

**80 Carl Hall Road (Block G – Stanley Greene District) –
Subdivision Application – Final Report**

Date:	August 16, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 9 – York Centre
Reference Number:	15 172297 NNY 09 SB

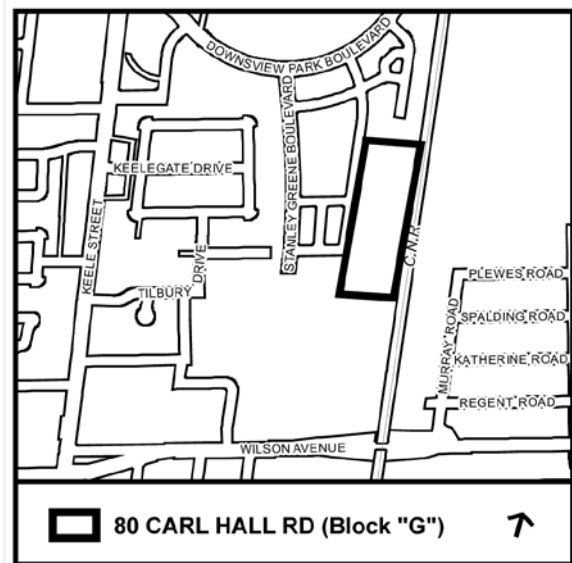
SUMMARY

This application proposes to create 7 blocks to accommodate 225 residential dwelling units (comprised of a mix of 166 freehold laneway townhouses and 59 stacked townhouses), the extension of three public roads and one new public road. Of the proposed 225 residential units, 23 will be secured as affordable rental housing.

An area located at the southeast quadrant of the site is also protected for a future pedestrian and cyclist overpass of the railway corridor to connect with the Ancaster residential community located to the east.

The property is known as Block "G" with the present municipal address of 80 Carl Hall Road.

This report also advises that the Chief Planner intends to approve the Draft Plan of Subdivision.



RECOMMENDATIONS

The City Planning Division recommends that:

1. In accordance with the delegated approval under by-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the draft plan of subdivision as generally illustrated on Attachment 2 to report dated August 16, 2016, subject to:
 - a. the conditions as generally listed in Attachment 4 to report dated August 16, 2016, which except as otherwise noted must be fulfilled prior to 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 26, 2010, Parc Downsview Park Inc. (PDPI) filed an Official Plan Amendment application for an updated Downsview Area Secondary Plan, which largely reflected a previously tabled staff-recommended Secondary Plan. On April 30, 2010, PDPI filed a Zoning By-law Amendment for a primarily residential development in the Stanley Greene District, comprising a total of 1,356 residential units located in the southwestern portion of the Downsview Area Secondary Plan.

A July 20, 2010 Preliminary Report from the Director, Community Planning, North York District provided preliminary information on both these applications. At its meeting of August 17, 2010, North York Community Council directed that a community consultation meeting be scheduled and that the applicant pay the City for the costs associated with expanding the notice area. This report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.NY36.60>

On September 3, 2010, PDPI filed a Draft Plan of Subdivision application to implement the above-noted Zoning By-law Amendment application.

On January 25, 2011, PDPI appealed the Official Plan Amendment application to the Ontario Municipal Board based on the City's failure to adopt the Official Plan Amendment within the timelines specified by the *Planning Act*.

On March 2, 2011, PDPI appealed the Zoning By-law Amendment application based on the City's failure to adopt the Zoning By-law Amendment application within the timelines specified by the *Planning Act*. On May 4, 2011, PDPI appealed the Draft Plan of Subdivision application based on the City's failure to issue draft plan approval within the timelines specified by the *Planning Act*.

At its meeting on June 14, 2011, City Council considered a June 3, 2011 Direction Report from the City Solicitor recommending a settlement for a revised Downsview Area Secondary Plan and directed the City Solicitor and other appropriate staff to attend the Ontario Municipal Board in support of this updated Secondary Plan. This report can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.CC9.3>

At its pre-hearing conference on June 29, 2011, the Ontario Municipal Board issued an Oral Decision approving the updated Downsview Area Secondary Plan. A written Decision from the Ontario Municipal Board was issued on August 17, 2011. This decision can be found at: <http://www.omb.gov.on.ca/e-decisions/pl110098-Aug-17-2011.pdf>

The City of Toronto and PDPI entered into a settlement agreement in February of 2013, wherein both the zoning amendments and the draft plan of subdivision were agreed upon for the Stanley Greene District.

