

511 Conlins Road– Zoning Amendment and Draft Plan of Subdivision Applications – Final Report

Date: June 19, 2018

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: Ward 44 – Scarborough East

Planning Application Numbers: 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB

SUMMARY

These applications for a Zoning By-law Amendment and Draft Plan of Subdivision propose to amend the former City of Scarborough Rouge Community Zoning By-law and City of Toronto Zoning By-law and subdivide the lands at 511 Conlins Road to permit 19 detached dwellings on 19 residential lots on a new public street terminating at a cul-de-sac.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017).

The proposal is consistent with the Healthy Neighbourhoods and *Neighbourhoods* policies of the Official Plan, as well as conforms to other relevant policies, such as policies pertaining to built form, public realm and transportation. The proposal respects and reinforces the physical character of the nearby neighbourhood. The zoning by-law amendments would allow for the appropriate residential development on the subject lands.

This report reviews and recommends approval of the application to amend the Zoning By-laws.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of Scarborough Zoning By-law No. 15907 (Rouge Community Zoning By-law) for the lands at 511 Conlins Road substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment 5 to this report.

2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 511 Conlins Road substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. That in accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision as generally illustrated on Attachment 10 subject to:
 - a. the conditions as generally listed in Attachment 7 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

The zoning by-law amendment and draft plan of subdivision applications were submitted on October 20, 2016 and were both deemed complete on January 18, 2017. A Preliminary Report on the applications was adopted by Scarborough Community Council on April 4, 2017 authorizing staff to conduct a community consultation meeting with an expanded notification area. A link to the Community Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC21.17>

ISSUE BACKGROUND

Proposal

The original zoning by-law amendment and draft plan of subdivision applications proposed the development of 22 detached dwellings fronting a new public street along the south property boundary.

The current applications propose to divide the lands into 19 residential lots containing detached dwellings fronting a new public street along the north property boundary extending from Conlins Road and terminating in a cul-de-sac to the east.

Fourteen of the 19 proposed dwellings would be located along the south side of the new public street. The remaining five dwellings would be situated on the east side of the cul-de-sac. The proposed lots are rectangular in shape. Seventeen of the 19 lots have minimum 9 metre frontages. The proposed corner lot abutting the intersection of Conlins Road and the new public street has a lot frontage of 13.5 metres and the lot abutting to the west of Block 21 has a lot frontage of 12.15 metres. The majority of the proposed lots depths are approximately 29 metres. Lot areas range from 263 m² to 364 m².

Six blocks are also shown on the proposed Draft Plan of Subdivision. Two of the blocks (Blocks 24 and 25) would be used to construct the turning circle of the new road, another block (Block 21) would be used to house a City operated pump station required for servicing the development, another block (Block 20) would be used to extend the proposed road to the south in the future and the remaining two blocks (Blocks 22 and 23) would be used to establish a 0.3m reserve in order to restrict vehicular access across the lands. City approval would be required to lift a 0.3 metre reserve.

The proposed detached houses are 2-storeys having a maximum height of 10 metres. The total residential floor area proposed is 3,639.8 m², which results in an overall Floor Space Index (FSI) of 0.41 times the lot area. The proposed gross floor area of the dwellings range from 190 m² to 209 m².

The detached houses would have minimum front yard setbacks of 6 metres and rear setbacks ranging from 7.6 to 8 metres.

Pedestrian access from Conlins Road to the detached dwellings would be provided from a new public sidewalk on the south side of the proposed public road. Vehicular access to the detached dwellings would be from the new public road. Two parking spaces would be provided for each dwelling unit resulting in a total of 38 parking spaces. One parking space would be located in the garage of the house and the other parking space would be located on the driveway.

The proposed public road ends in a cul-de-sac. The cul-de-sac is intended to facilitate the future southerly extension of the public road in the event that future development would occur to the south of the site on the adjacent lands.

The applicant proposes to plant new street trees along the boulevards throughout the site, including Conlins Road boulevard. Trees are also proposed in the rear yards of the detached dwellings.

Attachment 8 shows the current site plan with the cul-de-sac and the long-term southerly road extension submitted by the applicant. The proposed Draft Plan of Subdivision is shown on Attachment 10. A summary of the proposed development is detailed in Attachment 1: Application Data Sheet.

