be considered as key development areas.

Since that time, amendments have been made to the Secondary Plan to incorporate additional key development areas.

The Secondary Plan states that the following criteria should guide Official Plan Amendments to add new areas for subway-related development outside the key development areas:

- The proposal is to be consistent with the policies of the Secondary Plan;
- The proposed development will enhance and preserve nearby stable areas particularly nearby designated stable residential areas;
- The proposal includes a parcel of land large enough to comprehensively implement the principles of the Secondary Plan; and
- The proposed development responds to further improvements to the rapid transit system such as the extension of the Sheppard Subway east of Don Mills Road.

Zoning

The site is zoned RM1 (Multiple Family Dwellings First Density Zone) by former City of North York Zoning By-law No. 7625 which permits multiple attached dwellings with a maximum height of 3 storeys and 9.2 metres (see Attachment 25). This zoning also permits single detached homes, recreational uses such as parks and community centres, and institutional uses including schools and places of worship.

Draft Plan of Subdivision

A Draft Plan of Subdivision application has been submitted (File No. 14 134708 33 SB). The Draft Plan is shown on Attachment 3.

The proposed Draft Plan of Subdivision divides the site into 5 blocks and establishes lands for the creation of a new public road.

Blocks A and C, the northerly development block, are proposed to be developed with 24 social housing replacement units in a 3-storey townhouse building along the north property line and 67 units in a 4-storey apartment building fronting Leslie Street.

Block B is centrally located within the Draft Plan surrounded by the proposed public road. The block is proposed to be developed with 24 social housing replacement units in a 3-storey townhouse building.

Block D is located on the south side of the proposed public road with frontage on the west side of Leslie Street. The block is proposed to be developed with a 17-storey condominium apartment building containing 529 dwelling units.

Block E, the southerly block in the plan of subdivision, would be conveyed to the Toronto and Region Conservation Authority (TRCA) for parks purposes.

Site Plan Control

The site is subject to site plan control. A site plan control application has been submitted (File No. 15 201996 33 SA) and is being reviewed concurrently.

Rental Housing Demolition and Conversion By-law

The Rental Housing Demolition and Conversion By-law (885-2007), contained in Chapter 667 of the City's Municipal Code, implements the City's Official Plan policies protecting rental housing. The By-law prohibits demolition or conversion of rental housing units without obtaining a permit from the City issued under Section 111 of the *City of Toronto Act*. Proposals involving six or more rental housing units require a decision by City Council. Council may refuse an application, or approve the application with conditions that must be satisfied before a demolition permit is issued under the *Building Code Act*.

Where an application for Official Plan Amendment or rezoning triggers an application under Chapter 667 for rental demolition or conversion, typically City Council considers both applications at the same time. Unlike *Planning Act* applications, decisions made by the City under By-law 885-2007 are not appealable to the OMB.

The applicant has submitted an application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code for the demolition of the existing rental units.

Tree Preservation

The proposal is subject to the City of Toronto Tree By-laws. The By-laws provides for the protection of qualifying trees situated on both private and City property. A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on private property. The applicant filed an Arborist Report and Tree Preservation Plan to assist in the review of the proposal.

Ravine Control

The site is subject to the City of Toronto Ravine and Natural Feature Protection By-law. The General Manager of Parks, Forestry & Recreation is authorized to issue permits to injure or destroy trees or alter the grade where applicable. In accordance with Policy 3.4.12 of the Plan, the applicant has filed a Natural Heritage Impact Study to assist in the evaluation of the proposal and assist and/or mitigate the development's impacts on the nearby natural heritage system.

Toronto and Region Conservation Authority

The site is regulated by the Toronto and Region Conservation Authority (TRCA). Under the *Conservation Authorities Act*, the TRCA has the power to regulate development in certain designated areas. A permit would be required from the TRCA. The Authority was forwarded the various reports and studies filed by the applicant for review.

Reasons for the Application

Amendments to the Official Plan, Sheppard East Subway Corridor Secondary Plan and former City of North York Zoning By-law No. 7625 are required as the proposed apartment buildings are not permitted by the Official Plan *Neighbourhoods* land use designation or the RM1 zoning by-law provisions. In addition, a permit is required under the City's Municipal Code to demolish the existing rental townhouses.

Community Consultation

Public consultation has included an open house, tenant meeting and two community meetings. At the November 20th, 2012 community meeting attended by about 100 people, the following concerns were expressed regarding the original proposal:

- the application does not conform to the Official Plan or Secondary Plan policies;
- the proposed height and density represents a significant amendment and undermines the integrity of the Official Plan by creating a negative precedent for future development applications in the area;
- Leslie Street and Sheppard Avenue East are congested in the morning and evening rush hours and the proposal would add to the congestion;
- during morning rush hours southbound Leslie Street is backed up beyond Nymark Road to the north so unless a traffic signal is installed at the proposed entrance driveway northbound motorists will not easily be able to enter or leave the site;
- light, shadow, privacy and view impacts on adjacent properties, particularly the neighbourhood east of Leslie Street;
- application proposes too much density and height and creates visual impacts with tall buildings dominating the skyline;
- adjacent ravine system is a migratory route for birds and tall buildings pose a threat; and
- the location of the proposed units along Leslie Street may create undesirable overlook and privacy concerns for residents on lands located on the east side of Leslie Street.

On June 9, 2014, a revised proposal, similar to the current proposal, was presented to approximately 80 people. While some indicated they supported the changes including a reduction in building heights, most attendees reiterated the concerns that were expressed at the first consultation meeting.

Following the second community consultation meeting, further revisions and improvements were made to proposal that are reflected in the current submission of December 2015.

Tenant Consultation:

Numerous community workshops, relocation workshops including one recently held on January 23, 2016, an open house, as well as a tour of Regent Park for tenants have been held by TCHC throughout the planning process. From December 16, 2010 through to

December of 2011 TCHC had a “Relocation Office” set up at 66 Adra Villaway that was open twice a week to provide tenants with an opportunity to speak to revitalization staff and ask questions.

A dedicated tenant consultation meeting on the redevelopment application was held by the City and TCHC on December 17, 2015. Comments from the tenants included:

- concern with the reduced sizes and whether the new unit sizes will be able to accommodate tenant's existing furniture;
- a number of residents had questions on the relocation process including the anticipated timing and length of displacement;
- residents wanted confirmation that they could return to Leslie Nymark;
- residents commented on the number of meetings and the length of time the process is taking;
- residents were concerned they would be forced to relocate outside of the local community to communities that were unsafe; and
- a number of concerns were expressed on the current state of the units

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application 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 Provincial Policy Statement and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. Both the PPS and the Growth Plan encourage intensification and redevelopment in urban areas. The development promotes intensification through a compact urban form and provides for a range of housing including the replacement of social housing and various housing forms and unit types. As the site is located near an arterial road adjacent to bus service and near the Leslie subway station, the development will promote ridership on the transit system. The proposal would make efficient use of land and resources, infrastructure and public service facilities. It would also create a healthy active community by creating safe and publicly accessible streetscapes, parks and landscaped areas.

The proposal is also consistent with the policies found in Sections 2.1 and 3.1 of the PPS pertaining to the protection and management of natural heritage features and resources.

Land Use

The proposal is to amend the Official Plan to change the land use designation on the southern portion of the site from *Neighbourhoods* to *Apartment Neighbourhoods* to accommodate a 17 storey apartment building and a policy amendment to the current *Neighbourhoods* designation to accommodate a 4 storey rental apartment building on the

northerly portion of the site. The request is to facilitate reinvestment in the site in the form of a new and more intense residential development than currently exists on the site including a revitalized social housing component. The proposal also requires an amendment to the Sheppard East Subway Corridor Secondary Plan to include the southern portion of the site as a key development area within the Leslie Node.

Policy 5.3.1.3 of the Official Plan notes that when considering a site specific amendment to the Plan, Council must be satisfied that any development permitted under an amendment to the Plan is compatible with its physical context and will not affect nearby *Neighbourhoods* and the planning review will examine whether the application should be considered within the immediate planning context or whether a broader review is appropriate.

The lands on the west side of Leslie Street between the site and Finch Avenue East are, with the exception of the *Parks* designation south of the site and a *Mixed Use Areas* site just north of Nymark Avenue, designated *Neighbourhoods*. The subject site is located on the southernmost edge of the *Neighbourhoods* designation. The initial application, proposing a re-designation of the entire site to *Apartment Neighbourhoods* has been amended. Now the *Neighbourhoods* designation on the northern portion of the site outside the Secondary Plan area would remain, while the southern portion of the site, located within the boundary of the Sheppard East Subway Corridor Secondary Plan and within the Leslie Node, is proposed to be re-designated to *Apartment Neighbourhoods*.

Given these changes to the proposed policy framework consideration of the re-designation proposal is appropriate within the planning context of the immediate area and the Sheppard East Subway Corridor Secondary Plan.

Designation of Site as a Key Development Area

The Sheppard East Subway Corridor Secondary Plan identifies key development areas which are sites designated for development. The subject site was not identified as a key development area at the time of the preparation of the Secondary Plan. Section 10 of the Secondary Plan, addressing long term growth in the Sheppard Corridor, indicates that significant development in the Corridor is to proceed first in the key development areas and that Official Plan amendments to allow significant developments outside the key development areas will only be enacted if a substantial amount of development has occurred in the key areas.

As mentioned previously in this report, through a report to Council in May 2002, it was established that a substantial amount of development had occurred in the Sheppard Subway Corridor and that additional lands could be considered as key development areas. Since that time, amendments have been made to the Secondary Plan to incorporate additional key development areas.

The Plan states that the following criteria should guide Official Plan amendments to add new areas for subway-related development outside the key development areas:

- a) the proposal is consistent with the policies of the Secondary Plan;
- b) the proposed development will enhance and preserve nearby stable areas, particularly nearby designated stable residential areas;
- c) the proposal includes a parcel of land large enough to comprehensively implement the principles of the Secondary Plan; and
- d) the proposed development responds to further improvements to the rapid transit system such as the extension of the Sheppard Subway east of Don Mills Road.

A portion of the site is within 500 metres of the Leslie subway station. Redevelopment of the southern portion of the site with an apartment building and the northern portion of the site with social housing in the form of townhouses and a low rise apartment building would support the objectives of the Sheppard East Subway Corridor Secondary Plan and the Sheppard subway while also supporting Plan policies regarding social housing units.

As indicated above, the site is located across the street from single detached homes and immediately south of an existing townhouse development. The revised proposal provides for the protection of the stable residential neighbourhood to the north by maintaining the current *Neighbourhoods* designation on the northerly portion of the site. The proposal is for 3 storey townhouses along the north part of the site and a 4 storey apartment building along Leslie Street. The lands to the north are developed with 2 storey townhouses located north of an internal private road. The lands on the east side of Leslie Street are developed with single family detached homes. The low rise social housing apartment building has been designed to match the lower 4 storeys on the proposed condominium building to the south and provide an appropriate transition and reinforce the stability of the low density residential area to the north.

Policy 3.2.1.1 provides that a full range of housing across the city and within neighbourhoods is to be provided to meet the current and future needs of residents. As well, the new *Neighbourhoods* policy indicates that developments such as this are to have a housing mix that contributes to the full range of housing. The condominium component proposes a variety of units ranging from 1-bedroom up to 3-bedroom units and all buildings in the development include ground floor grade related units that contribute to the mix of housing types, animate street edges, improve safety and contribute to a more complete neighbourhood.

The site has an area of 2.6 hectares and has a frontage of 196 metres on Leslie Street. The proposal includes a parcel of land large enough to comprehensively implement the principles of the Secondary Plan and is consistent with the Plan. The proposal is also consistent with the policies of the Secondary Plan and will enhance and preserve nearby stable residential areas. Given the size, lot configuration, immediate context and position of the site relative to similar developments on the west side of Leslie Street it is

appropriate to add a portion of the site as a key development area in the Sheppard East Subway Corridor Secondary Plan and introduce a site and area specific policy to permit a 4 storey apartment building on the balance of the site.

Staff recommend that the southern portion of the lands located within the boundary of the Sheppard East Subway Corridor Secondary Plan be redesignated to *Apartment Neighbourhoods* with the most southerly portion, adjacent to the East Don River, be redesignated *Parks and Open Spaces - Parks*. A site specific policy would be added to the Sheppard East Subway Corridor Secondary Plan, Section 4.2.C Leslie Node, setting out the development permitted for this site. An apartment building would be permitted on the southern part of the site fronting Leslie Street to the east and a new public road to the north. The north part of the site along Leslie Street and fronting the north side of the new public street would remain *Neighbourhoods* and would only permit 3 storey townhouses with a site and area specific policy to permit a 4 storey apartment building only along the Leslie Street frontage. Maintaining this designation and locating the low rise building adjacent to the major street would assist in reinforcing the stability of the low density residential neighbourhood to the north.

The Draft Official Plan Amendment is attached as Attachment 29.

Density, Height

The Sheppard East Subway Corridor Secondary Plan was prepared in anticipation of the development of a subway line extending from Yonge Street to Don Mills Road. With an extensive planning review, in consultation with property owners and residents, a planned context with appropriate densities was set out for the area. The densities provide for intensification and redevelopment to support the Sheppard subway while protecting low density stable neighbourhoods. The approval of applications since the Plan's inception have generally maintained the permitted densities. City Council has approved increases to the permitted density in some locations where the proposed development was appropriate and impacts could be satisfactorily mitigated.

It is a policy of the Secondary Plan that the tallest building heights and highest densities be directed closest to the transit stations (TTC and GO Transit), adjacent to Highway 401 and to a lesser extent along arterial road frontages. Map 9-2 of the Secondary Plan sets out maximum densities between 2.0 and 3.94 FSI in the designated key development areas. As mentioned above, City Council has approved increases to the permitted density in some locations where the proposed development was appropriate and impacts could be satisfactorily mitigated.

The maximum densities are determined by the location of the site, built form relationships, urban design objectives, community resources, infrastructure capacity and the need to address potential impacts on stable land uses and areas beyond the boundaries of the Sheppard East Subway Corridor Secondary Plan.

The gross floor area proposed over the subject site would result in a gross density of 2.58 FSI. The gross floor area on the southern portion of the site located within the Secondary Plan area would result in a gross density of 3.3 FSI utilizing the general transfers outlined in Section 4.3.2 and indoor amenity space incentive outlined in Section 4.3.3 of the Secondary Plan.

The proposed density is comparable to other developments within the Sheppard East Subway Corridor Secondary Plan. Within the Leslie Node alone, densities range between 2.6 FSI (at 25 Buchan Court) up to 3.94 FSI (at 1200-1220 Sheppard Avenue East). The proposal's additional density above the underlying zoning permission is achieved in an acceptable built form that can be appropriately accommodated on the site. The proposed density is in keeping with the policy framework and direction of the Secondary Plan.

The tallest building proposed on site is 17 storeys and located on the portion of the site within the Secondary Plan area. Within the Leslie Node, approved, built or under construction buildings range from 18 storeys (25 Buchan Court) up to 31 storeys (at 1200-1220 Sheppard Avenue East). At 17 storeys the proposed building height is in keeping with the policy framework and direction of the Secondary Plan.

Based on the above and as supported by the conclusions in this report, it is staff's view the proposed building heights and density can be supported.

As set out in the next section of the report, the development will not create unacceptable shadowing, view and privacy impacts.

Light, Views, Privacy

Concerns were expressed at the community consultation meeting that the development may create undesirable overlook and privacy concerns for the existing residents located on the east side of Leslie Street and north of the site.

Policies 2.3.1.2 Healthy Neighbourhoods calls for a transition in scale between areas of different development intensity. Transition is achieved when new development is massed to fit harmoniously into its existing or planned context and limits impacts on adjacent uses by providing for adequate light and privacy and adequately limiting shadows.

It is a policy of the Secondary Plan that the height of any building, or any portion thereof, not exceed the horizontal distance separating such building, or portion thereof, from the nearest property line of a lot within a designated stable residential neighbourhood (in other words the height of new buildings should fall beneath a 45 degree angular plane).

The development criteria applying to the *Apartment Neighbourhoods* designation also have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. Policy 4.2.2b) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower scale *Neighbourhoods*.

The nearest stable residential neighbourhood from the subject site are the *Neighbourhoods* lands located on the east side of Leslie Street and on the northern portion of the subject site.

As illustrated on Attachments 21 and 22 – Angular Plane, all parts of the proposed 17 storey building are under a 45-degree angular plane measured from the nearest property line of lands designated *Neighbourhoods*. The proposed design locates the tallest portions of the building at the greatest distance from these lands and frames adjacent streets in a way that respects the street proportions.

The proposal addresses both Official Plan and Secondary Plan policy by providing an appropriate transition towards the lower scale *Neighbourhoods* designation on the northern portion of the site and on the east side of Leslie Street (fronting Kingland Crescent). The terraced 4-11 storey building would create a comfortable street relationship along the Leslie Street frontage. The buildings fronting Leslie Street would be set back from the lower scale *Neighbourhoods* to the east in excess of 40 metres. An existing mature tree canopy on the east side of Leslie Street would assist in minimizing the potential for overlook and privacy impacts.

It is staff's view the deployment of building height and gradation of heights results in an appropriate transition and will create visual interest to the skyline.

Sun, Shadow, Wind

Section 3.1.2.3 requires new development limit its impacts on neighbouring streets, parks, open spaces and properties by adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces. Official Plan policy places particular importance to shadow impacts on parks and on low-rise *Neighbourhoods* designations. The nearest lands designated *Neighbourhoods* are located on the northern portion of the site to be developed with social housing units and lands opposite the site on the east side of Leslie Street. The rear yards of the properties on Kingland Crescent back onto Leslie Street.

In order to assess shadow impacts, a shadow study was undertaken for the proposed design. The assessment confirms the proposed development will not result in any unacceptable shadow impacts on the lands designated *Neighbourhoods* to the north or on the Kingland Crescent lands as well as the public sidewalks planned on the north side of the new public street and the existing sidewalk on the east side of Leslie Street. For the spring/fall equinoxes, late afternoon shadows from the proposed development would begin to cast on the rear yards of the Kingland properties. The application of angular planes and building terracing assist in limiting shadow impacts.

It is staff's view that the shadow impacts on the *Neighbourhoods* designation satisfy the Official Plan criterion of being “adequately limited”.

In order to assess wind impacts a preliminary assessment was prepared by Theakston Environmental Consulting Engineers. The objective of the analysis is to estimate pedestrian level wind conditions resulting from inclusion of the proposed development relative to comfort and safety. The report notes the proposed development will use a number of design measures including podiums, parapet walls, canopies, punctuated balconies, stepped facades and landscaping to mitigate wind conditions. The analysis concludes, once developed, wind conditions on and around the site are predicted to be comfortable and suitable for walking, standing, or better, year round, under normal to high ambient wind conditions. Under strong or gusty wind conditions, higher than average ground level winds will be encountered at several corners and in the gaps between the buildings, although the areas are expected to retain a rating as suitable for walking and remain suitable to the intended purpose.

The preliminary findings of this analysis have been accepted by City Planning staff. The detailed design of the mitigated measures noted above will be secured at the site plan stage. It is staff's view the proposed development will have acceptable built form impacts on open spaces and properties, in particular, on lands designated *Neighbourhoods*.

Social Housing Replacement

TCHC has advised the existing housing stock in Leslie Nymark is in poor to fair condition, as many of the units are prone to flooding, mold and insulation issues. The existing street network needs to be repaved due to potholes and uneven surfaces. TCHC has further advised in order to maintain current conditions at Leslie Nymark, the community will require significant capital to address current and backlogged repairs due to the age of the housing and the condition of the housing when it was downloaded from the Provincial government.

Existing Social Housing:

The 121 social housing units are contained in townhouse style dwellings with heights of 2½ and 3 storeys. All units have their own private outdoor space, single car garage and unfinished basements.

TCHC and Tridel have proposed to replace all 121 social housing units. A total of 48 units will be replaced on site as townhouse units and 73 units will be replaced in conventional apartment buildings, 6 of which will be provided off site at TCHC's 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road location currently undergoing revitalization.

The existing and proposed replacement social housing units are outlined in the following table:

Units	Existing	Proposed
3-bedroom townhouse	91	28
4-bedroom townhouse	30	20
3-bedroom apartments	0	63*

4-bedroom apartments	0	10*
Total	121	121

* including 3 units to be provided at Allenbury Gardens

Phasing of Social Housing Units:

The first phase of redevelopment will see the demolition of all 121 units. The second phase will see the construction of the new public road to base condition. The third and final phase will see the replacement of all 115 replacement units comprising a mix of townhouse and apartment units. Construction of the market building will also commence in the third phase. The social housing replacement apartment building will be located at the northwest corner of the site fronting the west side of Leslie Street and the new public road. The replacement townhouse buildings are also located on the northern portion of the site and provided in two, 3-storey buildings each containing 24, back-to-back units fronting the new public road. TCHC has advised completion of the 6 remaining units to be provided at the Allenbury Gardens location are anticipated for occupancy in 2020.

The City will secure through the zoning by-law and legal agreements to ensure:

- 115 social housing units will be completed and ready for occupancy prior at the Leslie Nymark location to occupancy of any market units in Building D; and
- the remaining 6 social housing replacement units to be provided at the Allenbury Gardens site will be completed and ready for occupancy prior to the registration of the plan of condominium for the market condominium on site (Building D).