As the issue of certain lands originally intended to be used for residential housing by the Canadian Forces Housing Agency (CFHA) had not been resolved, discussion of the lands – identified as Block G and the subject of this application – were adjourned by the Ontario Municipal Board sine die and not concluded. This decision can be found at: http://www.omb.gov.on.ca/e-decisions_old/pl110098-mar-14-2013.doc and http://www.omb.gov.on.ca/e-decisions_old/pl110098-oct-18-2013.doc

Once the issue of ownership was resolved, the applicant filed this draft plan of subdivision application for Block G and also provided draft zoning to the City to permit the proposed residential development. The City and the applicant settled with respect to the draft zoning for Block G. The OMB decision regarding the reconvened hearing on Block G can be found at: <http://www.omb.gov.on.ca/e-decisions/pl110098-feb-24-2016.doc>

ISSUE BACKGROUND

Proposal

This Draft Plan of Subdivision application for the site known as Block G of the Stanley Greene District, proposes to create 7 blocks to accommodate 225 residential dwelling units comprised of a mix of 166 freehold laneway townhouses and 59 stacked townhouses. Of the total 225 residential units, 23 would be of affordable rents.

The application also includes the extension of three public roads previously approved for the Stanley Greene District and one new public road to serve the Block G subdivision. All roads would have a right-of-way of 18.5 metres. The most southerly block (Block 5) would be conveyed to the City of Toronto to protect for the future construction of a pedestrian and cycling overpass across the railway corridor. This future overpass would have frontage onto the south side of the proposed John Perkins Bull Drive extension and would provide pedestrian and cycling connections between the Stanley Green residential community and Downsview Park and the Ancaster residential and commercial community immediately to the east across the railway corridor.

Site and Surrounding Area

The Stanley Greene District is located in the southwest portion of the Downsview Area Secondary Plan. The total area covered by the Stanley Greene District is approximately 25.6 hectares. This is an emerging residential community presently under construction.

The Stanley Greene District is bounded by the National Urban Park to the north and the Metrolinx Barrie rail line to the east. The westerly boundary abuts Keele Street and existing detached residences along Cuffley Crescent. The southerly boundary abuts existing detached residences along Cuffley Crescent and the Mount Sinai Cemetery.

Block G, which is the subject of this subdivision application, is located in the south-east quadrant of the Stanley Green District. The site has an area of 4.96 hectares (12.3 acres) and is bounded as follows:

- West: Fredrick Tisdale Drive, beyond which would be located a local neighbourhood park and townhouses presently under construction;
- East: The Metrolinx railway corridor to Barrie;
- North: Residential dwellings under construction; and
- South: Mount Sinai Cemetery, with employment lands across the railway corridor to the south-east presently used for a concrete batching plant and subject to the Murray Road Regeneration Area Study (File # 16 115948 NNY 09 OZ).

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* sets out matters of Provincial interest, which include the adequate provision of a full range of housing, including affordable housing, and the orderly development of safe and healthy communities.

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 Official Plan contains policies and objectives that guide future growth and development in the City. The Official Plan contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The Official Plan also contains policies that require development to be considered as part of a broader approach to community building to ensure that all residents have access to housing, parks and community services.

Downsview Area Secondary Plan

The Downsview Area Secondary Plan was approved by the Ontario Municipal Board on August 17, 2011. The Plan provides for the development of the National Urban Park and a balanced mix of land uses and development levels that will support the transformation of the area over time to one of new residential and employment communities well served by public transit and appropriate for the surrounding context. It provides a comprehensive planning framework to direct the building of new neighbourhoods with complete communities that include streets and open spaces that have good connections to the surrounding streets and open spaces, are supported by infrastructure and community services, provide for uses and building scales that are compatible with surrounding development and include a full range of housing in terms of scale, tenure and affordability.

The Secondary Plan is structured into seven Districts based on intended use and character. The Secondary Plan requires the preparation of District Plans prior to development proceeding within Districts to set out development principles and guidelines at a level of detail not possible within the Secondary Plan. District Plan requirements include block and structure plans, context plans showing how public roads and parks and open space areas will be integrated with surrounding lands, and details on building location and massing, and development phasing.

The Stanley Greene District is primarily a residential neighbourhood and is described through the Stanley Greene District Plan. The Ontario Municipal Board approved a Zoning Bylaw and Plan of Subdivision along with a District Plan in October 2013 for Stanley Greene. The approved development consists of 1,356 residential units in a variety of housing forms, including mid-rise apartment buildings with grade-related commercial uses, townhouses, stacked townhouses, semi-detached and detached dwellings, as well as affordable housing. A number of new public streets, a central 1.8 hectare Municipal Park,

a 1.9 hectare storm water management pond and a 0.8 hectare municipal fire hall located on Keele Street were also approved as part of the District Plan. Urban Design Guidelines were also approved, which establish broad principles for the development and design of the new neighbourhood.