Site and Surrounding Area

The subject site is located on the east side of Conlins Road, just north of Highway 401. A detached dwelling is situated on the site. Also located on the site is a large detached garage. The property has a lot frontage of 45.64 m and has a lot depth of 196.47 m. The lot area of the site is approximately 0.89 hectares. The site is rectangular in shape and the land slopes down from the front of the property at Conlins Road to the rear of the property. The applicant has advised that there is a gradual 4 metre downward slope from the front of the property to the rear of the property. Some existing vegetation exists on the site, predominantly located towards the front of the property.

Vehicular access to the site is currently from a driveway on Conlins Road.

The surrounding uses are as follows:

North: vacant lands owned by Hydro One and a hydro transmission corridor, including the future Meadoway Linear Park;

South: vacant lands owned by the Ministry of Transportation (MTO) and Highway 401;

East: vacant lands owned by the Ministry of Transportation. Further east are vacant lands containing the Arrowdale draft plan of subdivision (see below), which abuts a neighbourhood consisting of detached dwellings extending east to Dean Park Road; and

West: across Conlins Road are vacant lands and a hydro transmission corridor.

On February 28, 1995, Council of the former City of Scarborough approved subject to certain conditions, a rezoning application and draft plan of subdivision application for a parcel of land 9.17 hectares in area located on the west side of Dean Park Road. The applications were submitted by Arrowdale Developments Limited, Arrowdale in Trust and Loring Developments Limited (referred to as "Arrowdale"). The draft plan of subdivision proposed the development of 153 single detached dwelling lots, 36 reserve lots to be developed with adjacent lands for single detached dwellings, local streets and a park block. The lot widths proposed to be developed range from 9.15 m to 12.2 m. The lot depths proposed range from 30.5 m to approximately 38 m.

To date, the owner of the Arrowdale draft plan of subdivision has not satisfied the conditions of draft plan approval. Also, an appeal to Zoning By-law No. 569-2013 was

lodged in June of 2013 to the Ontario Municipal Board by the Arrowdale owner. As such, no construction has occurred for the proposed Arrowdale subdivision development.

The Arrowdale development would enable the extension of public street connections from Dean Park road further west towards Conlins Road.

Attachment 11: Context - Master Concept Plan shows the site in relation to the proposed Arrowdale Draft Plan of Subdivision and the existing detached dwellings to the west of Dean Park Road.

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

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

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

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

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

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

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

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

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

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

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

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

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

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

Chapter 2 - Shaping the City

Section 2.2.3 h): – Structuring Growth in the City: Integrating Land Use and Transportation- The Official Plan states the City's transportation network will be maintained and developed to support the growth management objectives of this Plan by ensuring that new streets will be provided in consideration of surrounding lands uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure.

Section 2.2.5 a): The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city-building objectives of this Plan by providing adequate facilities to support new development and maintaining infrastructure in a state of good repair.

Section 2.1.3.1 Healthy Neighbourhoods: The Official Plan states that *Neighbourhoods* and *Apartment Neighbourhoods* are considered physically stable areas. Development in *Neighbourhoods* and *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

Chapter 3 - Building a Successful City

Section 3.1.2 Built Form: The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit

shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings. Preserve existing and mature trees wherever possible and incorporate them into the landscaping designs.

New and existing City streets will incorporate a Complete Streets approach and be designed to perform diverse roles by balancing the needs and priorities of the various users and uses within the right-of-way, including amongst other matters, provision for space for other street elements, such as utilities and services and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending and street furniture.

Section 3.1.1.16 - Public Realm: The Official Plan states, amongst other matters that new streets will be designed to:

- provide connections with adjacent neighbourhoods;
- promote a connected grid of streets that offer safe and convenient travel options;
- provide access and addresses for new development;
- allow the public to freely enter without obstruction;
- promote complete streets approach to develop a street network that balances needs and priorities of the various users and uses within the right-of-way; and
- provide access for emergency vehicles.

Section 3.1.1.17 – Public Realm: The Official Plan states that new streets should be public.

Schedule 2 of the Official Plan-The Designation of Planned but Unbuilt Roads- The Official Plan identifies additional planned but unbuilt roads for the City. The Official Plan states that a new road link connection from Sheppard Avenue East at Dean Park to Sheppard Avenue East, east of Conlins Road is required;

Section 3.2.1 Housing: The Official Plan states a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

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

Chapter 4- Land Use Designations

The subject lands are designated *Neighbourhoods* on Map 22 of the Toronto Official Plan. *Neighbourhoods* are considered as physically stable areas primarily made up of low density type residential uses, such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*. The proposed detached dwellings would be provided for in the *Neighbourhoods* designation.