Sizes:

The existing 3-bedroom units have a floor area of 1,103 ft². The existing 4-bedroom units range in size from 1,243 ft² to 1,353 ft². Staff recognizes some of the original social housing unit were built more spaciouly, but that space was not constructed as efficiently as the current designs. Some of the larger sizes of units are not feasible or efficient to replicate in the redeveloped Leslie Nymark. As with the Allenbury Gardens revitalization, designs for new units will offer a more effective use of space allowing for somewhat smaller sized units than currently exist. Replacement social housing unit sizes will range in size from 790 ft² to 1,271 ft² with an average size of 1,081 ft² for the 3-bedroom units, and the 4-bedroom units ranging in size from 1,040 ft² to 1,295 ft² with an average GFA of 1,187 ft²

The Section 37 and 111 agreements will secure requirements for minimum unit sizes, storage space, laundry hook-ups, amenity space and other suite amenities and finishes that are available today.

Grade-related Replacement Housing:

All of the existing units are townhouses, with their own private outdoor space. The existing housing provides good-sized units for families, as well as smaller households. The proposed replacement units will include a mixture of back-to-back townhouses and

apartment units. Maintaining good sized, affordable housing units suitable for families is a key priority for the City. Few rental townhouses are being built in the City, furthering the need to preserve what currently exists. In the case of Leslie Nymark, the majority of the existing units are 3-bedrooms, making them more suitable to be replaced in an apartment form. The apartment building units include private balconies and common indoor and outdoor amenity space for tenants where there was previously none. With the shift from all the units being provided as townhouses to some being provided as apartments, some units will now be barrier-free.

There are a total of 59 ground related units proposed with access at grade, 48 of which are located in the townhouse blocks (Blocks A and B) comprising 28, 3-bedroom units and 20, 4-bedroom units and 11 are located in the apartment building comprising 10, 3-bedroom units and 1, 4-bedroom unit ensuring that housing remains on the site that can accommodate larger families. The remaining 62 units are located on upper floors of an apartment building resulting in an approximate 50% split of units with grade related access.

Tenure and Income Mix:

The redeveloped Leslie Nymark will include a mix of housing types, tenures and incomes on the site helping to make it more of a socially and economically mixed community. The objective for the social housing townhouses or apartment building is for them to be indistinguishable from the condominium market units. The market and social housing units will be located side-by-side, with no visible difference from one another. The proposed privately owned publicly-accessible open space (POPS), internal courtyard and pedestrian circulation system through the site, including access to the ravine, will provide the opportunity for resident social interaction.

Tenant Relocation and Assistance Plan:

Toronto Community Housing has set out a comprehensive tenant relocation and assistance plan. The key principles of this plan include:

- The right to a new replacement social housing unit;
- Mitigation of hardship related to moving, through the provision of moving assistance, including moving services and other support to assist with moving to a temporary and new replacement unit;
- All tenants will be provided advance notice of demolition and the need to relocate. It is expected that the notice period will be longer than the 120 days currently required under the Residential Tenancies Act (2006);
- Equitable and transparent selection of new replacement units; and
- Developing a Construction Mitigation Strategy which will provide an approach to minimize the potential negative impacts of demolition and construction occurring on the site.

TCHC has committed to continue to consult with tenants as the redevelopment progresses, including consultation on specific details to unit design and amenity space.

Securing Social Housing Replacement:

The replacement social housing units will be owned by TCHC and secured as social housing for a period of at least 25 years, meaning no application can be made to demolish or convert to non-social housing purposes (such as condominium tenure) during this time. After the 25 year period has expired, the units will continue to be social housing and owned by the City's social housing agency, but Toronto Community Housing would have the right to apply to convert or demolish the units. However, any such application would have to meet the requirements of provincial social housing legislation, the City's Official Plan housing policies, and any related by-laws, in place at that time. Detailed requirements for replacing the existing social housing and provision of tenant relocation and assistance will be secured in legal agreements with TCHC.

Tenure

Of the 644 proposed residential units, 115 units are to be replacement social housing units and 529 units are to be residential condominiums. A draft plan of condominium will need to be submitted for approval.

Traffic Impact

The Secondary Plan's transportation policies have two main goals: first, that development in the Secondary Plan area proceed only if or when sufficient transportation infrastructure is in place to support it; and, second, that existing neighbourhoods north of Sheppard Avenue East be protected from the impact of development-related traffic. Policy 4.5.2 of the Secondary Plan states that prior to the enactment of any Zoning By-law, the City must be satisfied that the proposed development can be accommodated within the existing road network or that any transportation improvements required to support the development have been identified and all necessary provisions made for their implementation. The Secondary Plan requires a Traffic Impact Study and traffic certification by a qualified transportation consultant for any proposed development larger than 5,000m².

A Traffic Impact Study (TIS) prepared by the applicant's traffic consultant BA Group, was submitted with the application in December 2011. In response to initial comments from Transportation Services and changes to the overall development, an updated TIS was submitted by the traffic consultant on November 18, 2014. The updated report summarizes the changes and addresses previous comments raised by Transportation Services.

The revised TIS estimates the project will generate approximately 210 and 215 two-way trips during the morning and evening peak hours respectively. The study concludes the project will have modest impacts on area public street intersections. It should also be noted the previously proposed traffic control signal at the intersection of the Leslie Street/New Public Street has been removed and replaced by a stop control as recommended by Transportation Services staff.

Transportation Services staff finds the conclusions of the TIS generally acceptable.

Transportation Services notes the applicant is proposing an all-way stop control at the site driveway to the proposed condominium and new public road. In order for Transportation Services staff to support the proposal of an all-way stop, the applicant's transportation consultant will need to submit an analysis to determine if an all-way stop control is warranted and to analyze the impacts an all-way stop control could have on the surrounding street network.

This matter will be addressed through the site plan process.

The Toronto Transit Commission (TTC) reviewed the application and in response to the applicant's initial submission TTC staff advised it could not support the proposed signalized intersection at Leslie Street and the proposed public road leading into the site. TTC staff noted the number of left turning volumes to and from the site identified in the transportation consultants report did not warrant signalization. TTC staff expressed concerns a signalized intersection would result in delays to transit operations.

The signalization at the Leslie Street/New Public Road is no longer proposed by the applicant.

Access

Two full moves driveways are proposed on the public road to access the proposed condominium development (Block D) and the proposed social housing replacement apartment building (Block C). The driveways each lead to courtyards which will provide pick-up and drop-off areas to the main entrances to the buildings and access to their respective underground parking garages and loading areas.

Transportation Services staff has no objections to the location and design of the proposed driveways.

Parking

The Official Plan states development should take advantage of nearby transit services and provide an adequate supply of parking for residents and visitors. Similarly, the Secondary Plan states development must provide sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use. Parking rates within the Sheppard East Subway Corridor have been reduced to ensure that developments do not provide excessive parking spaces and thereby attract auto-oriented users. To achieve this goal, parking requirements in the corridor are established on a site-by-site basis having regard for factors such as distance to the subway, unit size and unit type.

A Parking Study was included in the applicant's Traffic Impact Study.

Transportation Services advise the parking requirements for the project are governed by the applicable parking provisions contained in the former City of North York general Zoning By-law No. 7625. However, Zoning By-law 569-2013 was developed by City

staff in order to update the parking requirements for developments and adopted by City Council in April 2013. The parking provisions contained in the By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to Zoning By-law No. 7625. Based on the location of this site and the rationale submitted by the consultant, Transportation Services will support a blended parking rate for this development.

The transportation consultant recommended a residential parking rate of 1.0 space per unit for the TCHC units. This parking rate was justified based on a survey that was conducted on the auto Ownership of the existing site. Transportation Services staff find the justification acceptable and given the TCHC units are three and four bedroom, Transportation Services staff support applying the parking rates recommended in By-law 569-2013 for the TCHC units.

Transportation Services staff is recommending the following parking rates for this development:

- 0.6 to 0.9 space per unit for a Bachelor Unit (up to 45m²);
- 1.0 to 1.3 spaces per unit for a Bachelor Unit (more than 45m²);
- 0.7 to 1.0 space per Dwelling Unit for a 1-Bedroom unit;
- 0.9 to 1.3 spaces per Dwelling Unit for a 2-Bedroom unit;
- 1.0 to 1.5 spaces per Dwelling Unit for a 3+ bedroom unit;
- 0.15 spaces per dwelling unit to be provided for visitors.

Based on the number and type of dwelling units the recommended rates would generate the need to provide a minimum of 508 spaces to a maximum of 812 parking spaces.

The proposal includes a total of 676 parking spaces of which, 115 spaces would be provided for TCHC tenants with 17 parking spaces for visitors and 464 parking spaces would be provided for the condominium residents with 80 parking spaces for visitors. All of the parking would be provided below grade in underground parking garages to maximize landscaping and open space opportunities.

The proposed parking supply is within the range recommended by Transportation Services staff.

Bicycle Parking

The Official Plan contains policies that encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City.

Policy 2.4.7 states, “Policies, programs and infrastructure will be introduced to create a safe, comfortable, and bicycle friendly environment that encourages people of all ages to

cycle for everyday transportation and enjoyment including the provision of bicycle parking facilities in new developments”.

Bicycle parking is to be provided at a minimum rate of 0.6 spaces per dwelling unit for tenants and residents and 0.15 spaces per dwelling unit for visitors. At these rates, a total of 483 bicycle parking spaces are required.

The development proposes a total of 529 spaces of which, 86 spaces would be provided for the social housing development including 17 spaces allocated for visitors and 443 spaces would be provided for the condominium development including 80 spaces allocated for visitors.

Loading Facilities

Official Plan policy requires service areas, ramps and garbage storage to be located and screened to minimize the impact on adjacent streets and residences.

The service areas, ramps to underground parking and garbage storages areas are contained within the buildings and not visible from adjacent streets and properties therefore the objectives of the Official Plan and Secondary Plan have been addressed. The design and layout of the loading arrangements have been accepted by Transportation Services and Engineering & Construction Services staff. Similar to the parking requirements, Transportation Services are recommending the loading facilities be provided in accordance with Zoning By-law 569-2013 as follows:

North (TCHC) Site:

- Buildings A & C – one Type 'G' loading space having a minimum width of 4.0 metres wide, a minimum length of 13.0 metres and a minimum vertical clearance of 6.1 metres.

South (Condominium) Site:

- Building D – one Type 'G' and one Type 'C' loading space having a minimum width of 3.5 metres wide, a minimum length of 6.0 metres long and a minimum vertical clearance of 3.0 metres.

Transportation Services staff has advised the proposal has been designed to accommodate the above noted requirements and as such, is acceptable.

Servicing

The applicant submitted a Stormwater Management Report, a Functional Servicing & Stage 1 Stormwater Management Report, and Site Servicing and Site Grading Plans with the application. The reports provide an assessment of stormwater runoff, sanitary flow and water supply demand resulting from the development. The assessment confirms the existing municipal infrastructure is adequate to service the proposed development. While

Engineering & Construction Services staff has requested revisions to the various submissions, Planning staff have been advised finalization of these matters can be addressed and secured through the Site Plan approval and Plan of Subdivision processes.

Amenity Space

Policy 4.2.2(f) of the Official Plan requires that new development provide adequate indoor and outdoor recreation space for building residents. The Official Plan is not prescriptive as to the location or amount of open space rather each application is assessed based on its own merits and context.

The Sheppard East Subway Corridor Secondary Plan contains density incentives for the provision of specific uses and facilities and the gross floor area of such facilities are exempted from the calculation of density.

Indoor and outdoor amenity space for the condominium component is proposed at a rate of 2m² per dwelling unit to support the proposed development. Based on 529 units this rate equates to 1,058 m² of space. In accordance with Secondary Plan policy, this space would be exempt in calculating density.

Indoor and amenity outdoor amenity area for the social housing units within the apartment building are proposed at a rate of 2m² per unit. Based on 67 units this equates to 134m² of space. The amenity space is located on the ground floor of the apartment building with an adjoining outdoor amenity area that will be made available to all TCHC tenants. All replacement units within the apartment building would also have access to individual private balconies or ground floor patios. The 3 and 4-bedroom townhouse units would have individual access to private amenity space in the form of front and rear yard patios or rooftop space.

The development also includes a Privately Owned Public Space (POPS) in the area west of the condominium building (refer to Attachment 24). The space has an area of 707m², will be programmed as playground space and be made available to the entire community. It is recommended provision of the space be secured in the Section 37 Agreement. The design of the space, including the provision of appropriate signage that identifies the space as a POPS, will be secured at the site plan stage.

The amount of indoor and outdoor amenity space is acceptable to City Planning staff.

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 located in an area with 0.78 - 1.55 of parkland per 1,000 people. This area is in the middle quintile of current provision of parkland. The site is in a parkland priority area, as per City Wide Parkland Dedication By-law No. 1020-2010.

The application proposes 529 residential condominium units, 115 social housing units and a public road on a total site area of 26,334m². Parks, Forestry & Recreation (PF&R) staff advises the 115 social housing units are exempt from parkland dedication requirements as per Chapter 415, Article III, of the Toronto Municipal Code therefore, the net site area is 13,270m².

At the alternative rate of 0.4 hectares per 300 units specified Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement for the condominium component is 7,360 m² or 55% of the site area. However, for sites that are between 1 to 5 hectares in size, a cap of 15% is applied to the residential use (condominium component). In total, the parkland dedication requirement is 1,990m².

The applicant is required to satisfy the parkland dedication through a cash-in-lieu payment. PF&R staff has advised this is appropriate as the site is located in close proximity to existing parkland. The site is adjacent to Villaways Park, a 1.5 hectare park which includes the East Don River Trail, a multiuse trail that extends to Steeles Avenue and links Villaways Park with the east Don Parkland, a 159 hectare naturalized park.

Natural Heritage Area and Ravine Protection

The site contains and is adjacent to a 'Natural Heritage Area' identified on Map 9 of the Official Plan. A Natural Heritage Impact Study (NHIS) was submitted with the application and has been reviewed by Toronto & Region Conservation Authority (TRCA) staff and city staff in the Ravine & Naturals Features Protection unit of Urban Forestry Services (UFS) because the site is partially located within a Regulated Area of the East Don River Valley and also subject to the provisions of the Ravine & Natural Feature Protection By-law.

The purpose of the NHIS is to characterize natural heritage features and functions, establish appropriate limits based on site sensitivities and recommend appropriate impact mitigation measures in a manner that is consistent with the Official Plan, the Ravine and Natural Features Protection By-law and the TRCA's Valley and Stream Corridor Management Policies.

Policy 3.4.8 requires that development will be setback from the top of bank by at least 10 metres. Policy 3.4.9 states that land below the top-of-bank may not be used to calculate permissible density in the zoning by-law. TRCA staff has confirmed the staked limit of the top-of-bank is located within a small portion at the eastern edge of the site.

The conclusions of the NHIS are generally summarized as follows:

- The proposed development will be set back a minimum of 10 metres from the long term stable top of slope and a minimum 6 metres from the drip line of valley trees. The consultant notes the proposed development provides for much greater separation from the Natural Heritage System (NHS) compared to the existing

development and will incorporate enhancements to the system through a number of restoration/naturalization activities;

- A minor encroachment into the long term stable top of slope setback is required primarily to provide a 3 metre maintenance easement along the south side of the proposed condominium buildings and will be offset by the addition of 433m² to the NHS, which will be naturalized and conveyed to the TRCA, resulting in a net gain of 57 m² to the NHS. It's the consultant's view the encroachment will not have a negative impact on the quality or integrity of the NHS;
- The proposed development will encroach slightly into the Ravine and Natural Features Protection (RFNP) area however it is the consultant's view the encroachment is considered minor and will not impact the ravine feature. The consultant will be preparing a ravine stewardship plan for the property, which will identify restoration goals, objectives and strategies for enhancing the ravine;
- Direct impacts to natural features are limited to the removal of trees from the tableland to accommodate the proposed development. The consultant notes the tree loss will be offset by planting native trees within the proposed landscaping and outdoor amenity areas;
- No direct impacts to the NHS are anticipated as the proposed development does not encroach into the valley lands.

In summary, it is the consultants view the proposed development will not adversely impact the natural heritage resources and ecological functions associated with the NHS provided the mitigation and enhancement measures recommend in his report are implemented. Further, because the proposed development will afford greater separation to the valley lands than presently exists, and once mitigation measures and naturalizations implemented there will be a net ecological benefit to the valley corridor.

The findings and conclusions of the applicant's Natural Heritage Impact Study has generally been accepted by UFS and the TRCA. UFS and TRCA have no objections to the applications subject to the following:

- submit revisions to the Natural Heritage Impact Study and Hydrological Investigation Report including but not limited to, groundwater dewatering measures to the satisfaction of TRCA and UFS staff;
- submit revisions to the Arborist Report, Tree Protection Plans, Sediment Control Plan and Stewardship Plan as outlined in the comments from UFS dated January 21, 2016;
- conveyance of the 10 metre buffer area to the TRCA identified as Block E on the draft plan of subdivision (and zoned O1(48) on the attached draft zoning by-law);

- prepare and implement a Ravine Stewardship Plan including a planting plan and the submission of a financial security deposit to secure the planting and stewardship plan, to the satisfaction of UFS staff in consultation with TRCA staff;
- obtain a RFNP Permit from UFS.

The requirements of the TRCA and UFS would be addressed through the Site Plan Approval and included as draft plan approval conditions on the plan of subdivision.

Tree Preservation

A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on City or private property.

The Tree Protection Plan and Arborist Report filed with the application proposes the removal of 30 City owned trees and 74 privately owned trees that meet the criteria for protection under the applicable City of Toronto Tree By-laws.

Privately-owned trees

Urban Forestry Services (UFS) staff requires the submission of a completed private tree permit application along with a permit fee of \$23,235.26 (\$313.99 per tree) for the removal and injury of the 74 privately-owned trees.

UFS staff advises the removal of 74 trees that are protected under the provisions of the Private Tree By-law would require the planting of 222 large growing replacement trees. UFS staff notes if it's not physically possible to plant the replacement trees on the site, the General Manager of Parks, Forestry & Recreation will accept a cash-in-lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years.

The landscape plan submitted with the Site Plan application shows there are 55 trees proposed for planting on private property; as such the applicant will be required to provide a payment of \$97,361.00 (\$583 per tree) in lieu of planting the balance of the required 167 replacement trees on private property.

City-owned trees

UFS staff advises an inspection of the site revealed there are 30 City-owned trees located on the City road allowance that will be affected by the proposal. UFS requires the applicant to submit a completed permit application along with a permit fee of \$9,417.70 (\$313.99 per tree) for the removal of 30 City trees along with a completed "Agreement for Contractors to Perform Arboricultural Services on City-owned Street Trees". UFS staff notes a payment of \$40,574.00 for the amenity value of the 30 trees proposed for removal will be required if the permit application is approved.

UFS staff further advises the development proposes the protection of one tree located on the City road allowance. UFS requires a Tree Survival Guarantee in the amount of \$16,703.00 to ensure the protection of the tree.

The landscape plan submitted with the Site Plan application shows 64 new City trees are proposed with the new right-of-way and along Leslie Street. The number of trees and proposed species are acceptable to UFS staff. UFS will require a Tree Planting Deposit of \$37,312.00 (\$583.00 per tree) to guarantee their planting.

The Urban Forestry Services requirements would be addressed through the Site Plan Approval process and included as draft plan approval conditions through the plan of subdivision process.

Pedestrian Circulation

This development creates an attractive and safe pedestrian experience that will encourage walking. Pedestrian circulation on the site is reinforced with the introduction of the public road as well as the configuration of buildings at grade. Ground floor uses provide for visual connection to the outdoor open spaces and pedestrian areas. The condominium building includes a publicly accessible courtyard creating a connection from the public road to the ravine.

The East Don Parklands is located immediately south of the site and contains an extensive multi-use trail system that is part of a large open space network including connections to Sheppard Avenue East and the Leslie Subway Station. The ravine and trail system is currently accessed from the site by a set of stairs centrally located along the south property line. The stairs are in need of repair and not ideally positioned in relation to proposed pedestrian connections on site. Staff recommends the stairs be removed and reconstructed to align with the publicly accessible pedestrian connection noted above.

Streetscape

Official Plan policies require that new development frame street edges and provide an attractive, comfortable and safe pedestrian environment. The proposal appropriately addresses this policy. Buildings are aligned along the street edges to provide an appropriate street presence and street enclosure with appropriate setbacks to accommodate landscaping opportunities and general site amenity. The design also features units with street related access as well as pedestrian connections from the adjacent sidewalks to the main entrances/lobbies of the apartment buildings. New 2m wide public sidewalks will be provided along the new public street, the existing sidewalks along Leslie Street will be replaced with a new 2m wide sidewalk and the public boulevards abutting the sites will be planted with a row of trees.

Streetscaping details will be secured through the Site Plan approval and plan of subdivision stage.