Development in Stanley Greene abutting existing residential development will be of a similar form and scale, transitioning to low-rise buildings and more intensive land uses along the park edge and mid-rise buildings along Keele Street. Lands between the local park and the rail line initially intended to be developed for the Canadian Forces Housing Authority (CFHA), referred to here as Block G, are no longer required by the CFHA and are proposed to be developed as a continuation of the Stanley Greene District.

There are three land use designations in the Stanley Greene District. *Neighbourhoods* are located adjacent to the existing residential neighbourhood to the south. *Apartment Neighbourhoods* are located along Keele Street, facing the south edge of the National Urban Park and on the Block G lands. A centrally-located municipal park is designated *Parks and Open Space Areas*. A link to the approved Secondary Plan can be found at: <http://www.omb.gov.on.ca/e-decisions/pl110098-Aug-17-2011.pdf>.

Both the Stanley Greene District Plan and the Downsview Secondary Plan (Map 7.6 – Pedestrian Network Map) provide direction to the desired road and pedestrian network envisioned for the overall lands, and specifically to a future pedestrian and cycling overpass of the adjacent railway corridor.

Transportation Master Plan

A Transportation Master Plan (TMP) was approved as part of the Downsview Area Secondary Plan Review.

The TMP recommended a transportation network that supports the land use and development envisioned in the Secondary Plan. The TMP also recommended an internal pedestrian and bicycle network to be integrated with the other existing and planned modes of transportation in the surrounding area. The TMP also set out recommended phasing and future environmental assessment work that is required to proceed with introducing this infrastructure.

Key elements of the TMP within the Stanley Greene District are as follows:

- an east-west Major Street from Keele Street following the south edge of the National Urban Park,
- multi-use pathway for pedestrians and cyclists with a future extension over the rail line at the south-east corner of the lands (this is protected for with the proposed conveyance of lands identified as Block 5); and
- an east-west Minor Street from Keele Street extending to the interior of the Stanley Greene District which includes sidewalks.

The Downsview Area Secondary Plan Review - Transportation Master Plan Report can be accessed via the following link:

http://www.toronto.ca/planning/pdf/downsview_phase4_TMP_rep_jan10.pdf.

Servicing and Stormwater Management Master Plan

The Secondary Plan Review also included the preparation of a Servicing and Stormwater Management Master Plan which fulfills the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process. Development within the Secondary Plan area requires the introduction of public services in new municipal right-of-ways that connect to the City's servicing infrastructure.

The Downsview Area Secondary Plan Review – Infrastructure Master Plan Report can be accessed via the following link:

http://www.toronto.ca/planning/pdf/downsview_ph4_Servicing_report.pdf

Zoning

The north portion of the site known as Block G is zoned RM1 (Multiple-Family Dwellings First Density Zone) and the southern portion is zoned RM5 (Multiple-Family Dwellings Fifth Density Zone) under former City of North York Zoning By-law No. 7625.

The RM1 zoning permits multiple attached townhouse dwellings and the RM5 zoning permits multiple attached stacked townhouse dwellings.

The site is not subject to City of Toronto Zoning By-law No. 569-2013.

Draft Plan of Subdivision

This application for Draft Plan of Subdivision has been submitted to implement development of the Block G portion of the Stanley Green District, and specifically to create the 5 new residential development blocks (Blocks 1, 2, 3, 4 and 6), the extension of 3 public roads and 1 new public road, with provision for an area to the east of the most southerly block (Block 5) to protect for a future pedestrian and cyclist overpass of the railway corridor.

The draft conditions of approval, as outlined in Attachment 4, will ensure that the extension of the 3 existing public roads and the 1 new public road will be constructed to City standards and that the land transfers to the City are completed in accordance with City policies.

The draft conditions also include a provision that lands will be conveyed to the City of Toronto to safeguard land for the future installation of a pedestrian and cycling overpass of the abutting railway corridor. This is consistent with the policies of the Transportation Master Plan which was approved as part of the Downsview Area Secondary Plan. It is also consistent with the recommendations of the Stanley Greene District Plan and Urban Design Guidelines which placed a strong emphasis on providing easy and accessible pedestrian and cycling routes throughout the Stanley Greene and neighbouring residential

communities and for pedestrian and cycling connectivity to allow easy access to Downsvew Park.

As mentioned earlier, the railway overpass was foreseen as a component of a broader pedestrian and cyclist network throughout the Stanley Greene community and to the adjacent Ancaster neighbourhood. Design of the future overpass has not however been initiated. In order to ensure that there is sufficient land area to accommodate the overpass, and as a condition of approval, the Owner will be required to provide confirmation to the City that the lands identified as Block 5 are sufficient for the construction, staging and maintenance of a future overpass structure. Should the lands be determined to be insufficient, the Owner will be required to modify the design of Block 4 to ensure sufficient land area is retained and safeguarded for the future overpass structure.