Section 4.1.5: The Official Plan states that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- patterns of streets, blocks and lanes, parks and public building sites;
- size and configuration of lots;
- heights, massing, scale and dwelling type of nearby residential properties;
- prevailing building type(s);
- setbacks of buildings from the street or streets;
- prevailing patterns of rear and side yard setbacks and landscaped open space;
- continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- Conservation of heritage buildings, structures and landscapes.

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

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

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, Council adopted Official Plan Amendment No. 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhood* sites and implement the City's Tower Renewal Program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision has been appealed in part. On December 13, 2017 the OMB issued an

Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found here:

www.toronto.ca/OPreview/neighbourhoods.

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects in new development such as amenity and service areas, lighting and parking.

Zoning

On May 9, 2013, Toronto City Council enacted City-wide Zoning By-law 569-2013. The new City-wide Zoning By-law is currently under appeal at the Ontario Municipal Board. The site is zoned Residential Detached RD (f30.0, a2730) (x1451) under City of Toronto Zoning By-law 569-2013. The RD zone only permits a dwelling unit in a detached house. The RD zone requires lots to have a minimum lot frontage of 30 m and a minimum lot area of 2,730 m². Exception RD 1451 requires a minimum lot depth of 91 m and a minimum side yard setback of 1.2 m.

The site is zoned Agricultural Uses (AG) under the former City of Scarborough Rouge Community Zoning By-law No. 15907 and subject to Exception 33. The permitted uses in an AG zone are agricultural uses and day nurseries. Agricultural uses are interim uses and consist of apiary, berry crops, field crops, flower gardening, grazing of livestock, orchards and tree crops. Exception Number 33 also permits a single-family dwelling and specifies certain development standards for a single-family dwelling.

Attachment 4: Existing Zoning By-law Map shows the zoning for the site.

Draft Plan of Subdivision

An application for Draft Plan of Subdivision has been submitted to establish the public street, and create the detached dwelling lots and six blocks as shown on Attachment 10. The Chief Planner has delegated authority for Plans of Subdivision under By-law 229-2000, as amended.

Reasons for Application

The Rouge Community Zoning By-law Number 15907 and the Toronto Zoning By-law Number 569-2013 permits detached dwellings, but not at the proposed lot sizes. Development standards for the proposed detached houses would be required. A zoning by-law amendment is required to permit the proposed residential development. A Draft Plan of Subdivision is required to establish the new public street and create the detached dwelling lots and blocks.

Application Submission

The following reports/studies were submitted with the application:

- A Planning Rationale report;
- Arborist Report;
- Functional Servicing Report;
- Transportation Impact Study;
- Phase 1 Environmental Site Assessment;
- Stage 1 Archaeological Assessment;
- Geotechnical Investigation Report;
- Noise Feasibility Study; and
- Toronto Green Standards Checklist

The above noted reports/studies can be viewed at:

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

Agency Circulation

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

Community Consultation

A Community Consultation Meeting was held on April 4, 2018. The purpose of the meeting was to present and provide an opportunity for comment on the development proposal. Scarborough Community Council directed staff to expand the notification area.

No persons from the public attended the meeting. In attendance was the Ward Councillor, a staff member from the adjacent Ward Councillor's office for the area west of Conlins Road, City staff, the applicant and planning consultant.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Policy 1.1.3.2 of the PPS (2014) directs that land use patterns shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use infrastructure which are planned or available; are transit supportive and support active transportation. Furthermore, Policy 1.1.3.3 states

that planning authorities identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public services facilities required to accommodate projected needs. The proposal is consistent with the PPS in this regard.

Policy 1.4.3 of the PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit. The proposal is consistent with the PPS in this regard.

Policy 1.6.6.1 of the PPS (2014) directs that expected growth or development shall be accommodated in a manner that promotes the efficient use and optimization of existing infrastructure, including municipal sewage services and municipal water services. The proposal is consistent with the PPS in this regard.