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 Zoning By-law would secure performance measures for the following Tier 1 development features: providing minimum number of parking spaces and securing weather protected bicycle parking spaces below grade. Other applicable TGS performance measures would be secured through the Site Plan approval process including: green roofing techniques to reduce the urban heat island effect; incorporating landscaped areas with water efficient plants and native species; the provision of user-friendly and accessible handling and storage facilities for recyclable materials and organic waste; and stormwater management/retention.

One of the concerns expressed by an area resident with the proposed development pertained to migrating birds. Urban areas and buildings pose dangers to migrating birds and the subject site is located adjacent to the East Don Parklands ravine system which is a migratory route.

The City of Toronto Bird Friendly Guidelines were approved by Council in 2007 and contain a list of strategies to address the dangers posed by development to migrating birds. Measures to protect birds include treatment of glass, ground level vents and building and site lighting. The applicant proposes to meet the Green Development Standard which requires that glass is treated with a density pattern or that reflections are muted for the first 10 -12 metres above grade, glass is treated above a green roof, low porosity ground level ventilation grates are used, exterior light fixtures are shielded and there is no up-lighting.

The proposed development will incorporate the requirements of the Toronto Green Standard in treating glass, ventilation grates and lighting to protect migratory birds.

School Boards

The Toronto District School Board reviewed the application and advise there is insufficient space at the local schools to accommodate students anticipated from the proposed development and it may be necessary for students to be accommodated in facilities outside of the area. The Board notes students from the new development will not displace existing students (including TCHC students) at local schools.

The School Board has requested that as a condition of approval, the applicant enter into an agreement to put up signs advising that students may be accommodated in facilities outside the area until adequate funding or space becomes available. The Board further recommends all offers of purchase and sale of residential units include warning clauses to this effect including policies on bussing. The Board's conditions are included in the conditions of draft plan of subdivision approval.

The Toronto District Catholic School Board did not provide any comments on the application. It should be noted however, that the Catholic School Board has an Education Development Charge by-law in place. Payments are required at the time of issuance of the first building permit.

CN Railway

A CN rail line that is also used by GO Transit is located immediately west of the site. A Noise & Vibration Feasibility Study prepared by HGC Engineering was submitted with the application and reviewed by GO Transit.

The nearest building will be setback 30 metres from the rail corridor which is consistent with GO Transit's noise control and safety requirements for residential development. In conjunction with the setback a 3 metre high acoustical wall on top of an earth berm is proposed. The earth berm would be approximately 2.5 metres above the top of rail elevation. GO Transit recommends warning clauses be included in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way advising of potential noise and vibration resulting from current or future operations within the railway corridor.

Detailed design of the earth berm and acoustic wall, grading and drainage, landscaping and the proposed storm and sanitary sewer easement beneath the berm will be secured at the site plan stage. CN's requirements are included in the conditions of draft plan of subdivision approval.

Draft Plan of Subdivision

The proposed Draft Plan of Subdivision divides the site into 5 blocks and establishes lands for the creation of a new public road. The Draft Plan of Subdivision is shown on Attachment 3.

Blocks A and C, the northerly development block, would have a frontage onto Leslie Street of approximately 60.9 metres, a frontage onto the north side of the proposed public street of approximately 170 metres, a site area of approximately 6,800m² and would be developed with 24 social housing replacement units in 3-storey, back-to-back townhouses and 67 units in a 4-storey apartment building fronting Leslie Street.

Block B is centrally located within the Draft Plan of Subdivision Plan surrounded by a new public road. The block would have a site area of approximately 1,100 m² and would contain 24 social housing replacement units in 3-storey, back-to-back townhouses.

Block D is the largest block within the Plan with a frontage of 92.5 metres on the west side of Leslie Street, a frontage of 153 metres along the south side of the proposed public road and an area of 9,670 m². The block would be developed with a condominium apartment building comprising 529 dwelling units in a terraced 17-storey apartment building along the south edge of the site, a terraced 11-storey apartment building along

the Leslie Street frontage, and 3 and 4-storey apartment buildings along the south side of the public road.

It is intended that all buildings would align themselves along Leslie Street and the new public road.

Block E, the southerly block in the plan of subdivision, would have an area of approximately 3,174m² and conveyed to the TRCA for parks purposes. It would be developed as naturalized open space with pedestrian circulation opportunities.

The application also proposes a new public road. The new public road will connect to Leslie Street and is approximately 180 metres south of Nymark Avenue and 200 metres north of Marowynne Drive. Both intersections are signalized. The new public road is proposed to have a right-of-way width of 18.5 metres where it enters the site at Leslie Street and tapering down to 16.5 metres further into the site. The proposed location, road network and right-of-way widths are acceptable to Transportation Services and Engineering and Construction Services staff.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits for increases in height and/or density pursuant to Section 37 of the *Planning Act*.

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

1. A contribution of \$1,100,000 to be allocated towards capital improvements in the vicinity of the development site and towards on-site public art, as follows:
 - improvements to the East Don River Trail system in the vicinity of the site including the removal of the existing stairs that connect the site to the existing trail system and the construction of new stairs that align with the proposed pedestrian walkway from the courtyard of the condominium;
 - streetscape improvements along the west side of Leslie Street between the development site and Sheppard Avenue East which include improvements to the existing pedestrian/cycling entrances to the East Don River Trail system, such improvements may include removal of the existing guard rail on the public boulevard;
 - an on-site public art installation through Arts Starts, a non-profit community-building group within the Villaways; and,

- \$200,000 of the contribution to be directed towards eligible on-site improvements to be identified through a participatory budgeting process with the Ward Councillor.

The allocation of the remaining \$900,000 to be determined in consultation with the Ward Councillor and appropriate City Divisions and external agencies and to the satisfaction of the Director, Community Planning, North York District.

The following matters are also recommended to be secured in the Section 37 Agreement in support of the development:

2. The Owner is to replace the existing 121 units of social housing on the site.
3. The provision and maintenance on the site of not less than 115 TCHC social housing replacement units on the Leslie Nymark site for a period of at least 25 years, comprising 59 grade-related units and 56 apartment units, all of which shall have rents geared to income.
4. The provision and maintenance on the site of not less than 6 TCHC social housing replacement units on the Allenbury Gardens site for a period of at least 25 years, comprising 3, 3-bedroom units and 3, 4-bedroom units, all of which shall have rents geared to income.
5. Tenant relocation assistance for tenants in the existing buildings, including the right for eligible tenants to return to a replacement rental unit, financial assistance for moving services, payment of disconnection and reconnection charges for utilities with the details of the Tenant Relocation and Assistance Plan to be outlined and secured in the agreement.
6. A Construction Mitigation and Tenant Communication Strategy submitted prior to the issuance of the first building permit (including demolition and/or excavation permit) with the details to be outlined and secured in the agreement to the satisfaction of the Chief Planner and Executive Director, City Planning.
7. The Owner shall convey approximately 3,174m² of land (Block E on the Draft Plan of Subdivision), at nominal cost, to the Toronto & Region Conservation Authority to the satisfaction of the City Solicitor and the Authority;
8. The provision of a Privately Owned Public Open Space (POPS) on the southern portion of the lands having a minimum area of 707m² and designed to include a playground facility.

9. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee.

Conclusion

The proposal by Toronto Community Housing Corporation and Tridel to redevelop and revitalize the social housing site at Leslie Nymark is appropriate and the report recommends the approval of the development. The proposal represents an appropriate redevelopment of an underutilized site in the vicinity of higher order transit and has sufficient space to accommodate additional density and height without impacting the surrounding neighbourhood. The building has been located and massed to be compatible with the adjacent buildings and nearby neighbourhoods.

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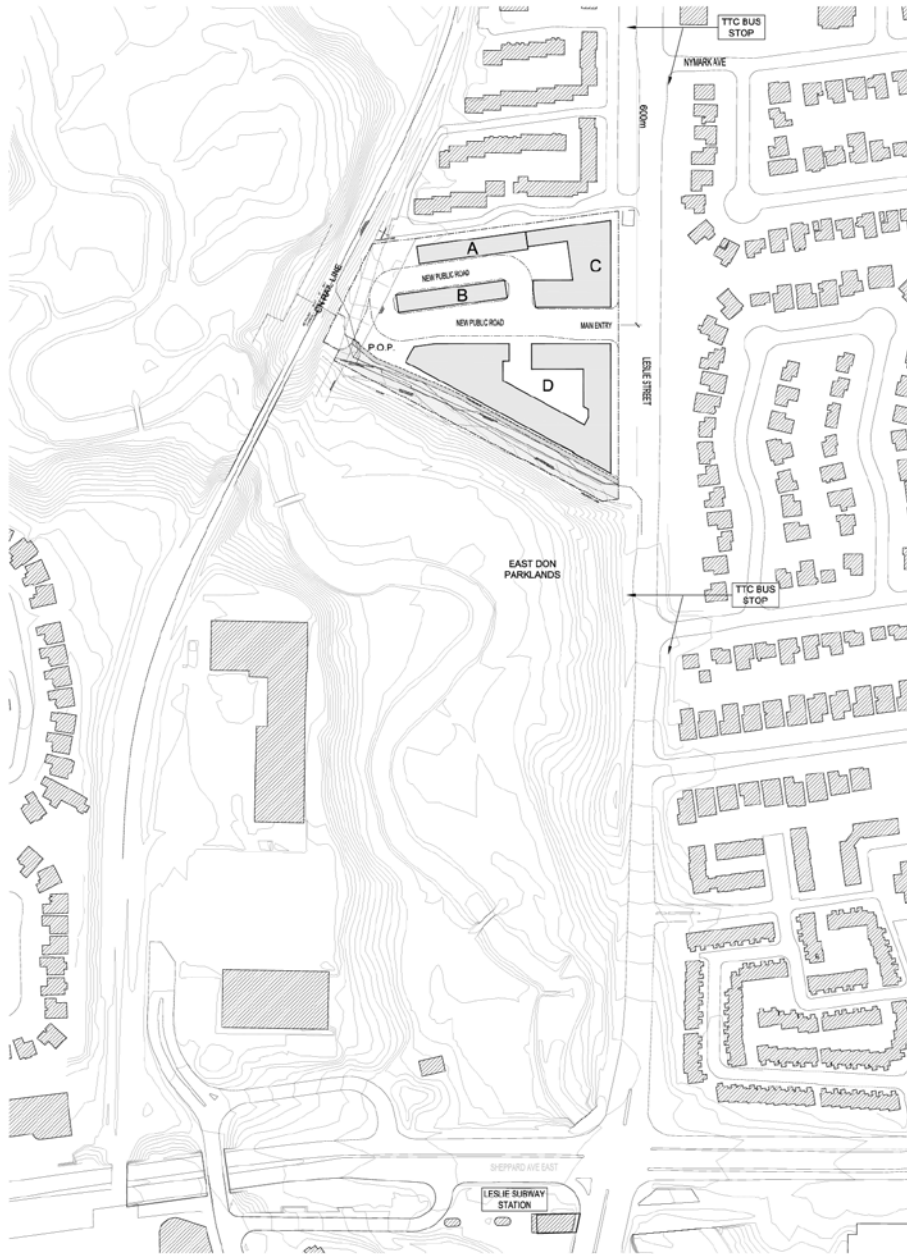
Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

- Attachment 1: Site Context Plan
- Attachment 2: Site Plan
- Attachment 3: Draft Plan of Subdivision
- Attachment 4: Aerial Perspective
- Attachment 5: Elevations – Block A (North)
- Attachment 6: Elevations – Block A (South)
- Attachment 7: Elevations – Block A (East)
- Attachment 8: Elevations – Block A (West)
- Attachment 9: Elevations – Block B (North)
- Attachment 10: Elevations – Block B (South)
- Attachment 11: Elevations – Block B (East)
- Attachment 12: Elevations – Block B (West)
- Attachment 13: Elevations – Block C (North)

Attachment 14: Elevations – Block C (South)
Attachment 15: Elevations – Block C (East)
Attachment 16: Elevations – Block C (West)
Attachment 17: Elevations – Block D (North)
Attachment 18: Elevations – Block D (South)
Attachment 19: Elevations – Block D (East)
Attachment 20: Elevations – Block D (West)
Attachment 21: Angular Plane (Leslie St)
Attachment 22: Angular Plane (Public Road)
Attachment 23: Landscape Concept Plan
Attachment 24: Privately Owned Publicly-Accessible Space (POPS)
Attachment 25: Zoning
Attachment 26: Official Plan
Attachment 27: Map 9-2 of the Sheppard East Subway Corridor Secondary Plan
Attachment 28: Application Data Sheet
Attachment 29: Draft Official Plan Amendment
Attachment 30: Draft Zoning By-law Amendment
Attachment 31: Conditions of Draft Plan of Subdivision

Attachment 1: Site Context Plan



Context Plan

Applicant's Submitted Drawing

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01/25/2016

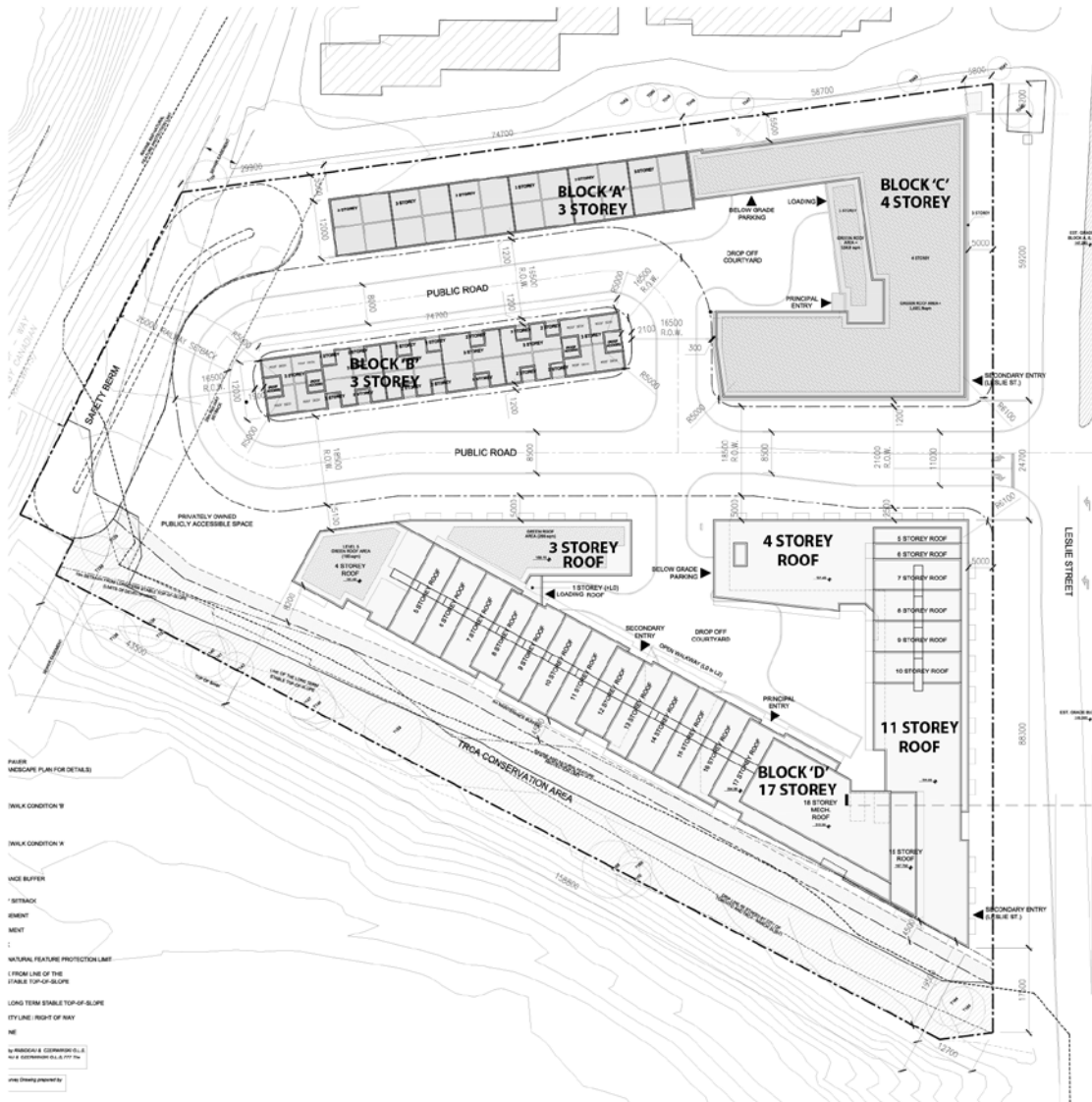


1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

1-35, 45-69 & 6-66 Adra Villaway;

File # 11 330323 NNY 33 0Z

Attachment 2: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
01/25/2016

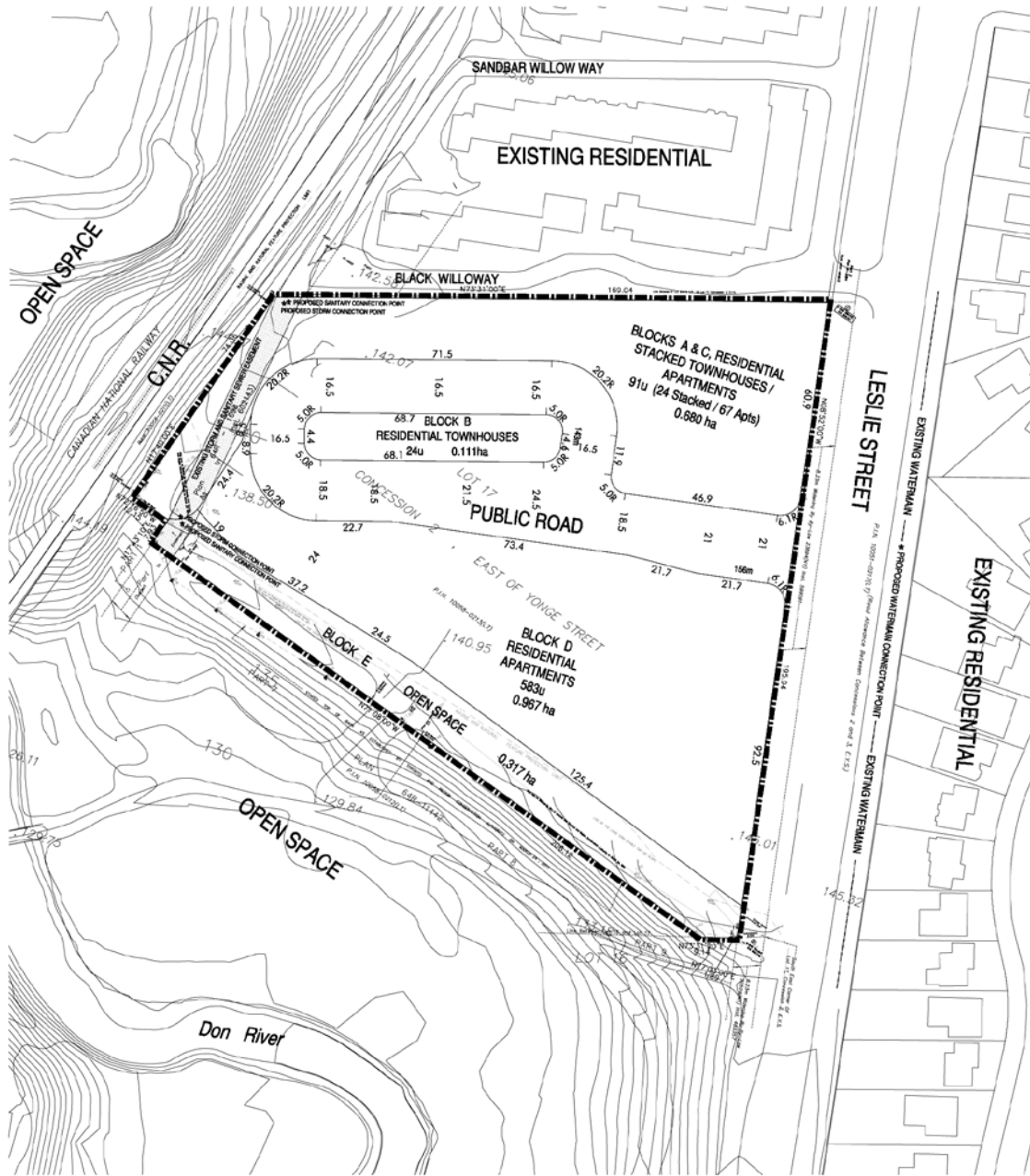


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1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 OZ

