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Attention: Ms. Rosemary Mackenzie, Administrator

RE: Cal-Muir Developments Inc.  
3002-3014 Islington Avenue  
Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision  
East York Community Council Agenda Item EY27.1

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As the land use planning consultant for Cal-Muir Developments Inc., I am pleased to provide the following letter in response to the communication item from Mr. Grant Evers on behalf of the Humber Summit Residents' Association.

On page 2 of the above noted letter, Mr. Evers makes reference to several specific concerns with the proposed development on which I will address below:

**Building Typology** – The Toronto Official Plan allows for single detached, semi-detached, townhouses and walk-up apartments up to 4 storeys in height in the Neighbourhood designation and permits the proposed built form. Furthermore, City Planning staff have indicated that they have no concerns with respect to the proposed building typology.

**Inadequate landscaped open space** – The proposed development will consist of 35% landscape area (hard and soft), 28.1% of which is proposed to be soft landscaped open space whereas the in-force by-law requires 30%.

**Private Street instead of a Public Street** – Given the existing street fabric and the inability to connect the proposed development to the existing neighbourhood via Primula Crescent, it is not clear what benefit a dead-end public street would provide to area residents or what adverse impact a private street would have.

**Narrowing of the proposed road from 8m to 6m** - While the proposed private road is not 8 meters wide, it does provide appropriate means for solid waste collection, emergency services and vehicular circulation and parking as confirmed by the submitted traffic report and confirmation from Toronto Fire.

**Minimum width of driveways** – the proposed driveways are 3.0m in width at the street line and are only proposed to be reduced to 2.5m at a pinch point between the masonry pillars of the dwellings.

**No interior sidewalks** – The subject lands have sidewalks along both Islington Avenue and Muir Avenue. A mid block walkway is proposed through the site to provide access for future residents to Islington Avenue and the adjacent transit stop as well as an additional walkway at Muir Avenue.

**Decreased street tree planting opportunities** – The proposed development is providing street tree planting in accordance with the City of Toronto Street Tree requirements.

**Additional Modifications to building heights are required** - Blocks 7 and 8 which back onto the existing neighbourhood to the west have been designed to minimize roof massing by providing for physical separation between pairs of units to replicate the look and feel of semi-detached and single-detached units. This architectural treatment provides for an appropriate transition of built form to the existing residential dwellings to the west, particularly considering that there will be a total building separation between existing rear yards and the proposed rear yards of approximately 30 meters. Furthermore, a significant masonry wall exists along the westerly property line that affords substantial privacy screening.

Block 9 is immediately north of a current place of worship site that is designated as Mixed Use Areas by the City of Toronto Official Plan. This designation allows for a wide range of low to mid rise residential and commercial uses. The proposed townhouse built form of Block 9 is appropriate given the current and planned land uses south of Muir Avenue and the proximity to Islington Avenue

**Setback to Muir Avenue** - Block 9 is not adjacent to and does not directly impact any existing residential dwelling units. The proposed townhouse built form of Block 9 will provide a continuation of the urban edge established by Blocks 1 and 2 that front onto Islington Avenue and will frame the public frontage of the site with a consistent and attractive built form and will provide an appropriate transition and interface to the mixed-use designation south of Muir. The proposed setback along Muir Avenue provides for an appropriate transition to abutting lands to the west by providing for an averaging of the existing adjacent setbacks to Muir Avenue and the proposed setbacks as per City Planning staff's request.

**Building Height** - It is not anticipated that the proposed building heights will have adverse impact on surrounding dwellings. Blocks 7 and 8 which back onto the existing neighbourhood to the west have been designed to minimize roof massing by providing for physical separation between pairs of units to replicate the look and feel of semi-detached and single-detached units.

**Townhouse widths** – the proposed townhouse dwellings have been designed with a high level of architectural design and quality materials to ensure an attractive development in the community.

The proposed reduction to the townhouse widths are minor in nature and not anticipated to have an adverse impact on the surrounding community.

**Garbage collection** – Garbage collection is proposed to be street side pick-up in the similar manner to that of the surrounding neighbourhood. Garbage will be brought to the curb on collection day only. Indoor garbage storage areas have been provided in the individual garages to avoid unsightly outdoor storage.

**Rear Yard setbacks** - Minimum rear yards of approximately 7.0 meters are proposed along the westerly property line of the Subject Lands. This will provide a total building separation between existing rear yards and the proposed rear yards of approximately 30 meters. Furthermore, a significant masonry wall exists along the westerly property line that affords substantial privacy screening. It is not anticipated that the proposed reduction of the rear yards by 0.5m will have any noticeable or adverse impact on adjacent lands. The rear yards of the internal units will not impact any adjacent lands and will provide adequate private amenity space.

**Building setbacks** – Given the extensive building separation of approximately 30m it is not anticipated that the resulting angular plane will have an adverse impact on adjacent lands. City Planning staff have concurred with this assessment.

**DIPS** – DIPS was approved by Toronto Council in 2005 - prior to the implementation of the Growth Plan for Greater Golden Horseshoe which mandates residential intensification and the efficient use of land and infrastructure. The proposed private road has been demonstrated to be functional from a technical perspective including traffic, solid waste and emergency services and will service the lands appropriately.

**Parking** – the number of parking spaces have been provided in accordance with the New City of Toronto Zoning By-law which requires 1 space per unit and 12 visitor parking spaces. Additionally, the site has been designed to accommodate a second vehicle in the driveway of each unit.

**Width of Parking Space in a garage** – The proposed garage parking space dimensions are 2.6m in width plus an additional 22cm on each side rather than an additional 30cm on each side. This has been deemed satisfactory by City Engineering staff.

**Visitor Parking** – Visitor Parking has been provided in accordance with City standards.

**Revisions** – My client is currently in the process of finalizing detailed site plan design aspects with City staff. No significant changes are anticipated.

**Educational Services** – The Toronto District has confirmed that children from the proposed development will not displace existing students at local schools. In addition, alternative arrangements will be identified consistent with optimizing enrolment levels at schools across the TDSB.

**Transportation** – The Traffic Impact Study submitted with the proposed development was completed in accordance with the City’s requirements. The study concludes that the proposed development will have minimal impact to the existing level of service to the surrounding road networks and that the existing road networks are capable of supporting proposed development without additional improvements.

**Neglect of Property** – The damage to the existing dwellings was the result of theft and vandalism. My client has not been able to demolish the existing homes for concerns of damaging trees on the property prior to the appropriate permits being issued by the City. My client intends to commence construction and remove the existing structures as soon as possible once the necessary approvals are in place.

I trust the above is in order and helpful. My client has worked closely with the area residents and City staff for over two years to arrive at the proposed development which is sensitive to the surrounding neighbourhood and provides for an appropriate built form transition. Furthermore, my client has demonstrated that the development will function properly from a traffic, solid waste management and safety perspective.

Based on all of this, my client requests that Council approve the staff recommendation for the approval of the proposed applications for zoning by-law amendment, official plan amendment and draft plan of subdivision.

Your truly,

**KLM PLANNING PARTNERS INC.**



Ryan Virtanen, BES, MCIP, RPP  
PARTNER