As a condition of approval, the draft conditions will also require that the future owner of the lands adjacent to Block 5 will be required to maintain the lands proposed for the future pedestrian and cyclist overpass until such time the City requires the land to construct the overpass.

Given the change in elevation towards the south, a block is also proposed to be created (Block 7) to allow construction and maintenance of a retaining wall between the proposed residential development and the neighbouring Mount Sinai cemetery to the south. Ownership of Block 7 will either be retained by the Owner of the lands or incorporated into one or more of the future condominium corporations which will be created for the residential blocks.

The proposed residential development blocks identified in the draft plan of subdivision (see also Attachment 1 – Context Plan) have been designed to appropriately accommodate the proposed built form and roadways. The proposed residential development, road and pedestrian network also reflects and reinforces the overall built form and urban design characteristics of the Stanley Greene District. Each block will be further reviewed during the Site Plan approval process, and subsequently through the Part Lot Control and/or Condominium approval process which will be required to create the future residential lots and the shared common elements such as laneways and landscaping.

Site Plan Control

Applications for Site Plan Control have not been submitted to implement the development proposed for the Block G portion of the Stanley Greene District.

Approval of Site Plan Control applications for the 5 residential blocks that comprise Block G will be required prior to the residential development proceeding.

Reasons for Application

Development in Block G was originally addressed through the approved Stanley Green District Plan and Urban Design Guidelines, but remained as one block without implementing zoning because the Canadian Forces Housing Agency (CFHA) was originally interested in this site for potential military housing.

As the CFHA is no longer interested in the site, and as the City and the applicant have come to a settlement regarding the zoning for the site, the applicant is proceeding with this Draft Plan of Subdivision application to allow development of the lands.

A Draft Plan of Subdivision application is required to create the street and block pattern that implements the Zoning By-law provisions for the new residential development.

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 conditions of Draft Plan Approval.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS 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 which provide a healthy, liveable and safe community, in this case by making efficient use of a site that is no longer required for public use.

Land Use

The Downsview Area Secondary Plan designates the site as Neighbourhoods and envisions a mix of low scale detached, semi-detached and townhouse dwellings. The development of the site will “respect and reinforce” the physical character of the larger Stanley Greene neighbourhood, presently under construction. This includes the patterns of streets, the size and configuration of the proposed lots, heights, massing and scale of the proposed residential dwellings.

Except for the southerly most block (Block 4) which has parking at grade at the rear of the proposed stacked townhouses, the remainder of the proposed townhouses would have rear garages served by laneway access. The proposed townhouses abutting the railway corridor are also designed such that the rear garages would serve as a noise buffer to the railway corridor.

The proposed residential development is appropriately served by the extension of the existing road network approved for the Stanley Greene District and which provides vehicular and pedestrian access to Keele Street. A new local road proposed for Block G provides a break in the built form along the east side of Frederick Tisdale Drive and provides better pedestrian and cyclist access to the local Municipal Park from the proposed townhouses abutting the railway corridor.

As mentioned above, the draft conditions of draft plan of subdivision also include a provision for lands to be conveyed to the City of Toronto (Block 5) to safeguard for a future installation of a pedestrian and cyclist's overpass of the abutting railway corridor.

This is consistent with the Transportation Master Plan approved as part of the Downsview Area Secondary Plan, and the recommendations of the Stanley Greene District Plan and Urban Design Guidelines, and will also allow two otherwise separated residential communities to be connected. Providing easy and accessible pedestrian and cycling routes will permit the developing Stanley Greene residential community access to commercial and transit opportunities to the southeast along Wilson Avenue. It will also allow residents of the Ancaster residential community easy access to recreational opportunities in Downsview Park. This proposed pedestrian and cyclist overpass will allow the City to provide a missing connection to the City's developing cycling network and permit recreational and commuter cyclists to traverse the railway corridor for destinations north and south.

Although there is presently no time-line for construction of the proposed pedestrian and cyclist overpass, Council's recent direction to staff requesting a study of the Murray Road lands between Wilson Avenue and Plewes Road, provides a timely opportunity to review the proposed pedestrian and cyclist connection (Murray Road regeneration and land use study; a link to the decision and background report is available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.MM12.32>)

The proposed pedestrian and cyclist overpass is being reviewed through the Murray Road study from the perspective of providing opportunities for pedestrian and cycling connections between the two communities, creating and improving pedestrian and cycling connectivity as well as the opportunity for improving the streetscape and pedestrian experience in this part of the City.