Attachment 3: Draft Plan of Subdivision



Draft Plan of Subdivision

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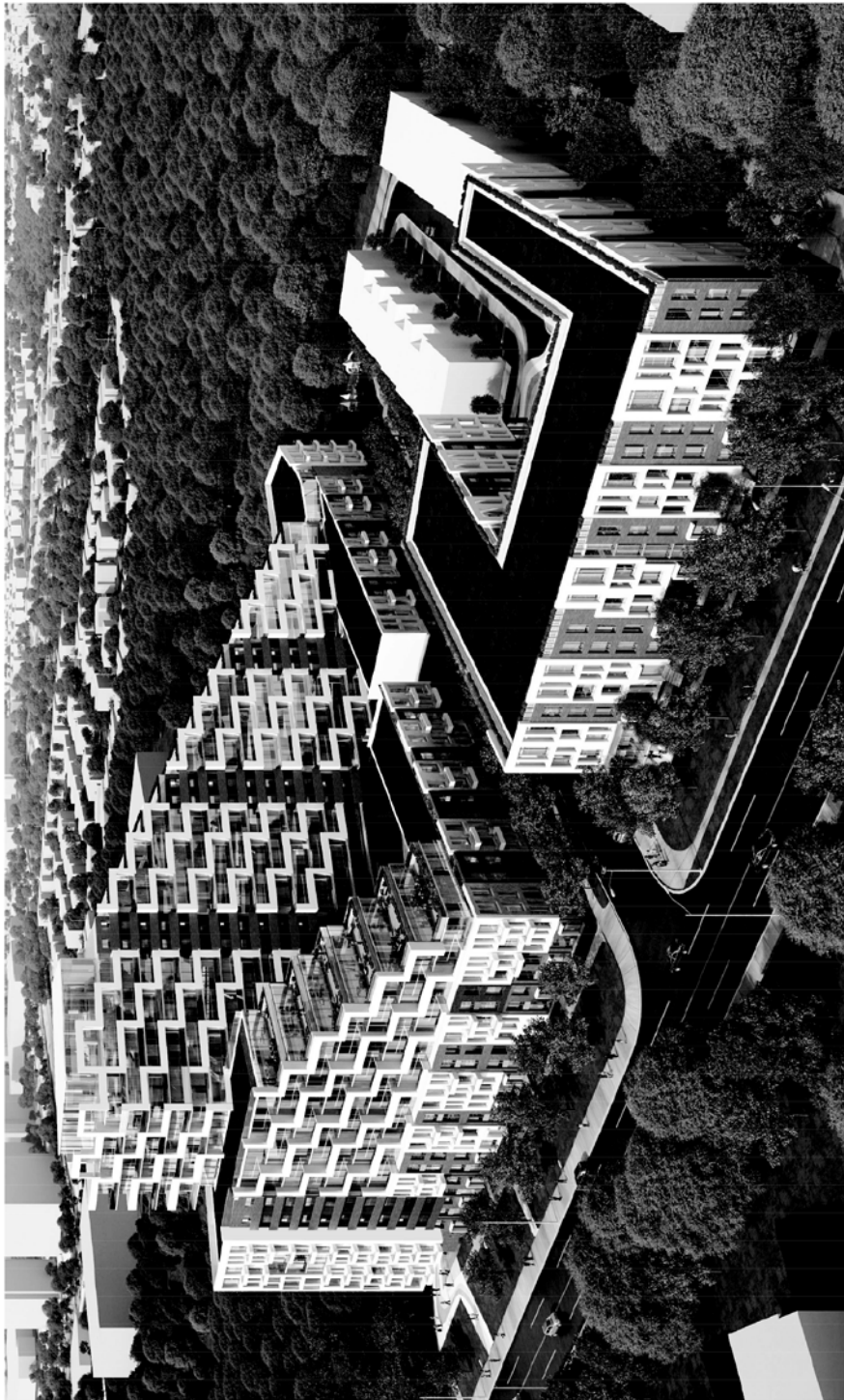
Applicant's Submitted Drawing

1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

Not to Scale
01/25/2016

File # 14 134708 NNY 33 SB

Attachment 4: Aerial Perspective



Perspective

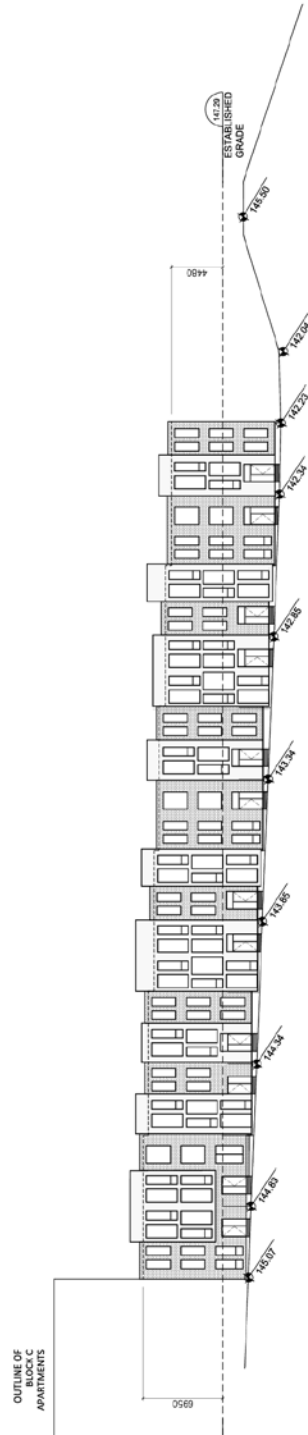
Applicant's Submitted Drawing

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1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 5: Elevations (Block A)



North Elevation - Block A

Applicant's Submitted Drawing

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01/27/2016

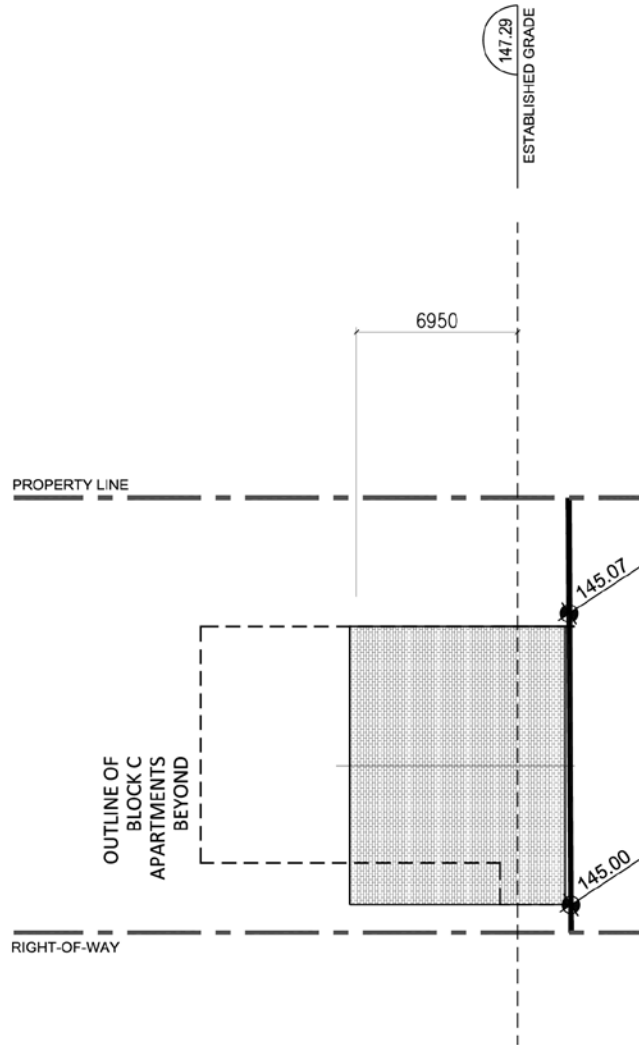
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1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

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File # 11 330323 NNY 33 0Z

Attachment 7: Elevations (Block A)



East Elevation - Block A

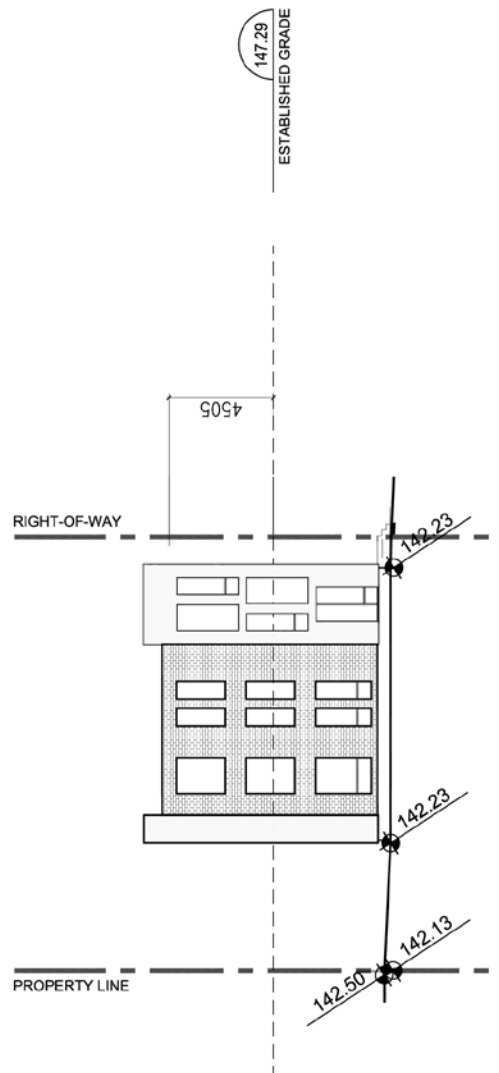
Applicant's Submitted Drawing

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01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 8: Elevations (Block A)



West Elevation - Block A

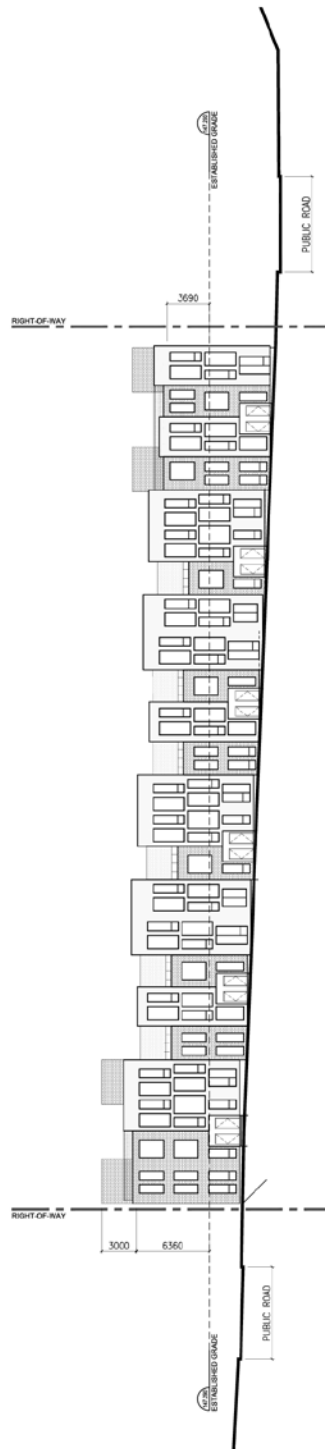
Applicant's Submitted Drawing

Not to Scale
01/27/2016

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1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 9: Elevations (Block B)



North Elevation - Block B

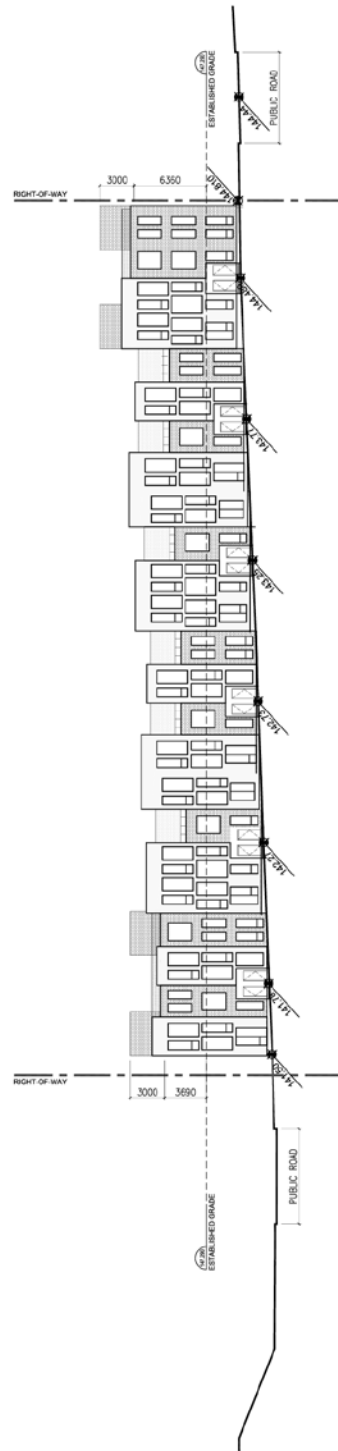
Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment10: Elevations (Block B)



South Elevation - Block B

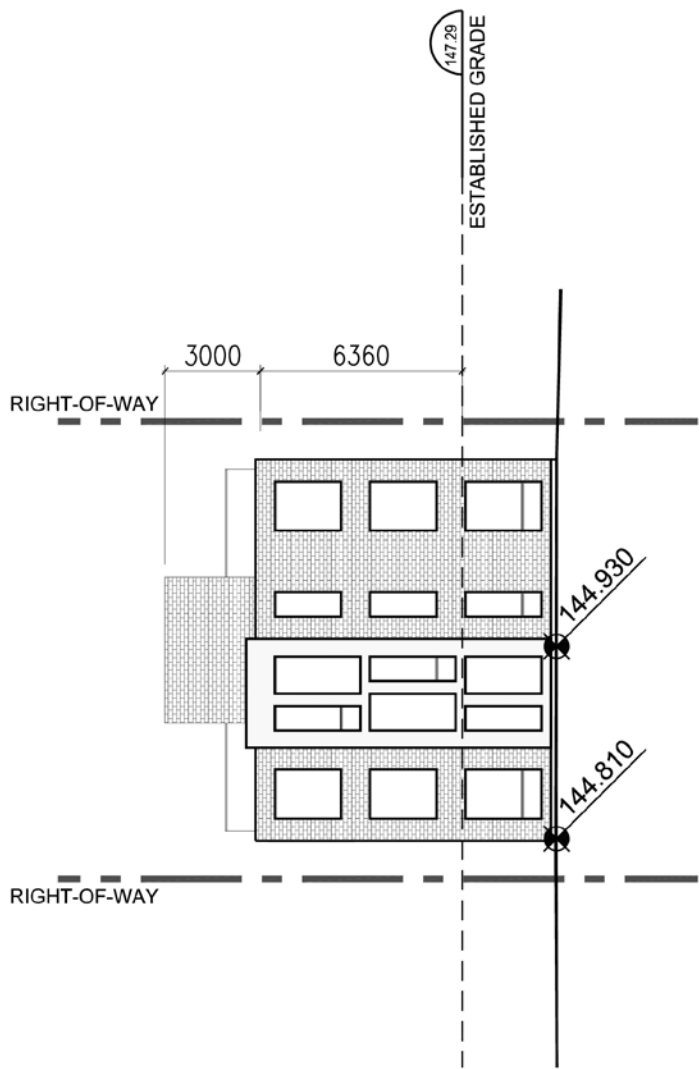
Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 11: Elevations (Block B)

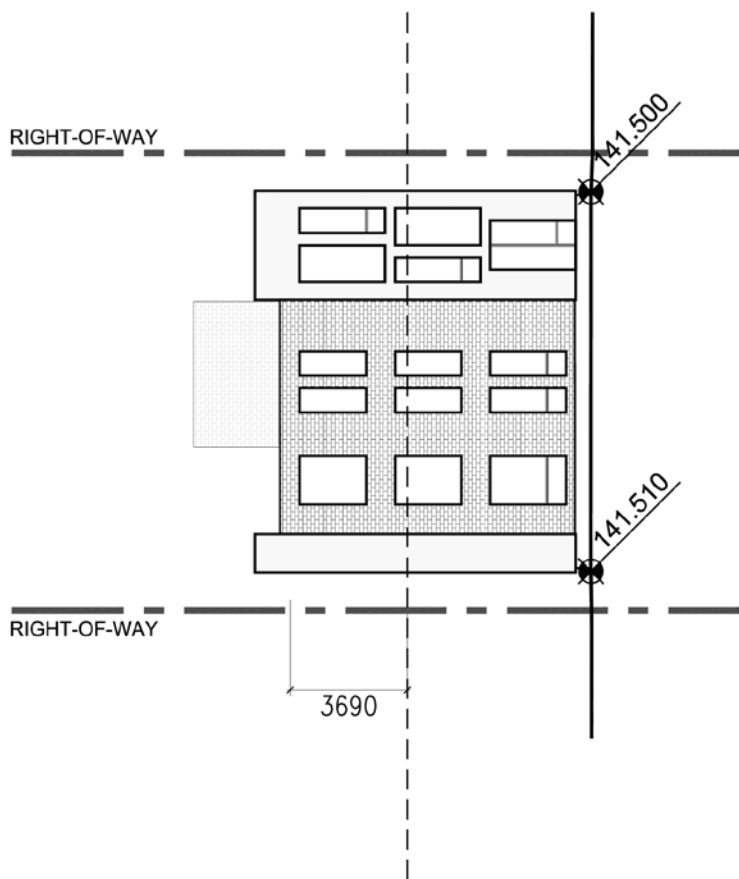


East Elevation - Block B
Applicant's Submitted Drawing
Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 12: Elevations (Block B)



West Elevation - Block B

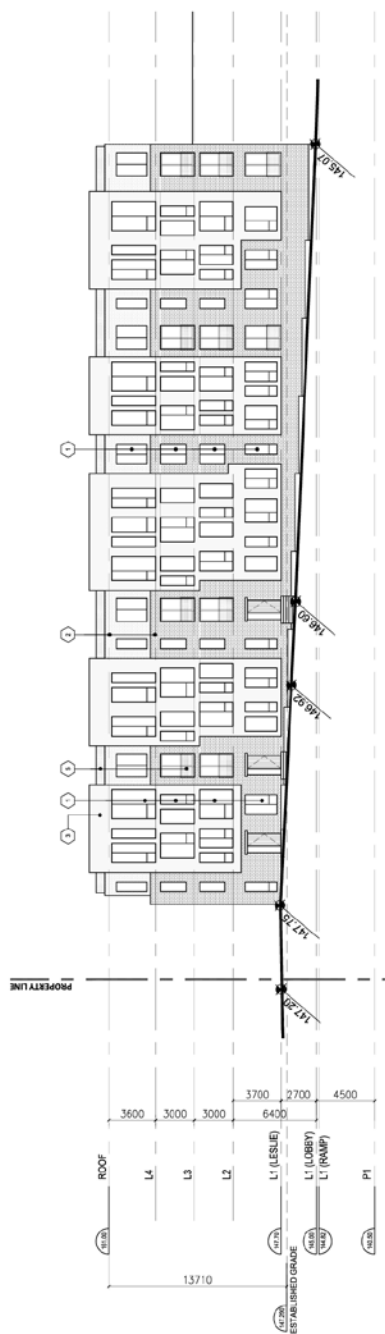
Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 13: Elevations (Block C)



North Elevation - Block C

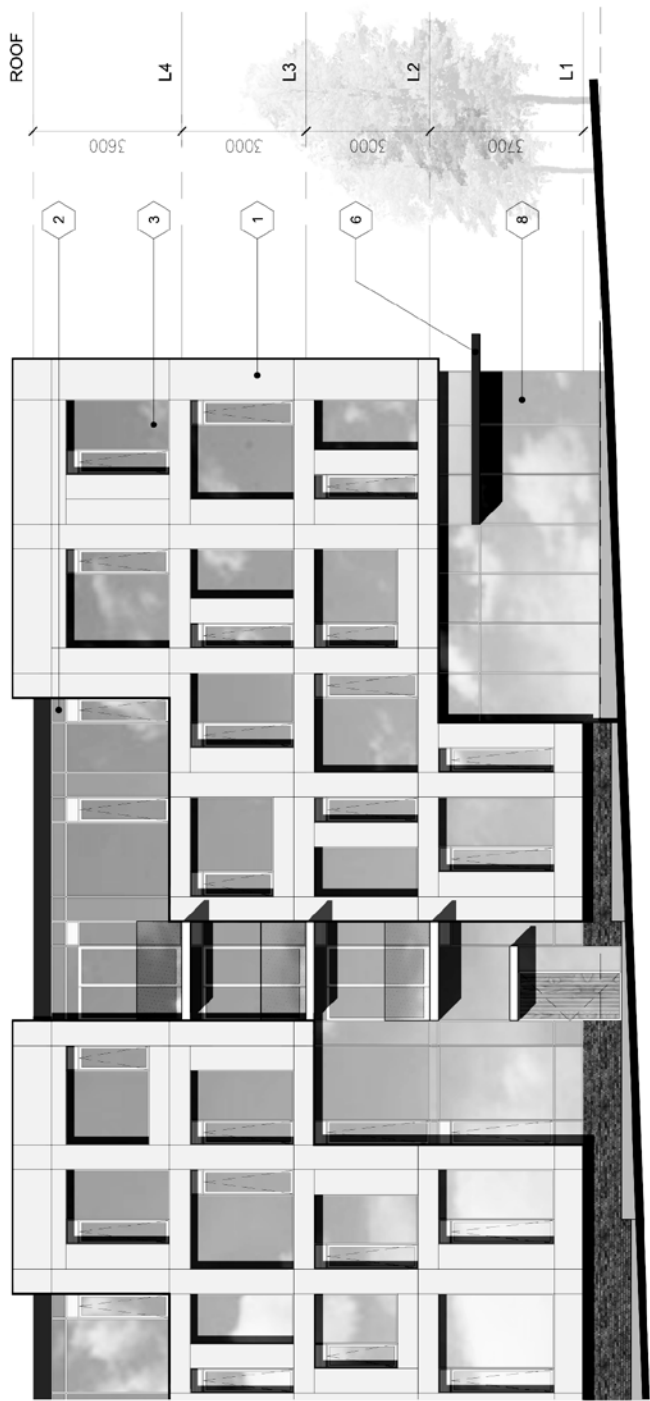
Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 14: Elevations (Block C)