The Growth Plan contains policies about how land is developed, resources are managed and protected and public dollars are invested. It directs municipalities to support the creation of complete communities that provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; to develop mixed-use, transit-supportive, pedestrian-friendly urban environments; and to plan for more resilient, low-carbon communities (Sections 1.2.1 and 2.2.1). The proposal conforms to the Growth Plan by directing growth to appropriate settlement areas, and making efficient use of land and existing services and infrastructure, including proximity to public and active transportation.

In planning to achieve the minimum intensification and density targets in the Growth Plan, municipalities are directed by Policy 5.2.5.6 to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form. The proposal supports the achievement of complete communities through a more compact built form, with dwellings units that are high quality, attractive and contribute to the vitality and character of the neighbourhood. The City has implemented these objectives through the implementing policies of the Official Plan, including Public Realm policies in Section 3.1.1 and Built Form policies in Section 3.1.2, as well as by securing Architectural Control Guidelines prepared by the applicant for the proposal.

Land Use and Built Form

These application has been reviewed against the Official Plan policies and/or planning studies described in the Issue Background Section of the Report as well as the policies of the Toronto Official Plan as a whole.

The Official Plan recognizes that the subject properties, which are designated *Neighbourhoods*, are appropriate for residential uses. The proposed building type, detached houses, conforms to the low scale building form permitted in the *Neighbourhoods* designation.

Section 4.1.5 of the Official Plan requires that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood in: patterns of streets, blocks and lanes, parks and public building sites; size and configuration of lots; heights, massing, scale and dwelling type of nearby residential properties; prevailing building type(s); setbacks of buildings from the street or streets; prevailing patterns of rear and side yard setbacks and landscaped open space; continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and conservation of heritage buildings, structures and landscapes.

The proposed development builds upon the lot and road configuration established in the adjacent neighbourhood and would facilitate the intended connection to the proposed streets further east. The proposed lots are compatible with the surrounding existing and planned lot fabric, which has lots with frontages ranging between 9 metres and 12 metres and lot areas ranging between 270m² and 375m². The lots for the proposed detached dwellings have frontages that range between 9 and 13.5 metres and lot areas that range between 263 m² and 364 m².

The development proposes minimum front yard and rear yard setbacks of 6 and 7.6 metres, respectively in compliance with the RD Zone under Toronto Zoning By-law 569-2013. The proposed setbacks provide setback patterns that are consistent with the nearby residential neighbourhood to the east and are consistent with the Built Form and *Neighbourhoods* policies of the Official Plan.

The nearby neighbourhood to the east is comprised of two-storey dwellings. The proposed two-storey dwellings with building heights of a maximum of 10 metres are consistent with the nearby residential neighbourhood.

The proposed dwellings conform with the Built Form policies of the Official Plan. The new dwelling units appropriately frame the new public street and would improve safety through new public sidewalks, provide for new boulevard amenity by the introduction of new street trees. The proposed 2-storey detached dwellings would frame the public street on the south side and east sides, providing architectural interest through exterior facades that would fit harmoniously into the existing planned context. Garages would be flush with the facades of the houses, allowing front yards to achieve the required balance of landscaped open space and driveway surface in the front yard as required by the zoning by-laws. This would enhance the streetscape allowing for a desirable landscape amenity between the public realm (boulevard) and the private realm. This would contribute to an attractive, comfortable and functional environment for pedestrians.

The proposal respects and reinforces the existing and planned context of the neighbourhood by reflecting the size and configuration of the lots, the 2-storey heights

and prevailing building type of detached houses and the prevailing building setbacks and rear yards.

The proposal conforms with the Public Realm policies of the Official Plan. All of the proposed lots will front onto a new public street and would also frame the street in the event that future development would occur to the south of the site and the southerly road extension is constructed. The neighbourhood would be connected by a public street network traversing across from Dean Park road to Conlins Road. The development proposal would protect for the future completion of a street network connection to Conlins Road required in Schedule 2 of the Official Plan. Accordingly, this proposal would permit orderly development by facilitating the completion of a road network that would be developed comprehensively over time and providing future connections with adjacent neighbourhoods when they are developed.

The proposed dwellings respect and reinforce the character of the residential neighbourhood to the east. The proposed height, massing, scale and the setbacks of buildings are appropriate and compatible with the nearby *Neighbourhoods*.

Staff have evaluated this proposal against these policies and finds that the proposed land use is consistent with these policies as well as with the Healthy Neighbourhood, Public Realm and Built Form policies of Sections 2.3.1, 3.1.1 and 3.1.2, respectively, as well as Schedule 2 of the Official Plan.