As previously mentioned, Block 7 is also proposed to be created at the southernmost edge of the lands to permit construction and maintenance of a retaining wall required to address grade differentials between the proposed residential development and the neighbouring Mount Sinai cemetery. Ownership of Block 7 will either be retained by the Owner of the lands or incorporated into one or more of the future condominium corporations which will be created for the residential blocks. This will ensure appropriate responsibility for any future maintenance and repair of the retaining wall structure, and will also be included as a condition of draft plan approval.

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 lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland, within the boundaries of the Stanley Greene District of the Downsview Area Secondary Plan. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application proposes 225 dwelling units consisting of freehold laneway townhouses and stacked townhouses on a net site area of 3.86 hectares.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement is 3,000 m² or 7.8% of the net site area.

Block G was originally part of a larger subdivision application within the Stanley Greene District. A central park block, 1.79 ha in size, was proposed at that time. The boundaries of this original subdivision were subsequently adjusted, excluding Block G, and the development of the District was set to proceed in two separate subdivision phases.

As part of the first phase subdivision, a slightly reduced 1.77 ha central park block was secured. It was acknowledged that with the exclusion of Block G from the first phase subdivision, the 1.77 ha park exceeded the parkland dedication requirement for the first phase of the development.

Currently, the 1.77 ha secured park block exceeds the requirements generated by the submitted applications for the first phase subdivision and for the second phase subdivision (Block G). No additional parkland dedication or cash in lieu is required for Block G.

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.

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

Section 37

As part of the settlement with the applicant, which brought forward the implementing zoning for the site, the applicant also agreed to the following benefits secured through a Section 37 Agreement dated February 19, 2016 as follows:

1. Securing a minimum of 23 affordable rental housing units which will be located within Block G;
2. A financial contribution to the City of \$864.00 per residential unit to be used for the provision of a community centre and day care spaces in accordance with the Downsview Area Secondary Plan; and
3. A contribution of \$200,000.00 toward the public art plan for the Stanley Greene District.

CONTACT

Ben DiRaimo, Planner, Community Planning
Tel. No. (416) 395-7119
Fax No. (416) 395-7155
E-mail: bdiraimo@toronto.ca

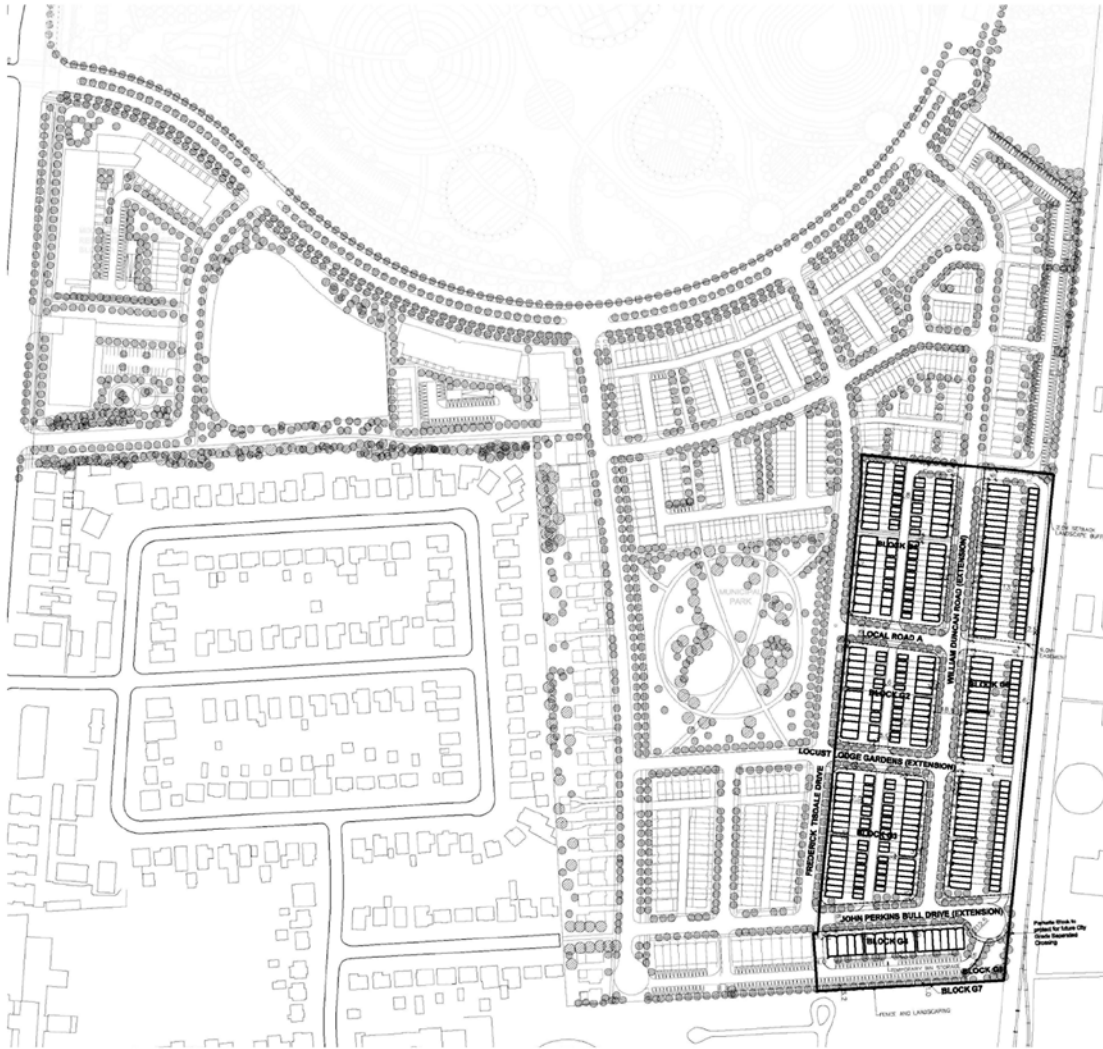
SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Context Plan
Attachment 2: Draft Plan of Subdivision
Attachment 3: Application Data Sheet
Attachment 4: Conditions of Draft Plan of Subdivision