South Elevation - Block C

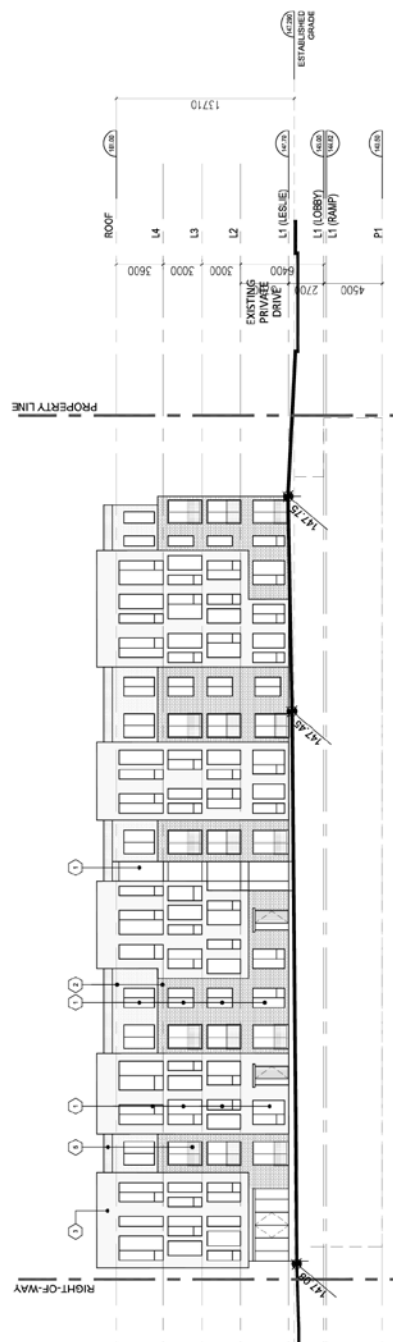
Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 15: Elevations (Block C)

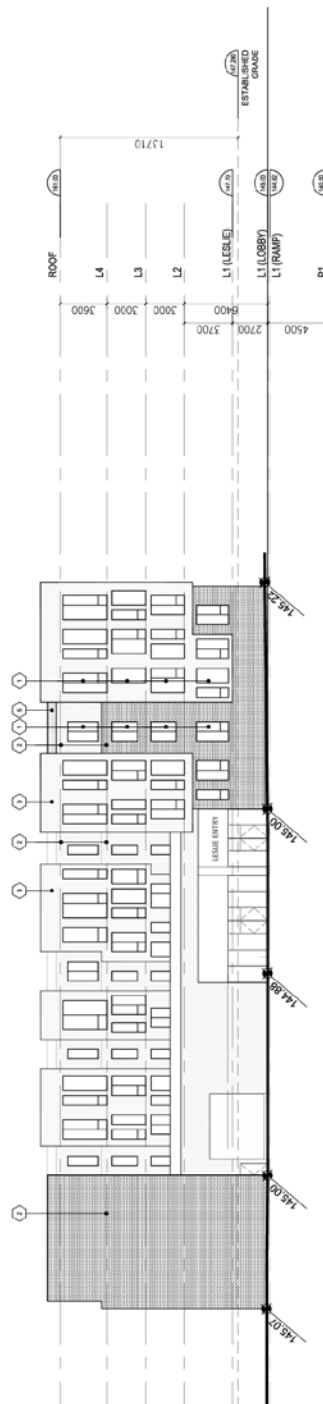


East Elevation - Block C
Applicant's Submitted Drawing
Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 16: Elevations (Block C)



West Elevation - Block C

Applicant's Submitted Drawing

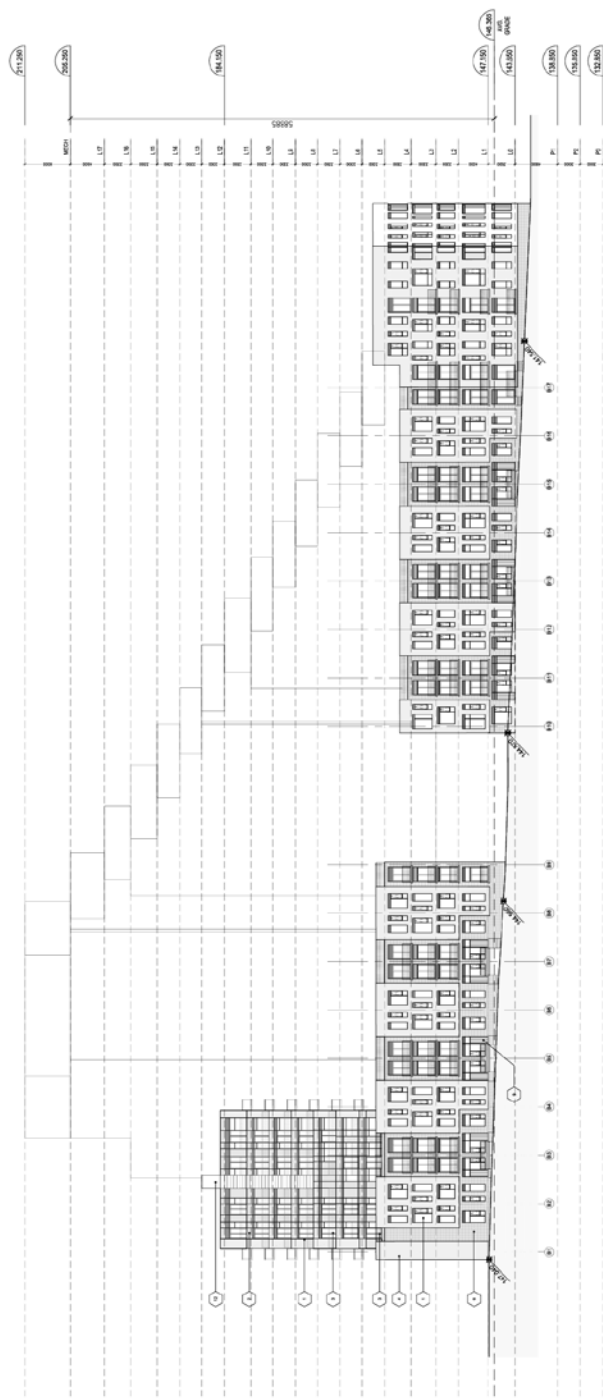
Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;

1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 17: Elevations (Block D)



North Elevation - Block D

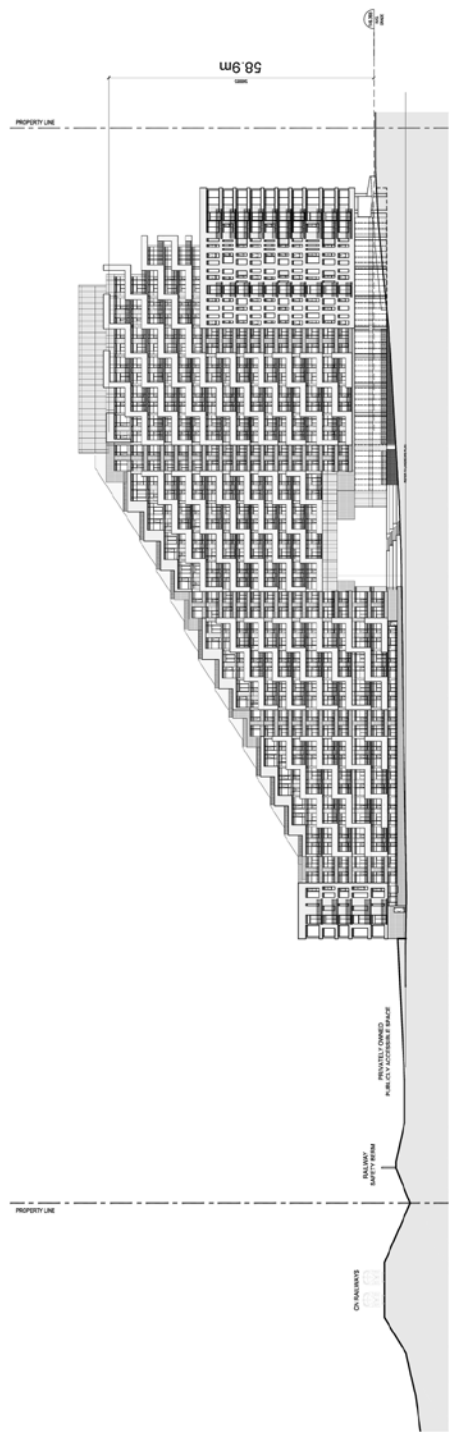
Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 18: Elevations (Block D)



South Elevation - Block D

Applicant's Submitted Drawing

Not to Scale

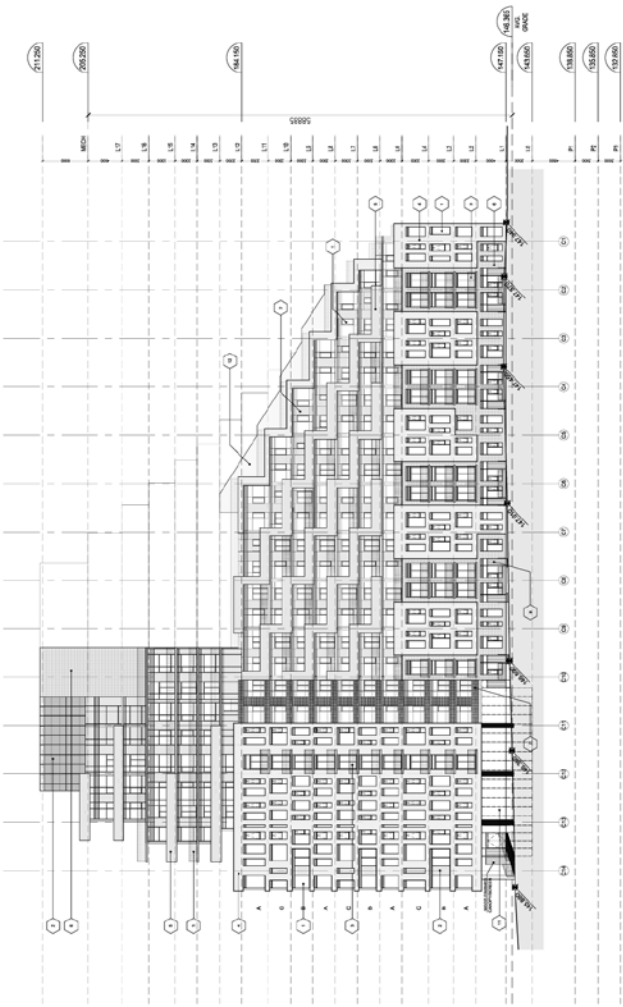
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;

1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NINY 33 0Z

Attachment 19: Elevations (Block D)



East Elevation - Block D

Applicant's Submitted Drawing

Not to Scale
01/27/2016

1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

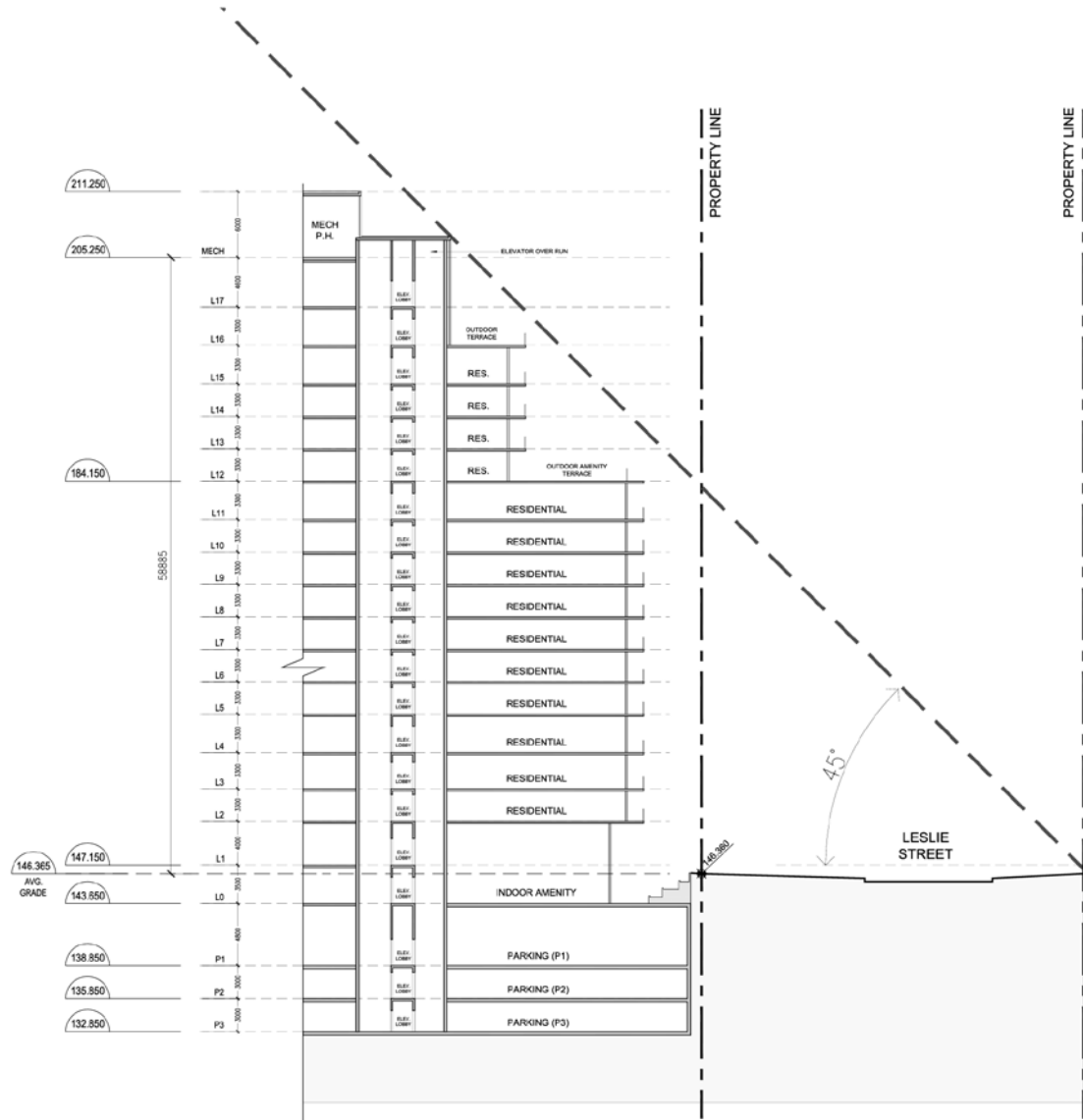
File # 11 330323 NNY 33 0Z

1-35, 45-69 & 6-66 Adra Villaway;

1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 21: Angular Plane (Leslie Street)



Block D - Angular Plane

1-35, 45-69 & 6-66 Adra Villaway;

Applicant's Submitted Drawing

1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

Not to Scale
01/25/2016

File # 11 330323 NNY 33 OZ

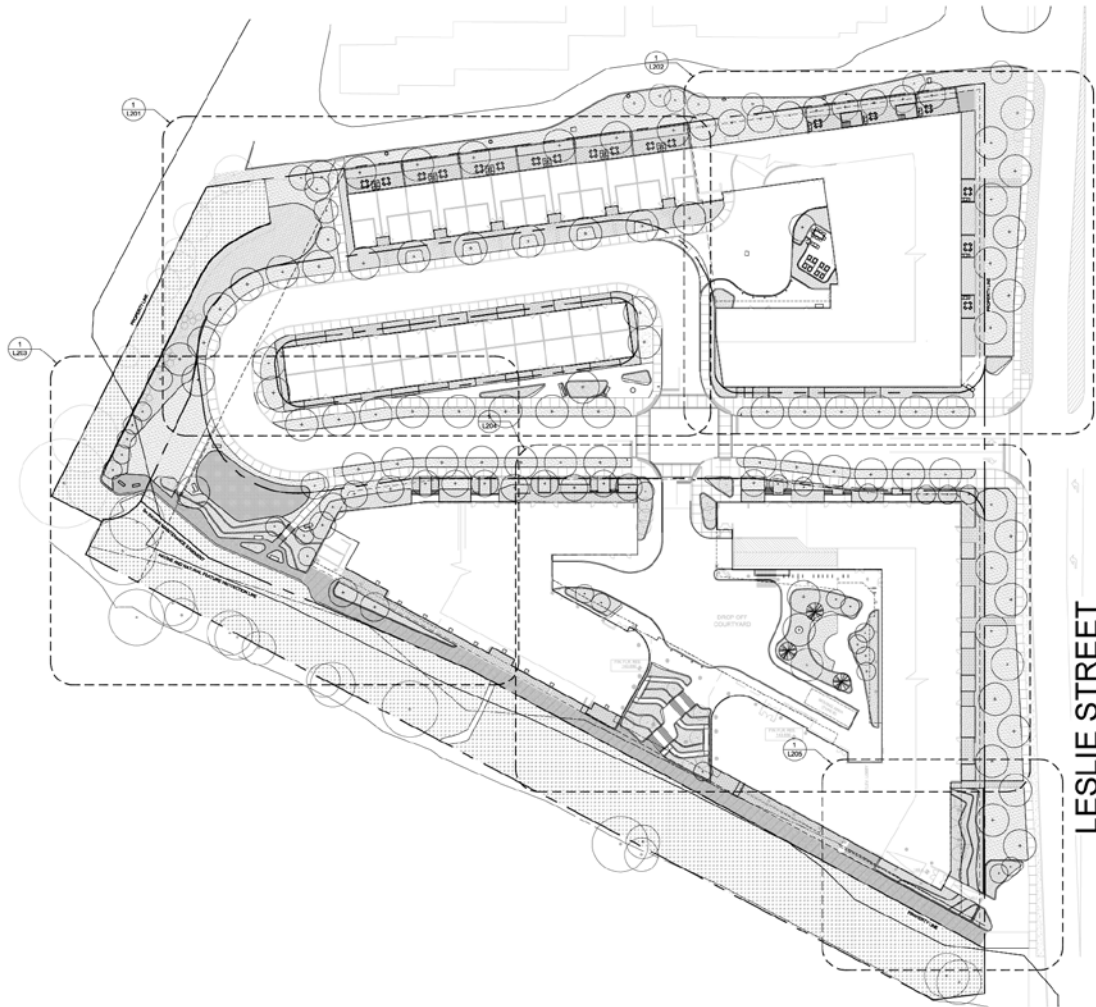
The site plan illustrates the proposed development at 10000 14th Avenue. The plan shows a large rectangular building footprint with a central courtyard area. The building is oriented with its long side parallel to 14th Avenue. The site is bounded by 14th Avenue to the north, 15th Avenue to the south, and 100th Avenue to the east. The plan includes various setbacks and easements, such as the 40-degree plane easement and the 10-foot easement. The site is divided into several zones, including the TRCA Area, TRCA Conservation Area, and the 10000 14th Avenue Maintenance Buffer. The plan also shows the location of the proposed building, parking areas, and other features like the 10000 14th Avenue Building (Block C) and the 10000 14th Avenue Building (Block D). The plan is oriented with North at the top.