Architectural Control Guidelines

The applicant has prepared architectural control guidelines which direct the detailed design of the proposed dwellings, to ensure appropriate relationships between the public and private realms and ensure that the proposal reinforces the existing nearby residential context. The height and density of the existing neighbourhood would be a benchmark for the development proposal in order to ensure that physical stability of the neighbourhood south of the hydro corridor and north of Highway 401 is maintained.

The guidelines provide direction with respect to development form, architectural detail, fencing, landscaping and streetscape. The guidelines provide specific design criteria for priority lots, such as Lot 1, the gateway or entrance into the proposed development from Conlins Road, and those lots that provide for terminus views.

The Architectural Control Guidelines would be secured as a condition of draft plan of subdivision approval.

Draft Plan of Subdivision

The draft plan of subdivision is comprised of 19 lots and six blocks and a new public road. The lots are rectangular in shape. The proposed road would have a right-of-way width of 16.5 metres, since it would be considered a single-loaded road with houses on only one side of the street. The road would terminate in a turning circle or cul-de-sac. Should future residential development occur on the abutting lands to the south, the road would be extended to the south with a right-of-way width of 18.5 metres.

One of the two blocks would be used to house a pump station that would be operated by the City. The other blocks would be used to establish the cul-de-sac, the future road extension and the 0.3 m reserves. All these blocks would be conveyed to the City.

The conditions of approval, as outlined in Attachment 7, will ensure the road is constructed in accordance with the City of Toronto Development Infrastructure Policy & Standards (DIPS) and emergency service standards and that the land transfer of the new street into public ownership will be completed in accordance with City policies.

Other matters that will be secured as conditions of approval include noise mitigation measures, architectural control guidelines and other conditions recommended by City Divisions and external agencies.

Section 51(24) of the *Planning Act* outlines the criteria for determining whether or not a proposed subdivision is appropriate. These criteria include conformity to provincial plans, whether the plan conforms to the Official Plan and adjacent plans of subdivision, the appropriateness of the proposed land use, the dimensions and shapes of the proposed lots and blocks, and the adequacy of utilities and municipal services. As detailed through this report, the proposed plan conforms to the policies of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. It also complies with the policies of the Toronto Official Plan. The proposed lots are consistent with those existing in the neighbourhood and the proposed public road will be constructed to City standards. The Chief Planner has delegated approval authority for Draft Plan of Subdivision under By-law 229-2000.

Traffic Impact, Access

A Traffic Impact Study has been submitted by the applicant in support of the applications. The study concludes that the development proposal can adequately accommodate the existing transportation network, active transportation network, existing transit services with minimal traffic impact to the adjacent public roadways.

In response to recommendations from Transportation Services to improve sight-lines and safety, the proposed public street has been relocated from along the south property line as originally proposed for the 22-unit residential development to along the north property line. The proposed site access for the proposed 19-unit development is acceptable to Transportation Services.

Technical requirements requested by Transportation Services would be secured as conditions of draft plan of subdivision.

Servicing

Engineering and Construction Services staff advise that they have no further comments on these applications. Requirements of Engineering and Construction Services are detailed in the draft plan conditions in Attachment 7 to this report.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the third highest quintile of current provision of parkland. The site is not in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The proposal is for a proposed 19 detached residential dwellings within a net site area of 5,868 square metres. The development applications is subject to a 5% cash-in-lieu parkland dedication payment required as per Chapter 415, Article III of the Toronto Municipal Code.

The applicant is required to satisfy the parkland dedication through cash-in-lieu payment. The parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process.

Ministry of Transportation

Staff of the Ministry of Transportation (MTO) has advised that if the water flow from the roofs of the proposed detached houses is directed down the downspouts onto the development, the MTO has no further comments. MTO staff have also commented that the City would oversee the water flow from that point on.

Noise

A noise impact assessment was prepared by the applicant's noise consultant in support of this proposal.

The purpose of the study is to determine the noise impact from vehicular traffic along Highway 401 as well as any environmental noise impact for existing land uses surrounding the proposal. The study found that no sources of vibration concern were identified in the study area, as no associated industry or rail lines exist within 300 metres proximity to the development proposal.

The report recommends a variety of mitigation measures including acoustic barriers along the south and east property lines, central air conditioning for all units, window glazing requirements for certain proposed house lots and warning clauses for all detached houses located on the south property line to make occupants aware of the potential noise situation.