Attachment 1: Context Plan



Context Plan

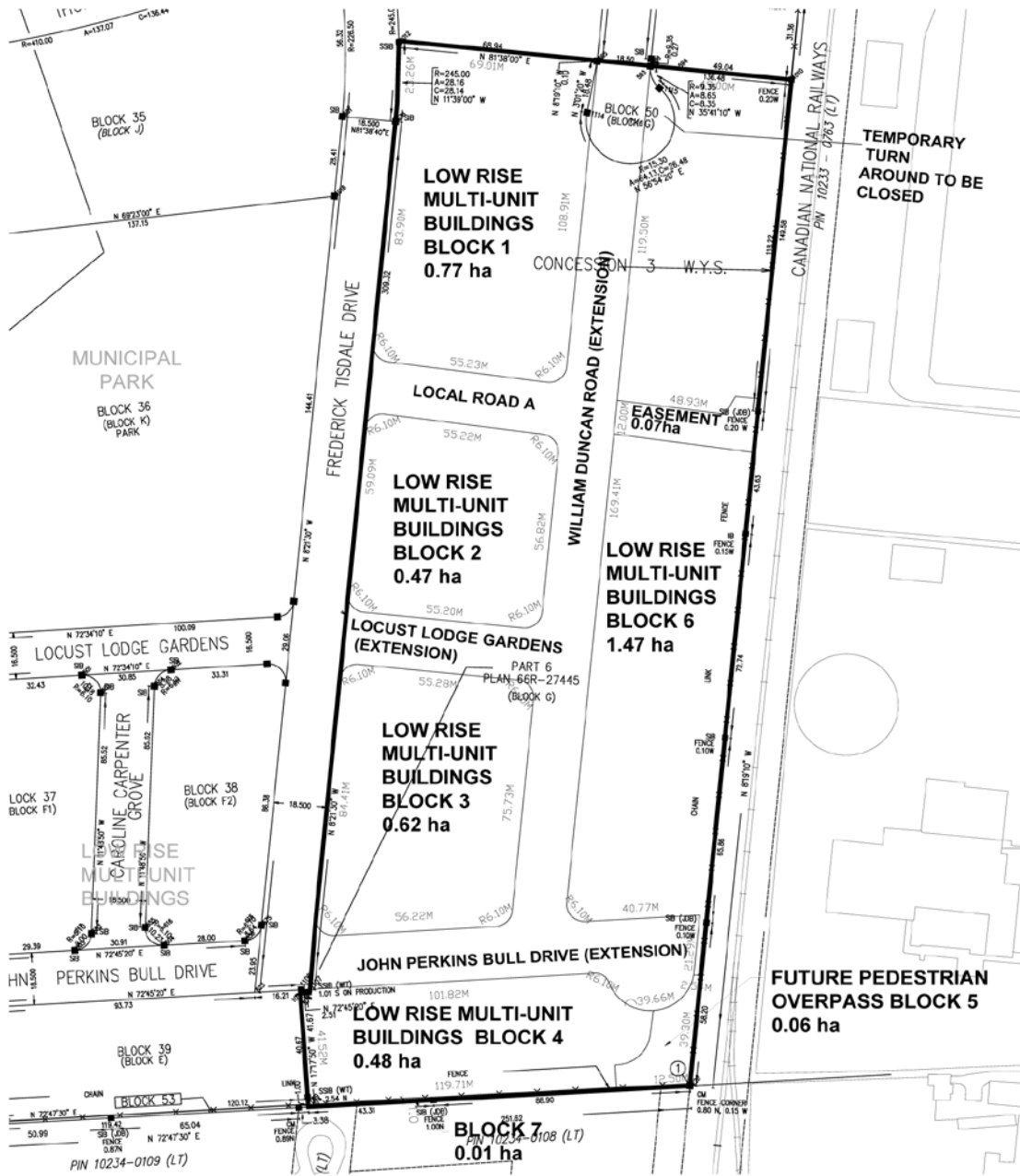
80 Carl Hall Road (Block "G")