1-35, 45-69 & 6-66 Adra Villaway;

1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 23: Landscape Concept Plan



Landscape Plan

Applicant's Submitted Drawing

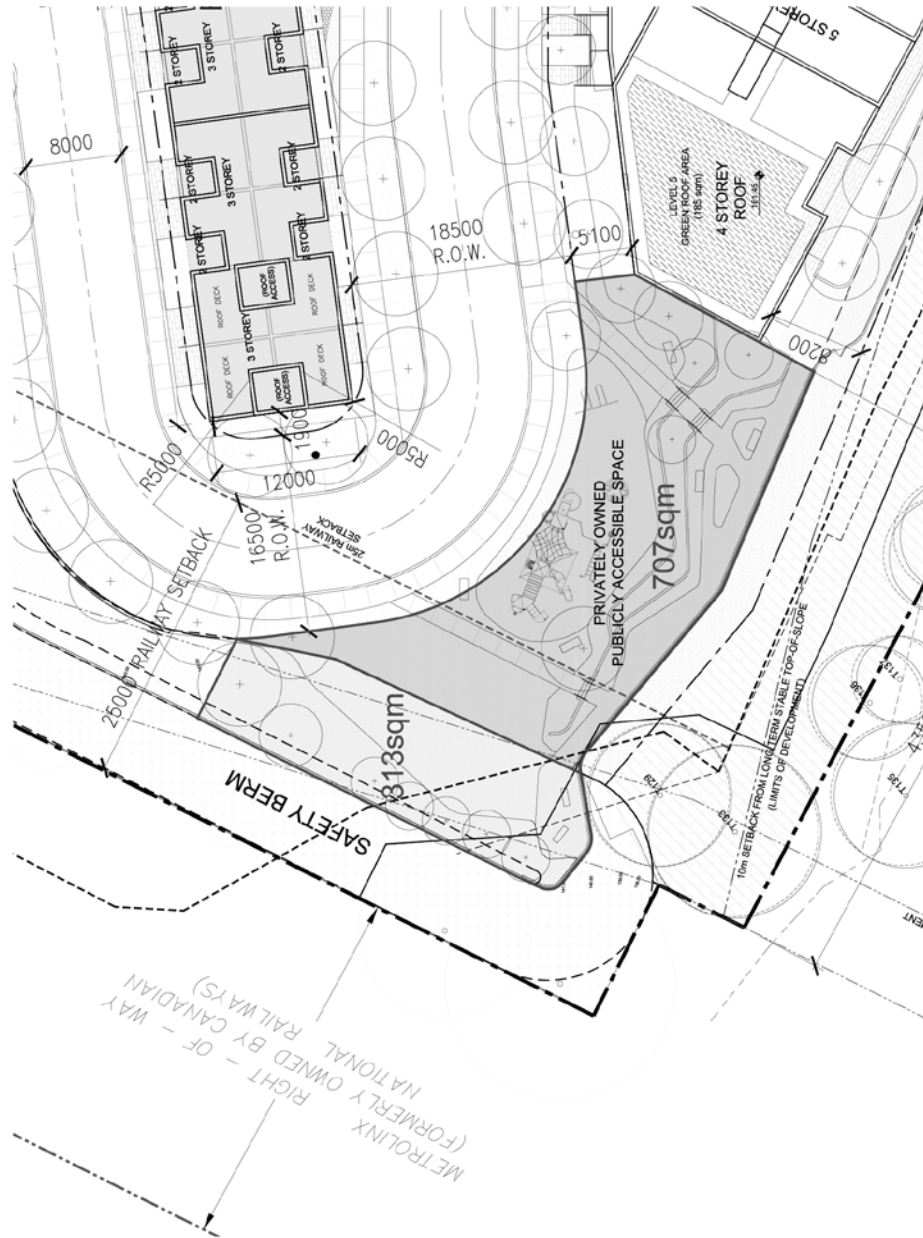
Not to Scale
02/02/2016



1-35, 45-69 & 6-66 Adra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 24: Privately Owned Public Space (POPS)



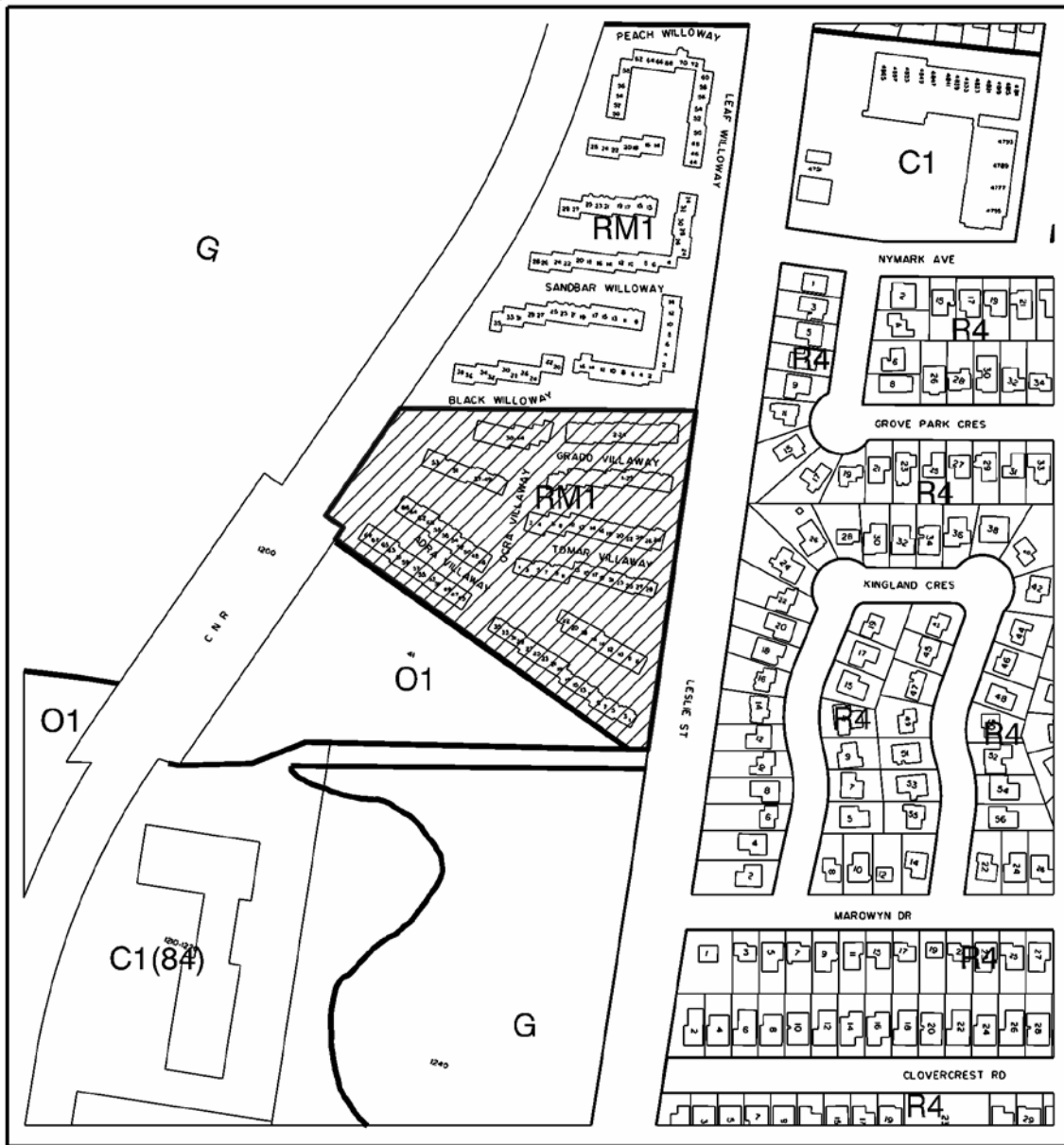
Privately Owned Publicly Accessible Spaces Site Plan 1-35, 45-69 & 6-66 Adra Villaway;
 1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

Applicant's Submitted Drawing

Not to Scale
 02/02/2016

File # 11 330323 NNY 33 02

Attachment 25: Zoning



Toronto City Planning
Zoning

1-35, 45-69 & 6-66 Aldra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway
File # 11 330323 NNY 3302

R5 One-Family Detached Dwelling Fifth Density Zone
RM1 Multiple Family Dwellings First Density Zone
G Greenbelt Zone
C1 General Commercial Zone
O1 Open Space Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Not to Scale
Zoning By-law 7625
Extracted 3/17/2012

Attachment 26: Official Plan



Toronto City Planning
Official Plan

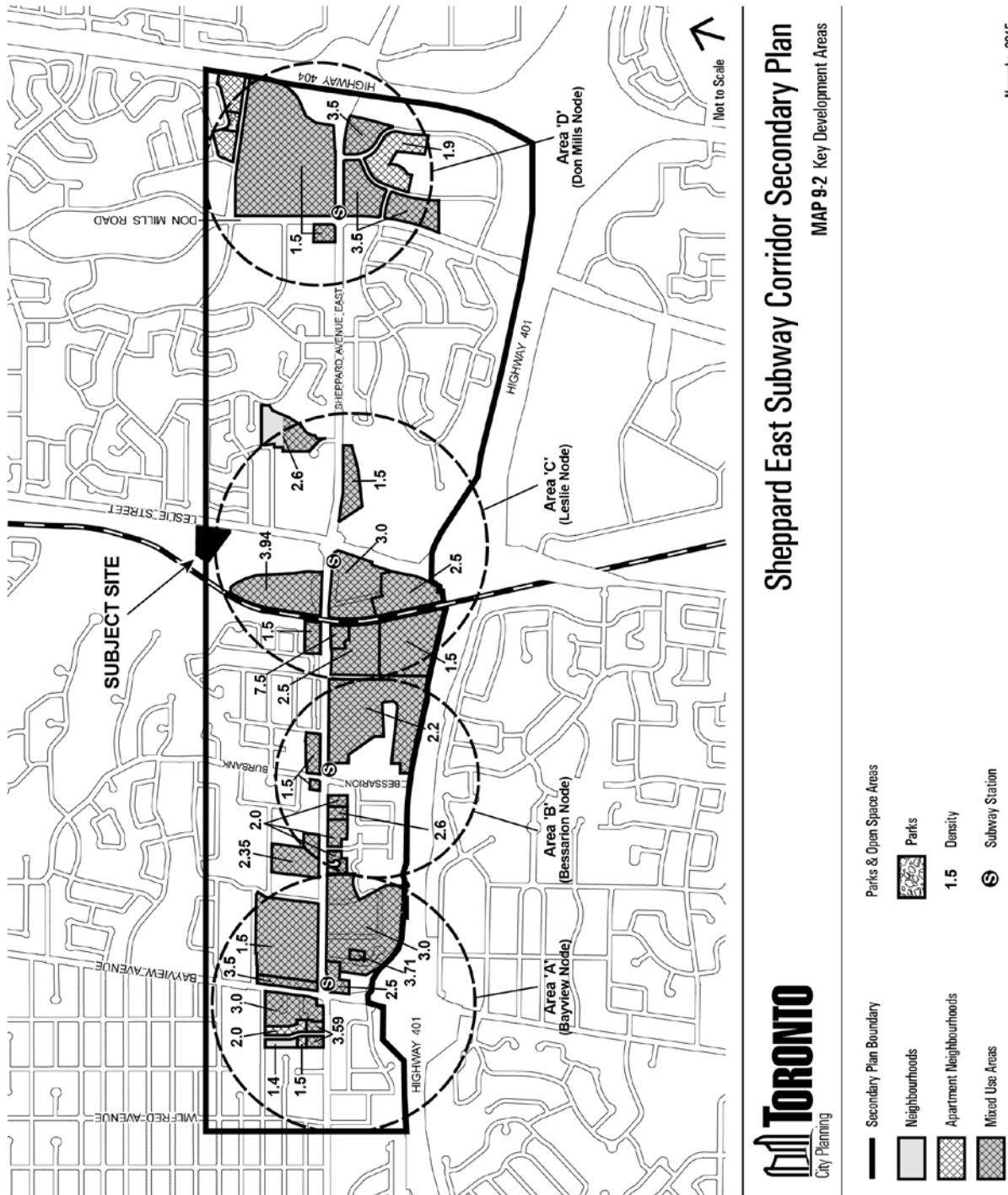
1-35, 45-69 & 6-66 Aldra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 02

	Site Location		Natural Areas
	Neighbourhoods		Parks
	Mixed Use Areas		
	Utility Corridors		

↑
Not to Scale
03/17/2012

Attachment 27: Sheppard East Subway Corridor Secondary Plan Map 9-2



Staff report for action – Final Report – 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway

Attachment 28: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	11 330323 NNY 33 OZ
Municipal Address:	1-35, 45-69,6-66 ADRA VILLAWAY and 1-25, 2-24, 30-44, 37-53 GRADO VILLAWAY and 1-29, 2-28 TOMAR VILLAWAY		
Location Description:	CON 2 EY PT LOT 17		
Project Description:	The application proposes to demolish and replace the existing 121 rental townhouse units with 115 rental units comprising 48 units in 3-storey, back-to-back townhouses and 67 units in a 4-storey apartment building. The 6 remaining rental replacement units are proposed to be accommodated at the 3, 5, 11, 17, 21 Allenbury Gardens and 3 & 5 Kingslake Road location. The application also proposes a condominium development comprising 529 dwelling units in a terraced 17-storey apartment building along the south edge of the site, a terraced 11-storey apartment building along the Leslie Street frontage, and 3 and 4-storey apartment buildings along the south side of a proposed public road		

Applicant:	Agent:	Architect:	Owner:
TRIDEL	DELTERRA INC.	WALLMAN	TCHC

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	RM1	Historical Status:	N
Height Limit (m):	9.2	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	26334	Height:	Storeys:	17
Frontage (m):	195.9		Metres:	56
Depth (m):	0			
Total Ground Floor Area (sq. m):	7490			Total
Total Residential GFA (sq. m):	68000		Parking Spaces:	644
Total Non-Residential GFA (sq. m):	0		Loading Docks	2
Total GFA (sq. m):	68000			
Lot Coverage Ratio (%):	28			
Floor Space Index:	2.58			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental/Condo		Above Grade	Below Grade
Studio/Bachelor:	0/17 (3%)	Residential GFA (sq. m):	63829	41710
1 Bedroom:	0/253 (48%)	Retail GFA (sq. m):	0	0
2 Bedroom:	0/229 (43%)	Office GFA (sq. m):	0	0
3 Bedroom:	88/30(6%)	Industrial GFA (sq. m):	0	0
4 Bedroom	27/0 (0%)	Institutional/Other GFA (sq. m):	0	0
Total Units:	115/529=644			

CONTACT:	PLANNER NAME:	Steve Forrester, Senior Planner
	TELEPHONE:	(416) 395-7126

Attachment 29: Draft Official Plan Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto
Council on ~, 2016

Enacted by Council: ~, 2016

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2016

**To adopt an amendment to the Official Plan for the City of Toronto
respecting the lands known municipally known in the year 2015 as
1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway
and 1-29, 2-28 Tomar Villaway**

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.341 to the Official Plan is hereby adopted pursuant to
the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2016.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 341 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2015 AS
1-35, 45-69,6-66 ADRA VILLAWAY AND 1-25, 2-24, 30-44,
37-53 GRADO VILLAWAY AND 1-29, 2-28 TOMAR VILLAWAY**

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

1. Map 19, Land Use Plan, is amended by re-designating the southern portion of the lands known municipally as 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway from *Neighbourhoods* to *Apartment Neighbourhoods* and *Parks and Open Spaces - Parks*, as shown on the attached Schedule A.
2. Map 9-2, Key Development Areas, of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by adding the southern portion of the lands known municipally as 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway as a Key Development Area with a density of 3.3 and by designating the lands as *Apartment Neighbourhoods* and *Parks and Open Spaces – Parks* as shown on the attached Schedule B.
3. Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by adding the following subsection to Section 4.2 (Development Nodes), Subsection C (Leslie Node):

"4.2.6.2 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53
Grado Villaway and 1-29, 2-28 Tomar Villaway

These lands will be developed in a co-ordinated and comprehensive manner. The southern 1.61 hectares of these lands are designated *Apartment Neighbourhoods* and *Parks and Open Spaces – Parks*. The northern 1 hectare portion of these lands are located outside the boundary of this Secondary Plan are designated *Neighbourhoods* and also subject to Site and Area Specific Policy No. 507 in Chapter 7, Site and Area Specific Policies.

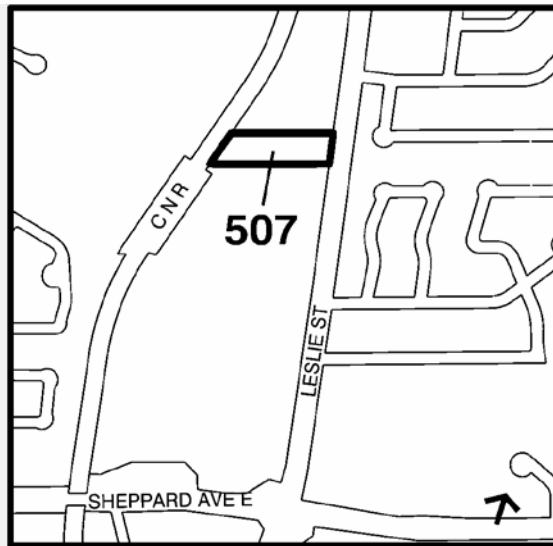
On the lands designated *Apartment Neighbourhoods*, development of one 17 storey apartment building is permitted with a maximum density of 3.3 times the area of the lot.

The general transfers outlined in Section 4.3.2 and density incentives outlined in Section 4.3.3 of this Secondary Plan may be utilized.

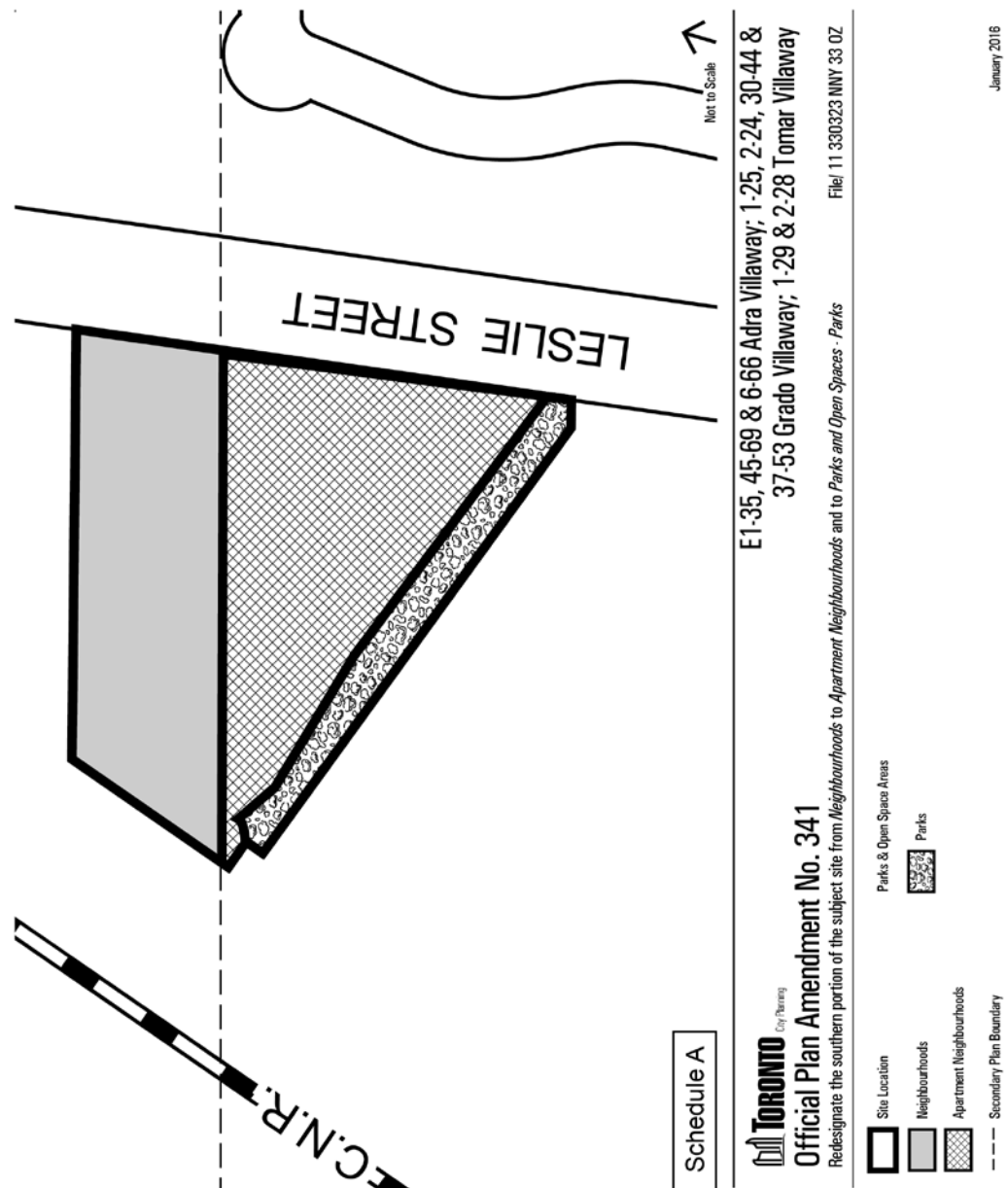
The height of any building or portion thereof will not exceed the horizontal distance separating such building or any portion thereof from the nearest property line of a lot designated *Neighbourhoods*."

4. Map 9-3, Specific Development Policies of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by identifying the southerly portion of the lands municipally known as 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway as "Specific Development Policy Area 4.2.6.2", as shown in Schedule C.
5. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 507 for the northerly portion of the lands municipally known as 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway, as follows:
 507. 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway

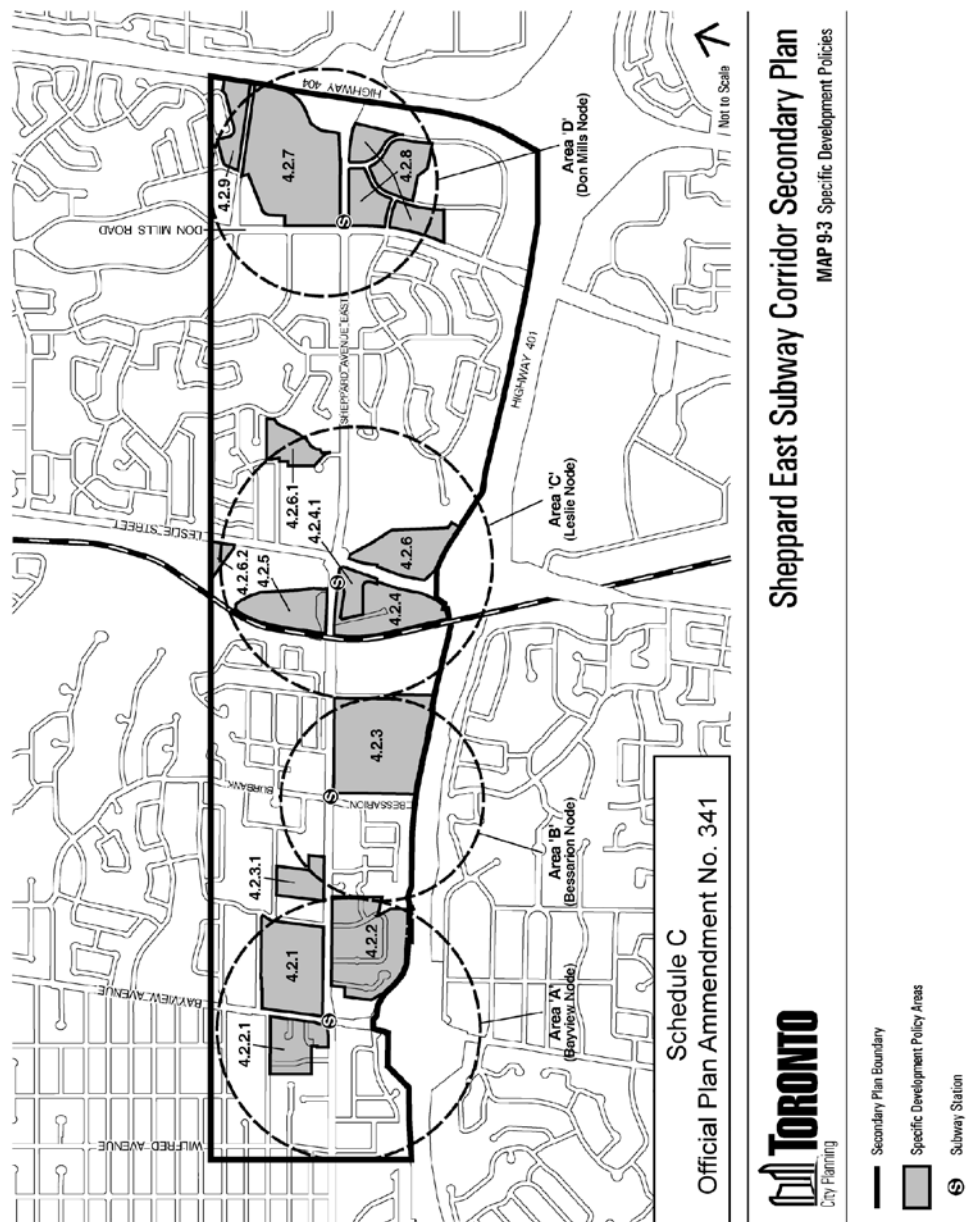
A 4 storey apartment building is permitted.



6. Chapter 7, Map 30, Site and Area Specific Policies, is amended to add the lands municipally known in 2015 as 1-35, 45-69,6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway shown on the map above as Site and Area Specific Policy No. 507.







November 2015

Attachment 30: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto
Council on ~, 2016
Enacted by Council: ~, 2016

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2016

To amend the former City of North York Zoning By-law No. 7625, as amended, with respect to the lands municipally known as 1-35, 45-69 and 6-66 Adra Villaway; 1-25, 2-24, 30-44 and 37-53 Grado Villaway; 1-29 and 2-28 Tomar Villaway.

WHEREAS authority is given to Council by Sections 34 and 37 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 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 the 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 the 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 Owners 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 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 Owners of such lands and the City of Toronto; and,

WHEREAS the City of Toronto has required the Owners of the aforesaid lands to enter into one or more agreements having been executed dealing with certain facilities, services

and matters in return for the increase in density in connection with the aforesaid lands as permitted by this By-law;

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

1. Schedules “B” and “C” of By-law 7625 of the former City of North York are amended in accordance with Schedule “1” attached to this By-law;
2. Section 64.16 of By-law 7625 of the former City of North York is amended by adding the following Section:

64.16(103) RM1(103)

DEFINITIONS

- (a) For the purpose of this exception, “Established Grade” shall mean 147.29 metres above sea level.

PERMITTED USES

- (b) The only permitted uses shall be:
 - (i) Multiple attached dwelling.
 - (ii) A temporary rental and/or sales office.

USE QUALIFICATIONS

- (c) Outdoor Residential Recreational Amenity Areas may be located on the roof top of the Block B building shown on Schedule “RM1(103).

EXCEPTION REGULATIONS

- (d) The maximum number of dwelling units shall be 48.

YARD SETBACKS

- (e) Notwithstanding Section 16.2.4 (Yard Setbacks) the minimum yard setbacks shall be as shown on Schedule “RM1(103)”.

GROSS FLOOR AREA

- (f) The maximum permitted gross floor shall be 5,250 m².

BUILDING HEIGHT

- (g) Notwithstanding Section 16.2.6 (Building Height) the maximum building heights shall not exceed the maximum heights in meters and number of storeys as shown on Schedule “RM1(103)”.
- (h) Roof structures such as trellises and canopies or enclosures which are used to serve as access to a rooftop amenity area permitted under Section 2(c) of this By-law, do not constitute a storey and shall be disregarded in calculating the height of the building.

PARKING

- (i) Notwithstanding Section 6A(2) (Parking Requirements) of By-law 7625, there shall be a minimum of 1.15 spaces per dwelling unit of which 0.15 spaces per dwelling unit shall be for the use of visitors
- (j) Notwithstanding Section 6A(4)(a) (Location of Parking Spaces) of By-law 7625, all required parking may be provided within the lands shown on Schedule “RM3(105).

OTHER PROVISIONS

- (k) The provisions of Section 15.8 (Landscaping) and of Sections 16.2.1 (Lot Area), 16.2.2 (Lot Coverage), 16.2.3 (Street Frontage), 16.2.5 (Floor Area) and 16.3.2 (Distance Between Buildings) shall not apply.
- (l) 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:
 - (i) 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
 - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

LAND DIVISION

- (m) Notwithstanding any severance, partition or division of the lands shown on Schedule “RM1(103)”, the provisions of this By-law shall apply to the whole of the lands as if no severance, partition or division occurred;

3. Section 64.16 of By-law 7625 of the former City of North York is amended by adding Schedule “RM1(103)” attached to this By-law.
4. Section 64.18 of By-law 7625 of the former City of North York is amended by adding the following Section:

64.18(105) RM3(105)

DEFINITIONS

- (a) For the purpose of this exception the following definitions will apply:
 - (i) “Apartment House Dwelling” shall mean a building containing more than four (4) dwelling units, each having access either from an internal corridor system or direct access at grade, or any combination thereof.
 - (ii) “Bicycle Parking” shall mean an area below established grade or at the first floor that is equipped with bicycle racks or lockers for the purpose of parking and securing bicycles, but is not intended for general storage use.
 - (iii) “Established Grade” shall mean 147.29 metres above sea level.
 - (iv) “Gross Floor Area” shall mean the aggregate of the areas of each floor, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, including any areas used as enclosed balconies, but excluding:
 - a) any space used exclusively for motor vehicle parking, including ancillary areas, ramps and driveways;
 - b) any space used exclusively for bicycle parking;
 - c). any space used exclusively for loading;
 - d) the floor area of unenclosed residential balconies; and
 - e) recreational amenity area.

PERMITTED USES

- (b) The only permitted uses shall be:
 - (i) Apartment House Dwelling and uses accessory thereto, including recreational facilities and amenity areas.

- (ii) A temporary rental and/or sales office.

EXCEPTION REGULATIONS

- (c) The maximum number of dwelling units shall be 67.

YARD SETBACKS

- (d) Notwithstanding Section 18.3.4 (Yard Setbacks) the minimum yard setbacks shall be as shown on Schedule “RM3(105)”.

GROSS FLOOR AREA

- (e) Notwithstanding Section 18.3.5 (Gross Floor Area) the maximum permitted gross floor shall be 9,250 m².

BUILDING HEIGHT

- (f) Notwithstanding Section 18.3.6 (Building Height) the maximum building height building heights shall not exceed the maximum heights in meters and number of storeys as shown on Schedule “RM1(105)”.

RESIDENTIAL RECREATIONAL AMENITY AREA

- (g) A minimum of 2.0 m² per dwelling unit of indoor recreational amenity area shall be provided.
- (h) A minimum of 2.0 m² per dwelling unit of outdoor recreational amenity area shall be provided.

PARKING

- (i) Notwithstanding Section 6A(2) (Parking Requirements) of By-law 7625, there shall be a minimum of 1.15 spaces per dwelling unit of which 0.15 spaces per dwelling unit shall be for the use of visitors.

BICYCLE PARKING

- (j) A minimum of 0.75 bicycle parking spaces per dwelling unit of which 0.15 spaces shall be provided for the use of visitors.

LOADING

- (k) Notwithstanding Section 6A(16) (Loading Requirements) of By-law 7625, loading shall be provided as follows:

- (i) a minimum of one (1) Type ‘G’ and one (1) Type C loading space shall be provided.
- (l) A Type 'G' loading space means a loading space that is a minimum of 4.0 metres wide, a minimum of 13.0 metres long and has a minimum vertical clearance of 6.1 metres.

OTHER PROVISIONS

- (m) The provisions of Section 15.8 (Landscaping) and of Sections 18.3.1 (Lot Area), 18.3.2 (Lot Coverage), and 18.3.3 (Lot Frontage) shall not apply.
- (n) 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:
 - (i) 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
 - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

LAND DIVISION

- (o) Notwithstanding any severance, partition or division of the lands shown on Schedule "RM1(103)", the provisions of this By-law shall apply to the whole of the lands as if no severance , partition or division occurred.
- 5. Section 64.18 of By-law 7625 of the former City of North York is amended by adding Schedule “RM3(105)” attached to this By-law.
- 6. Section 64.20-A of By-law 7625 of the former City of North York is amended by adding the following Section:

64.20-A (240) RM6(240)

DEFINITIONS

- (a) For the purpose of this exception the following definitions will apply:
 - (i) “Apartment House Dwelling” shall mean a building containing more than four dwelling units, each having access either from an internal corridor system or direct access at grade, or any combination thereof.

- (ii) “Bicycle Parking” shall mean an area below established grade or at the first floor that is equipped with bicycle racks or lockers for the purpose of parking and securing bicycles, but is not intended for general storage use.
- (iii) “Established Grade” shall mean 146.37 metres above sea level.
- (iv) “Gross Floor Area” shall mean the aggregate of the areas of each floor, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, including any areas used as enclosed balconies, but excluding:
 - a) any space used exclusively for motor vehicle parking, including ancillary areas, ramps and driveways;
 - b) any space used exclusively for bicycle parking;
 - c) any space used exclusively for loading;
 - d) the floor area of unenclosed residential balconies; and
 - e) recreational amenity area.
- (v) “Recreational Amenity Area” shall mean an area that is communal and available to all occupants of a building or a group of buildings within a zone for social and recreational purposes including indoor or outdoor space, playgrounds, tennis courts, lawn bowling greens, indoor or outdoor swimming pools, exercise or entertainment rooms, and other similar uses.
- (vi) “Storey” shall be as defined in By-law 7625 except that it shall not include the mechanical penthouse level of a building and it shall not include a mezzanine level located between the first storey and the second full storey of a building provided that the gross floor area of the mezzanine level shall not exceed 50% of the gross floor area of the first storey in the building.

PERMITTED USES

- (b) The following uses shall be permitted:
 - (i) Apartment House Dwelling and uses accessory thereto, including recreational facilities and amenity areas;

- (ii) A temporary rental and/or sales office.

USE QUALIFICATIONS

- (c) Outdoor Residential Recreational Amenity Areas may be located on balconies or roof top terraces.
- (d) No regulations shall apply to a temporary rental and/or sales office.

EXCEPTION REGULATIONS

COVERAGE

- (e) The provisions of Section 20-A.2.2 (Lot Coverage) shall not apply.

LANDSCAPING

- (f) The provisions of Section 15.8 (Landscaping) shall not apply.

DWELLING UNITS

- (g) A maximum of 529 dwellings units shall be permitted.

YARD SETBACKS

- (h) The provisions of Sections 20-A.2.4 (Yard Setbacks) and 20-A.2.4.1 (Distance Between Buildings) of By-law 7625 shall not apply.
- (i) The minimum yard setbacks for buildings and structures above established grade shall be as shown on Schedule “RM6(240)”.
- (j) The minimum yard setback for parking structures and structures associated thereto below established grade shall be 0.0 metres from any lot line.

PERMITTED PROJECTIONS INTO MINIMUM YARD SETBACKS

- (k) The permitted projections into required yard setbacks shall be as set out in Section 6(9) of By-law 7625 except that open balconies may project a maximum of 1.8 metres into any yard setback.

GROSS FLOOR AREA

- (l) Notwithstanding Section 20.A.2.5 (Gross Floor Area) of By-law 7625, the maximum residential gross floor area shall be 53,375 m².

BUILDING HEIGHT

- (m) Notwithstanding Section 20-A.2.6 (Building Height) the maximum building heights shall not exceed the maximum heights in metres and number of storeys as shown in Schedule RM6(240).
- (n) Penthouse(s) or other roof structure(s) which are used only as an ornament, or serve a building function such as vents or antennae, or constitute or house mechanical equipment:
 - (i) does not constitute a storey and shall be disregarded in calculating the height of the building; and
 - (ii) shall cover no more than 50% of the area of the roof for any other building.

BUILDING ENVELOPES

- (o) The maximum above ground building envelope for Block D excluding parking garages and mechanical structures, shall be as set out on Schedule “RM6(240)”.
- (p) Permitted projections outside of building envelopes include:
 - (i) Canopies, balconies, porches and decks shall be permitted to project outside of the building envelopes a maximum of 1.8 metres.
 - (ii) Belt courses, chimney breasts, cornices, eaves or gutters, pilasters and sills shall be permitted to project outside of the building envelopes a maximum of 0.5 metres.
 - (iii) Exterior stairways, ramps, pergolas and gazebos, rooftop access stairwells are permitted to project outside of building envelopes.

RESIDENTIAL RECREATIONAL AMENITY AREA

- (q) A minimum of 2.0 m² per dwelling unit of indoor recreational amenity area shall be provided.
- (r) A minimum of 2.0 m² per dwelling unit of outdoor recreational amenity area shall be provided.

- (s) The indoor and outdoor recreational amenity area for each building on the lands shown on Schedule “RM6(240)” may be provided anywhere on the lands shown on Schedule “RM6(240)”.

PARKING

- (t) Notwithstanding Section 6A(4)(a) (Location of Parking Spaces) of By-law 7625, all required parking shall be provided within the lands shown on Schedule “RM6(240)”.

- (u) All required parking shall be provided below-grade with the exception of surface parking spaces intended for short term parking and delivery.

- (v) Notwithstanding Section 6A(2) (Parking Requirements) of By-law 7625, parking shall be provided in accordance with the following minimum requirements:

- Bachelor (up to 45 m ²)	0.6 spaces per dwelling unit;
- Bachelor (more than 45 m ²)	1.0 space per dwelling unit;
- 1-Bedroom Unit	0.7 spaces per dwelling unit;
- 2-Bedroom Unit	0.9 spaces per dwelling unit;
- 3 + Bedroom Units	1.0 space per dwelling unit;
- Visitors	0.15 spaces per dwelling unit.

- (w) The maximum number of parking spaces shall be calculated in accordance with the following:

- Bachelor Unit (up to 45 m ²)	0.9 spaces per dwelling unit;
- Bachelor Unit (more than 45 m ²)	1.3 spaces per dwelling unit;
- 1-Bedroom Unit	1.0 space per dwelling unit;
- 2-Bedroom Unit	1.3 spaces per dwelling unit;
- 3 or more Bedroom Units	1.5 space per dwelling unit;
- Visitors	0.15 spaces per dwelling unit.

BICYCLE PARKING

- (x) A minimum of 0.75 bicycle parking spaces per dwelling unit of which, 0.15 spaces shall be provided for the use of visitors.

LOADING

- (y) Notwithstanding Section 6A(16) (Loading Requirements) of By-law 7625, loading shall be provided as follows:

- (i) a minimum of one (1) Type ‘G’ and one (1) Type C loading space shall be provided.

- (z) A Type 'G' loading space means a loading space that is a minimum of 4.0 metres wide, a minimum of 13.0 metres long and has a minimum vertical clearance of 6.1 metres.
- (aa) A Type 'C' loading space means a loading space that is a minimum of 3.5 metres wide, a minimum of 6.0 metres long and has a minimum vertical clearance of 3.0 metres.

LAND DIVISION

- (bb) Notwithstanding any severance, partition or division of the lands shown on Schedule “RM6(240)”, the provisions of this By-law shall apply to the whole of the lands as if no severance, partition or division occurred.

OTHER

- (cc) 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:
 - (i) 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
 - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

SECTION 37 AGREEMENT

- (dd) Pursuant to Section 37 of the *Planning Act* the Owner of the lands shown on Schedule “RM6(240)”, at the Owner’s expense and in accordance with, and subject to the agreement(s) referred to subsection (dd)(i), shall provide or fund the following facilities, services and/or matters on terms satisfactory to the City of Toronto, in order to permit an increase in the maximum gross floor area cited in the Gross Floor Area clause (l) of this exception:
 - (i) the Owner shall enter into one or more agreements with the City, pursuant to Section 37 of the *Planning Act* which are registered on title to the lands subject to this exception to secure:
 - A. the provision for a minimum of 2.0 square metres of indoor private recreational amenity area per dwelling unit to a maximum of 1,058 square metres provided that such gross floor area is used solely for the purposes of indoor private

recreational amenity area, and such area shall be exempted from the calculation of gross floor area in clause (l);

- B. Contribution of \$1,100,000 to be allocated towards capital improvements in the vicinity of the development site and towards on-site public art, as follows:
- (i) improvements to the East Don River Trail system in the vicinity of the site including the removal of the existing stairs that connect the site to the existing trail system and the construction of new stairs that aligns with the proposed pedestrian walkway from the courtyard of the condominium;
 - (ii) streetscape improvements along the west side of Leslie Street between the development site and Sheppard Avenue East which include improvements to the existing pedestrian/cycling entrances to the East Don River Trail system, such streetscape improvements may also include removal of the existing guard rail on the Leslie Street public boulevard;
 - (iii) an on-site public art installation through Arts Starts, a non-profit community-building group within the Villaways; and,
 - (iv) \$200,000 of the contribution to be directed towards eligible on-site improvements to be identified through a participatory budgeting process with the Ward Councillor.

The allocation of the remaining \$900,000 shall be determined in consultation with the Ward Councillor and appropriate City Divisions and external agencies and the Director, Community Planning, North York District.

The financial contribution shall be indexed in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the Owner to the City.