Applicant's Submitted Drawing

Not to Scale 
08/19/2016

File # 15 172297 NNY 09 SB

Attachment 2: Draft Plan of Subdivision



Subdivision Plan

80 Carl Hall Road (Block "G")

Applicant's Submitted Drawing

Not to Scale 08/19/2016

File # 15 172297 NNY 09 SB

Attachment 3: Application Data Sheet

Application Type: Subdivision Approval Application Number: 15 172297 NNY 09 SB
 Details: Application Date: June 11, 2015

Municipal Address: 80 CARL HALL ROAD

Location Description: Block G (Stanley Greene District)

Project Description: Proposal to create 7 blocks to accommodate 225 residential dwelling units (comprised of a mix of 166 freehold laneway townhouses and 59 stacked townhouses), and of which 23 are to be of affordable rents, the extension of three public roads and one new public road. An area located at the southeast quadrant of the site is also proposed to be protected for a future pedestrian and cyclist overpass of the railway corridor. The property is known as Block "G" with the present municipal address of 80 Carl Hall Road. (Maximum number of residential units for the Stanley Greene District including Blk G unchanged at 1,356.)

Applicant:	Agent:	Architect:	Owner:
GOLDMAN GROUP 55 St. Clair Avenue West Suite 240, Toronto Ontario M4V 2Y7			GOLDMAN GROUP 55 St. Clair Avenue West Suite 240, Toronto Ontario M4V 2Y7

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	RM1 & RM5	Historical Status:	N
Height Limit (m):	13 m (4 storeys)	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	49000	Height:	Storeys:	0
Frontage (m):	0		Metres:	0
Depth (m):	0			
Total Ground Floor Area (sq. m):	0			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	0
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	0			
Lot Coverage Ratio (%):	0			
Floor Space Index:	0			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Freehold		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	225			

CONTACT: **PLANNER NAME:** **Ben DiRaimo, Planner, bdiraimo@toronto.ca**
TELEPHONE: **(416) 395-7119**

Attachment 4: Conditions of Draft Plan of Subdivision

City Planning, Ben DiRaimo, Planner, (416) 395-7119

1. The Owner shall enter into the City's standard Subdivision agreement and satisfy all of the pre-registration conditions contained therein.
2. The Owner shall provide to the Director of Community Planning, North York District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to Section 40 of the Assessment Act or the provisions of the City of Toronto Act, 2006. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal.
3. If the subdivision is not registered within 5 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
4. The Owner will in collaboration with the City ensure that the lands identified as Block 5 are sufficient for the construction and maintenance of the future overpass structure, to the satisfaction of the Director of Transportation Services and the Director of Community Planning.
5. The Owner agrees that the future owner(s) of Block 4 will allow easements in favour of the City of Toronto to ensure access to the future pedestrian and cyclist overpass for construction, staging, and maintenance purposes, to the satisfaction of the City Solicitor and the Director of Community Planning.
6. The Owner will prepare all documents and convey to the City, at nominal cost, lands identified on the Draft Plan of Subdivision as Block 5 (to safeguard the lands for a future installation of a pedestrian and cyclist overpass), in fee simple, such lands to be free and clear of all physical and title encumbrances, and subject to an easement for access and maintenance in favour of the Grantor until such time as the City is ready to proceed with construction of the overpass, or such time as determined by the Director of Transportation Services and the Director of Community Planning.
7. Submit a draft Reference Plan of Survey to the City Solicitor and Director of Community Planning, for review and approval, prior to depositing it in the Land Registry Office. The plan should:

- i. be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System) and the 3 degree Modified Transverse Mercator Projection;
 - ii. delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
 - iii. show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.
- 8. Pay all costs for registration and preparation of reference plan(s).
- 9. The Owner agrees that the future owner(s) of the parcel identified as Block 4 will be required to maintain the lands proposed for the future pedestrian and cyclist overpass (Block 5) until such time as the City is ready to proceed with construction of the overpass, or such other time as determined by the Director of Community Planning.
- 10. The Owner agrees that ownership of Block 7 will either be retained by the Owner of the lands or incorporated into one or more future condominium corporations, and such owner(s) will be responsible for on-going future maintenance and repair of the retaining wall structure.
- 11. An earthen berm, safety barrier and required acoustic fencing will be designed and constructed to the satisfaction of Metrolinx and the Director of Community Planning.
- 12. 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, Culture and Sport, be notified immediately at (416) 314-7146 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
- 13. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar or Deputy Registrar of Cemeteries at the Cemeteries Regulation Unit, Ministry of Consumer Services, (416) 326-8393.

Engineering and Construction Services, Yu Lay Aung, P.Eng., (416) 395-6224

- 14. Pay to the City (\$40.00) per lot/block towards the cost of geodetic and aerial survey.
- 15. Dedicate all roads and corner roundings, and road widening shown on the plan for this development to the satisfaction of the Executive Director of Engineering and Construction Services.
- 16. Convey to the City all 0.3 metre (one foot) reserves shown on the plan.

17. 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.
18. 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.
19. 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.
20. Pay all costs for preparation and registration of reference plan(s).
21. 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.
22. 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.
23. Pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.
24. Submit financial security in accordance with the terms of the standard subdivision agreement.
25. Submit a certified cheque in the amount (to be determined) for the City to install the pavement markings and signage.
26. 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.
27. Submit a digital copy of the final plan of subdivision in DGN format, 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).

28. Submit a digital copy of the accepted Signs and Pavement Marking Plans in pdf and Microstation format to Development Engineering.
29. 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 PG32.3 of the Planning and Growth Committee.
30. The Owner will provide a construction management plan detailing construction staging, on-site storage of materials and site maintenance during construction. The applicant must submit a Construction Management Plan for each stage of the construction process provided to the satisfaction of Engineering and Construction Services. The applicant is not allowed to use the rights-of-way for storing construction equipment/materials or for parking purposes. The applicant is advised to contact the Development Engineering Unit (Ms. Yu Lay Aung, 416-395-6224) regarding detailed requirements. The applicant cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from the Right-of-Way Management Section, including payment of the necessary fees.

Toronto District School Board; Mario Silva, Land Use Office (416) 394-3944

31. That the applicant/developer 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 at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available.

For information regarding designated school(s), please call (416) 394-7526.”
32. These signs shall be to the Board’s specifications and erected prior to registration or the issuance of any building permit.
33. That the applicant/developer 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 designated locations in or outside of the area."

Bell; Sandra Hugh-Yeun, Development & Municipal Services, (416) 296-6590

34. The Owner shall agree in the Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/developer shall be responsible for the relocation of such facilities or easements.
35. 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 or more conduits from the room (s) in which the telecommunication facilities are located to the street line.

Canada Post; Jenifer Giles, Delivery Services Officer – GTA (905) 206-1247 x2023

36. The owner/developer will consult with Canada Post to determine suitable locations for the placement of Community mailboxes and to indicate these locations on appropriate servicing plans.
37. The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community mailbox site locations, as approved by Canada Post and the City of Toronto.
38. The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the perspective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #'s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
39. The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.
40. The owner/developer agrees to provide the following for each Community mailbox site and include these requirements on appropriate servicing plans:
 1. A Community mailbox concrete base pad per Canada Post specifications.
 2. Any required walkway across the boulevard, as per municipal standards.

3. Any required curb depressions for wheelchair access.

**URBAN FORESTRY, North York District, Tree Protection and Plan Review –
Bruce Gordon, email at bgordon@toronto.ca**

41. The owner agrees to submit a letter of credit as a tree protection guarantee for any existing trees. If tree protection is maintained as specified in a arborist report if required, 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.
42. 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.
43. Prior the acceptance of engineering drawings by Technical 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 Technical Services and the General Manager of Parks Forestry and Recreation.
44. 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.
45. Prior to tree planting, the owner agrees to submit to Urban Forestry, a watering schedule for newly planted trees during the guarantee period. The owner agrees to contact Urban Forestry one week prior to tree planting, and once the trees have been planted, in order to establish the anniversary dates.
46. 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.

47. 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.
48. Prior to registration of the Draft Plan of Subdivision, the owner agrees to provide a street tree planting plan to the satisfaction of Urban Forestry.
49. Prior to final registration of the plan of subdivision, the Owner agrees to provide its Solicitor's confirmation to the City advising that the clauses set out above have been included in applicable Offers of Purchase and Sale and/or Rental Agreements to ensure that future occupants are aware of that they may not receive a street tree in front of their property.