- C. The following matters are also recommended to be secured in the Section 37 Agreement in support of the development:

- (i) The Owner shall convey approximately 3,174 square metres of land (Block E on the Draft Plan of Subdivision) to the Toronto & Region Conservation Authority to the satisfaction of the City Solicitor and the Authority;
- (ii) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee;
- (iii) The provision of a Privately Owned Public Open Space (POPS) on the southern portion of the lands having a minimum area of 707m² and designed to include a playground facility.
- (iv) The Owner shall provide and maintain one hundred and fifteen (115) replacement social housing units on the 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway 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
3-Bedroom Townhouse	28
3-Bedroom Apartment	60
4-Bedroom Townhouse	20
4-Bedroom Apartment	7
Total	115

- i) Where a 3-Bedroom replacement social housing unit shall not comprise less than 790 square feet, with all 3-Bedroom units having an average of 1,081 square feet;
- ii) Where a 4- Bedroom replacement social housing unit shall not comprise less than 1,040 square feet, with all 4-Bedroom units having an average of 1,187 square feet; and,

- iii) With all detailed floor plans to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
- (v) The Owner shall provide and maintain six (6) replacement social housing units on the 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road 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
3-Bedroom Apartment	3
4-Bedroom Apartment	3
Total	6

- (vi) Prior to any residential use of the market building approved for the development on the site the 115 social housing replacement units at 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway shall be completed and ready for occupancy;
- (vii) Prior to registration of the plan of condominium for the market building the 6 social housing replacement units on the 3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road site shall be completed and ready for occupancy;
- (viii) The Owner shall provide tenant relocation assistance for tenants in the existing buildings to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the General Manager, Shelter Support and Housing Administration;
- (ix) The Owner shall prepare a Construction Mitigation and Tenant Communication Strategy, prior to the issuance of the first building permit (including demolition and/or excavation permit) to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
- (x) 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 Division and the General Manager, Shelter Support and Housing Administration;

7. Section 64-20-A of By-law 7625 of the former City of North York is amended by adding Schedule “RM6(240)” attached to this By-law.
8. Section 64.37 of By-law 7625 of the former City of North York is amended by adding the following Section:

64.37(48) O1(48)

PERMITTED USES

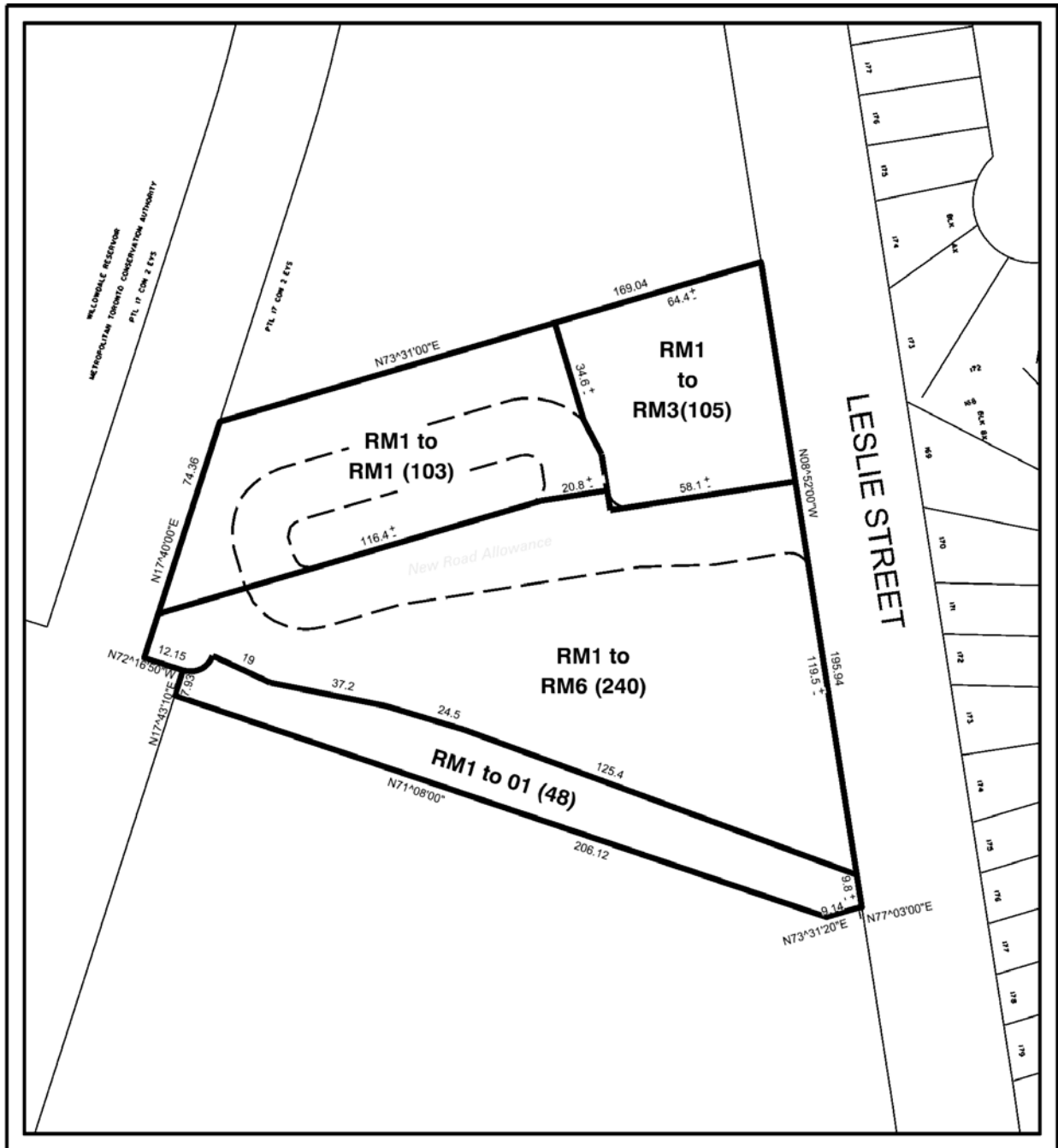
- (a) The only permitted uses shall be landscaped open space, paved surfaces and public utilities. No buildings or structures, above or below grade, and no parking spaces, shall be permitted.

ENACTED AND PASSED this ~ day of ~, A.D. 2016.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



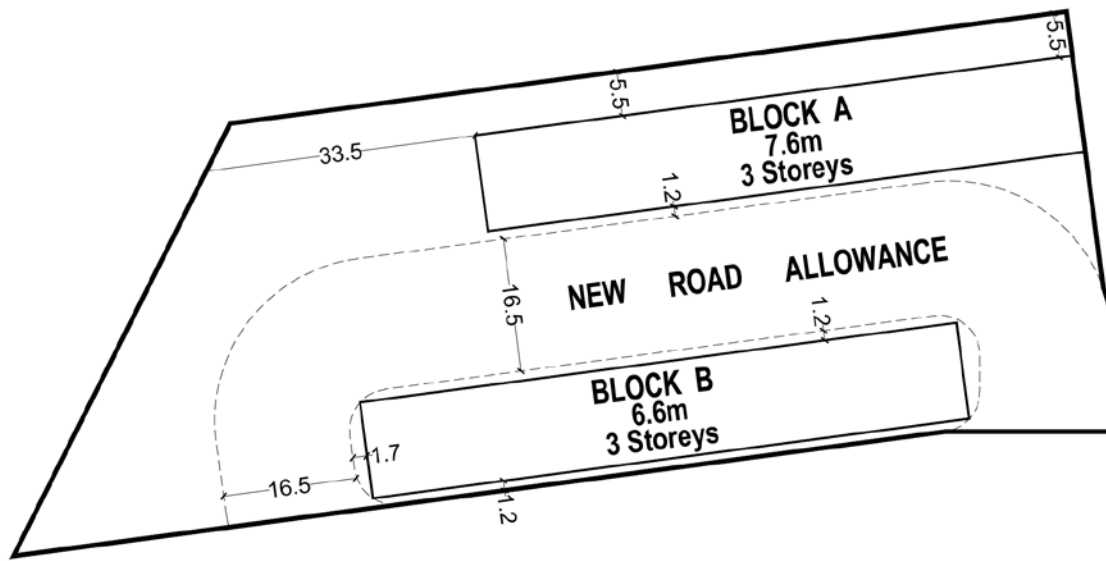
Schedule 1

Part of Lot 17 Concession 2 East of Yonge Street
 Bousfield Inc. (Surveyors)
 Date: 01/29/2016
 Approved by: S.F.

File # 11 330323 NNY 33 02



Not to Scale



All heights and dimensions in metres
 Heights taken from Established grade of 147.29m



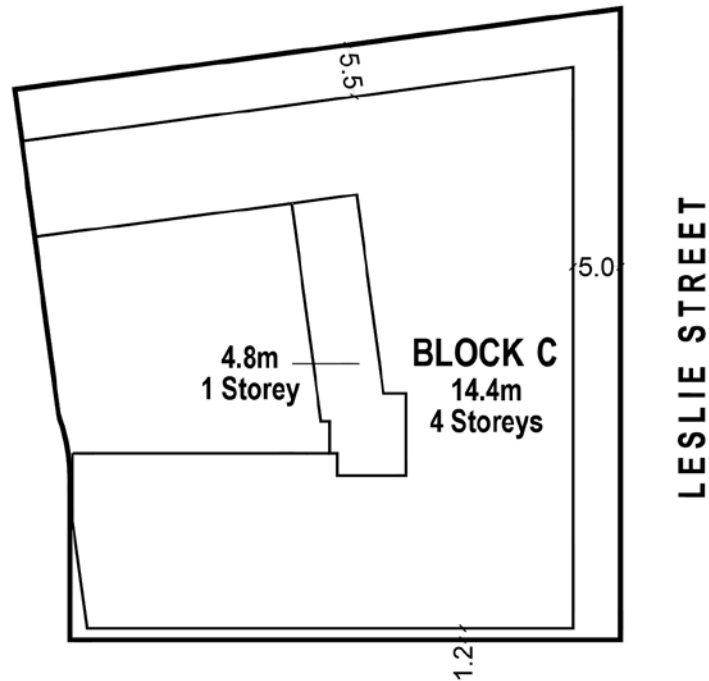
Schedule RM1(103)

From Applicant's Drawing

File # 11 330323 NNY 33 OZ

Date: 01/29/2015
 Approved by: S.F.





All heights and dimensions in metres
 Heights taken from Established Grade of 147.29m



Schedule RM3(105)

From Applicant's Drawing

File # 11 330323 NNY 33 0Z

Date: 01/29/2015
 Approved by: S.F.



Attachment 31: Conditions of Draft Plan of Subdivision

Standard Conditions

1. The Chief Planner's approval set out in the Notice of Decision letter shall apply to Drawing No. Drawing No. 10115-2-8dp entitled "Revised Draft Plan of Proposed Subdivision", prepared by Bousfields Inc. dated September 24, 2015 (date stamped December 11, 2015 by City Planning), and signed by P. Hofmann, I.M. Pastushak Limited, Ontario Land Surveyor.
2. The plan submitted for final approval and registration must be substantially in accordance with the approved draft plan specified above. Any minor revisions to the plan must be approved by the Chief Planner's designate, the Director of Community Planning, North York District.
3. **Prior to registration of the plan of subdivision** the Owner shall enter into the City's standard subdivision agreement ("Subdivision Agreement") and satisfy all of the pre-registration conditions contained therein.
4. **Prior to registration of the plan of subdivision** 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);
5. If the subdivision is not registered within 5 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
6. **Prior to registration of the plan of subdivision**, the zoning implementing the Official Plan shall be in full force and effect.
7. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee

Engineering and Construction Services

8. Enter into the City's standard subdivision agreement and satisfy all pre-registration conditions.
9. Pay to the City (\$40.00) per lot/block towards the cost of geodetic and aerial survey.

10. Dedicate all roads, corner roundings, and road widenings shown on the plan for this development to the satisfaction of the Executive Director of Engineering and Construction Services.
11. Convey all necessary easements to the City shown on the plan for this development to the satisfaction of the Executive Director of Engineering and Construction Services.
12. Convey lands required to the City for park purposes.
13. 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 of Engineering and Construction Services in consultation with the City Solicitor.
14. Submit a draft Reference Plan of Survey, in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System) and the 3 degree Modified Transverse Mercator Projection), showing as separate PARTS thereof the lands to be conveyed to the City to the Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office.
15. Pay all costs for preparation and registration of reference plan(s).
16. Provide a detailed Stormwater Management Report, and apply stormwater management techniques in the development of this subdivision to the satisfaction of the Executive Director of Engineering and Construction Services.
17. Conduct an environmental site assessment for lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and submission of an RSC.
18. Pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.
19. Submit financial securities in accordance with the terms of the standard subdivision agreement.
20. Provide certification to the Executive Director of Engineering and Construction Services by the Professional Engineer who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings.
21. In conjunction with the Subdivision Agreement, make satisfactory arrangements to provide financial security for all costs (curb modification, catch basin and

- streetlight pole relocations etc.) and construct (except for pavement marking works) the new northbound left-turn lane at the Leslie Street / New Public Road intersection according to the submitted Urban Transportation Consideration study prepared by BA Group and functional design plan to be submitted by the Owner, to the satisfaction of the Executive Director of Engineering and Construction Services.
22. Pay for the City to install the pavement markings and signage to implement a new northbound left-turn lane at the Leslie Street / New Public Road intersection.
 23. In conjunction with the Subdivision Agreement, make satisfactory arrangements to pay all costs and construct the municipal infrastructure and facilities that are external to the Plan of Subdivision to service the Plan of Subdivision, as recommended in the Functional Servicing and Stormwater Management Report, prepared by GHD, and any additional addendums, analyses and plans to be submitted by the Owner as required by the Executive Director of Engineering and Construction Services, to the satisfaction of the Executive Director of Engineering and Construction Services.
 24. Submit a digital copy of the final plan of subdivision in DGN or DWG formats, prepared in metric units with all lot/block corners integrated to the 1983 North American Datum (Canadian Spatial Reference System and the 3 degree Modified Transverse Mercator Projection).
 25. The Owner acknowledges and understands the receipt of the comments noted in Part 1 -Section A of the memorandum from Engineering and Construction Services dated January 22, 2016, and is responsible to revise the Draft Plan if there are any changes or revisions required during engineering design or the Site Plan application process.

Toronto and Region Conservation Authority (TRCA)

26. **Prior to registration of the plan of subdivision**, the Owner must submit to the TRCA the outstanding subdivision clearance fee of \$5,460.00 or the appropriate amount in accordance with the TRCA fee schedule.
27. **Prior to registration of the plan of subdivision**, the Owner shall convey Block E on the Draft Plan to the TRCA for open space and valley land purposes.
28. The Owner acknowledges that Block E will be placed in an open space/hazard land zoning category.

Parks, Forestry & Recreation

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

Urban Forestry Services - Tree Protection & Plan Review (UFS)

City-owned Trees

30. **Prior to registration of the plan of subdivision**, the Owner is required to submit a completed permit application along with a permit fee of **\$9,417.70** (\$313.99 per tree) for the removal of 30 City trees and a complete “Agreement for Contractors to Perform Arboricultural Services on City-owned Street Trees”. The Owner will be required to submit a payment of **\$40,574.00** for the amenity value of the 30 trees proposed for removal if the permit application.
31. The Owner agrees that the removal of any City-owned tree may occur only upon receipt of a “Tree Removal Permit” issued by the General Manager of Parks, Forestry and Recreation upon receipt of the building and/or demolition permits and the permitted construction and/or demolition related activities associated with this project warrant the removal of the trees involved.
32. **Prior to registration of the plan of subdivision**, the Owner is required to submit a Tree Survival Guarantee in the amount of **\$16,703.00** to ensure the protection of the one tree located on the City road allowance.

Privately-owned Trees

33. **Prior to registration of the plan of subdivision**, the Owner is required to submit a completed private tree permit application along with a permit fee **\$23,235.26** (\$313.99 per tree) for the removal and injury of the 74 privately-owned trees.
34. UFS staff advises the removal of 74 trees that are protected under the provisions of the Private Tree By-law would require the planting of 222 large growing replacement trees. The General Manager of Parks, Forestry & Recreation will accept a cash-in-lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years. The landscape plan submitted with the shows there are 55 trees proposed for planting on private property; as such the applicant will be required to provide a payment **\$97,361.00** (\$583 per tree) in lieu of planting the balance of the required 167 replacement trees on private property.

35. **Prior to registration of the plan of subdivision**, the Owner is required to submit a letter of credit as a tree protection guarantee for existing trees. If tree protection is maintained as specified in the arborist report and in accordance with the City of Toronto's Tree Protection Policy and Specifications for Construction Near Trees, monies will be released at the completion of construction. If it is discovered that there was encroachment within a tree protection zone, or a tree was not protected in accordance with the arborist report and the City of Toronto's Tree Protection Policy and Specifications for Construction Near Trees, monies will be held for a period of up to five years after construction is completed.
36. The Owner agrees that post holes for fences within tree protection zones must be hand dug, or excavated using the hydrovac method of excavation, and that roots larger than 2.5cm in diameter will not be cut. If necessary, post holes should be relocated to ensure significant roots are not cut.
37. Prior the acceptance of engineering drawings by Engineering and Construction Services, the Owner agrees to submit composite utility plans, indicating the location of all existing and proposed underground and aboveground utilities in relation to proposed tree planting locations, at a minimum scale of 1:250, to the satisfaction of Engineering and Construction Services and the General Manager of Parks Forestry and Recreation.
38. The Owner agrees that trees will be planted by a qualified arborist or nursery person. They must determine how much settlement, if any, may occur, to ensure trees are not planted too high, or settle too deeply. Trees are to be planted after final grading, and once the sod has been laid.
39. Prior to tree planting, the Owner agrees to submit to UFS, a watering schedule for newly planted trees during the guarantee period.
40. The Owner agrees to contact UFS staff one week prior to tree planting, and once the trees have been planted, in order to establish the anniversary dates.
41. Upon written request from the Owner, Parks, Forestry and Recreation agrees to inspect the newly planted trees and will advise the Owner if the trees are satisfactory. The Owner acknowledges and agrees to maintain the trees for a period of two (2) years after being advised in writing that Parks, Forestry and Recreation is satisfied with the newly planted trees. The Owner acknowledges that, should any newly planted tree require replacement during this guarantee period, the tree shall be replaced immediately and shall have an additional two (2) year maintenance period placed on this new planting. At the end of that period, upon acceptance, the City shall accept maintenance responsibilities and return the Letter of Credit.

42. The Owner shall ensure that there shall be no wording in any Agreement of Purchase and Sale and/or Rental Agreement for any lands within the plan of subdivision that states or creates an expectation that there will be a tree in front of each residential lot.
43. **Prior to registration of the plan of subdivision**, the Owner agrees to provide its Solicitor's confirmation to the City advising that the clauses set out above have been included in applicable Offers of Purchase and Sale and/or Rental Agreements to ensure that future occupants are aware of that they may not receive a street tree in front of their property.

Urban Forestry Services - Ravine & Natural Feature Protection (RFNP)

44. **Prior to registration of the plan of subdivision**, the Owner agrees to convey Block E on the Draft Plan for public Ownership. The land conveyance shall meet all requirements to the satisfaction of the Land Acquisition Section of Parks, Forestry & Recreation.
45. **Prior to registration of the plan of subdivision**, the Owner/applicant shall submit a Ravine Stewardship Plan including Planting on Block E to the satisfaction of RFNP staff.
46. The Owner/applicant acknowledges and agrees to implement the Ravine Stewardship Plan to the satisfaction of RFNP staff. .

Toronto District School Board

47. The Applicant/Developer shall enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that:

"The Toronto District School Board makes every effort to accommodate students locally. However, due to residential growth, sufficient accommodation may not be available in this area for all students. Students may be accommodated in facilities outside the area until adequate funding or space becomes available.

For information regarding designated school(s), please call (416) 394-7526."
48. The signs shall be to the Board's specifications and erected prior to registration or the issuance of any building permit.
49. The Applicant/Developer shall agree in the Servicing and/or Development agreement, or in a separate agreement between the School Board and the Developer, to include the following warning clauses in all offers of purchase and sale of residential units (prior to registration of the plan and for a period of ten years following registration), that:

“Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.

Purchasers agree for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the Board’s policy, that students will not be bussed home to school, but will meet the bus at the designated locations in or outside of the area.”

Go Transit

50. The following warning clause shall be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way:

"Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest are the Owners of lands within 300 metres from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the Metrolinx lands or Metrolinx and their respective assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under its lands.”

51. **Prior to the registration of the plan of subdivision**, the Owner shall enter into a development agreement, stipulating how Metrolinx issues will be addressed, and will pay Metrolinx’s reasonable costs in preparing and negotiating the agreement. The agreement will include an environmental easement, to be registered on title of all residential units and in favour of Metrolinx.
52. Any construction activity including construction crane swing, within or immediately adjacent to the rail corridor must be coordinated with AECOM Engineering; permits and flagging may be required depending on the nature of the proposed work.

Rogers

53. Rogers Communications Inc. has buried cable plant facilities in proximity to the proposed development. The standard depth of our trench line is 1m. The Owner must proceed with caution when installing their new infrastructure. The Owner

will be responsible for any damage to Rogers cable. Stake-outs can be arranged by calling (416) 642-5232.

54. If Rogers cable is in conflict with proposed work and plant relocation is required, the Owner must provide Rogers with detailed drawings and allow sufficient time before construction so that Rogers can coordinate any necessary work that applies to the reconstruction.

Enbridge Gas

55. The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea10@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and /or soil trenches) and/or asphalt paving.
56. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
57. Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.
58. In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea10@enbridge.com.
59. The applicant will grade all road allowances to as final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.
60. Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Bell Canada

61. The Developer is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/ telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the

connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

62. Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.
63. If there are any conflicts with existing Bell Canada facilities or easements, the Owner/Developer shall be responsible for re-arrangements or relocations.

Canada Post

64. The Owner/Developer agrees to include on all offers of purchase and sale, a statement that advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
65. The Owner/Developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any unit sale.
66. The Owner/Developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plans.
67. The Owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:
 - An appropriately sized sidewalk section (concrete pad) to place the Community Mailboxes on.
 - Any required walkway across the boulevard.
 - Any required curb depressions for wheelchair access.
 - The Owner/Developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to the new homes as soon as they are occupied.

68. For the high rise residential condominium/rental buildings, the Owner/Developer must:
- Supply, install and maintain a central mail facility to Canada Post Corporation specifications;
 - Ensure that all mail equipment is installed in a location that is readily accessible to the occupants and Canada post delivery personnel;
 - Ensure that all mail is accessible by persons with physical disabilities

Special Conditions

69. In the event that deeply buried archaeological remains are encountered on the property during construction activities, the Heritage Operations Unit of the Ministry of Tourism and Culture be notified immediately at (416) 314-7146 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
70. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism and Culture, and the Registrar or Deputy Registrar of Cemeteries at the Cemeteries Regulation Unit, Ministry of Government Services, (416) 326-8404.

Advisory notes

Hydro One

1. Hydro One Networks Inc. has requested that the following paragraph be included as a note to draft approval:

"An electrical distribution line operating at below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 - Proximity - of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, requires that no object be brought closer than 3 metres (10 feet) to the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors can raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on the wood poles supporting the conductors stating ***DANGER - Overhead Electrical Wires*** in all locations where personnel and construction vehicles might come in close proximity to the conductors."