The recommendations of the noise impact assessment would be secured as conditions of draft plan of subdivision approval.

Toronto District School Board

Toronto District School Board advises that there is sufficient space at the local schools to accommodate students from this proposed development.

Archaeological Assessment

An archaeological site assessment was prepared in support of this proposal. It was determined that there are no further archaeological concerns. Heritage and Preservation staff concurs with this recommendation.

HPS recommends that in the event that deeply buried archaeological remains and/or human remains are encountered on the property during construction activities, the appropriate authorities should be notified. In addition, if any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.

The owner would be advised of the above comments in the conditions of draft plan of subdivision approval.

Tree Protection and Plan Review-Urban Forestry

Urban Forestry staff have advised that this project would require the removal of:

- six (6) City street trees, located adjacent to Conlins Road;
- the removal of nine (9) privately owned trees (protected); and
- the injury of one (1) privately owned tree (protected).

The submitted landscape plans specify the planting of 68 new trees, including forty-one (41) large shade trees on City road allowance and twenty-seven (27) large shade trees on private property. The proposed tree planting plan and tree protection plan is satisfactory to Urban Forestry. The applicant has complied with the City's TGS requirements. These matters will be secured as conditions of draft plan of subdivision approval.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured through the Subdivision Approval process.

Zoning By-law Amendment

Community Planning recommends that the existing zoning regulating the subject lands be amended to permit the development proposal.

The RD zone under City-wide Zoning By-law No. 569-2013 would be amended to permit the lot frontages, lot areas, and building setbacks, for instance, as shown in the development proposal. Attachment 6 is the draft amending zoning by-law to Zoning By-law 569-2013 for the proposal.

Further, the Agricultural Uses (AG) zone under the former City of Scarborough Rouge Community Zoning By-law No.15907 be also amended to a S-Single-Family Dwelling zone to permit the development proposal and incorporate required zoning standards for the proposal. Attachment 5 is the draft amending zoning by-law to the former City of Scarborough Zoning By-law 15907.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2017). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to supporting the policies of Healthy Neighbourhoods, *Neighbourhoods*, Built Form, Public Realm and transportation policies. Staff worked with the applicant to reduce the number of dwellings proposed from 22 to 19 and move the public street to the north end of the lands to improve sightlines from Conlins Road. In addition, staff secured a new public road that connects the proposed development to Conlins Road and will facilitate the completion of a road network that would be developed comprehensively over time.

Staff recommend that Council support approval of the applications.

CONTACT

Greg Hobson-Garcia, Planner, Tel. No. (416) 396-5244, Fax No. (416) 396-4265,
E-mail:Gregory.Hobson-Garcia@toronto.ca.

SIGNATURE

Paul Zuliani, Director
Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment (By-law 15907)

Attachment 6: Draft Zoning By-law Amendment (By-law 569-2013)

Attachment 7: Conditions of Draft Plan of Subdivision

Applicant Submitted Drawings

Attachment 8: Site Plan

Attachment 9: Elevations

Attachment 10: Draft Plan of Subdivision

Attachment 11: Context-Master Concept Plan (south of hydro corridor)

Attachment 1: Application Data Sheet

Application Type	Rezoning/Subdivision	Application Number:	16 240218 ESC 44 OZ 16 240263 ESC 44 OZ
Details	Rezoning, Standard	Application Date:	October 20, 2016

Municipal Address: 511 CONLINS RD
 Location Description: PLAN 10097 RCP LOT 14 **GRID E4401
 Project Description: Applications for Zoning Amendment and Draft Plan of Subdivision for a proposal consisting of 19 detached house lots on a new public street

Applicant:	Agent:	Architect:	Owner:
SELVA CHELLIACH			DOREEN DESROCHES

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	AG, RD	Historical Status:	N
Height Limit (m):	9m, 2 storeys	Site Plan Control Area:	N

PROJECT INFORMATION

Site Area (sq. m):	8,914	Height:	Storeys:	2
Frontage (m):	45.64		Metres:	10
Depth (m):	196.47			
Total Ground Floor Area (sq. m):	1,876.2			Total
Total Residential GFA (sq. m):	3,639.8		Parking Spaces:	38
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	3,639.8			
Lot Coverage Ratio (%):	38.9			
Floor Space Index:	0.408			

DWELLING UNITS

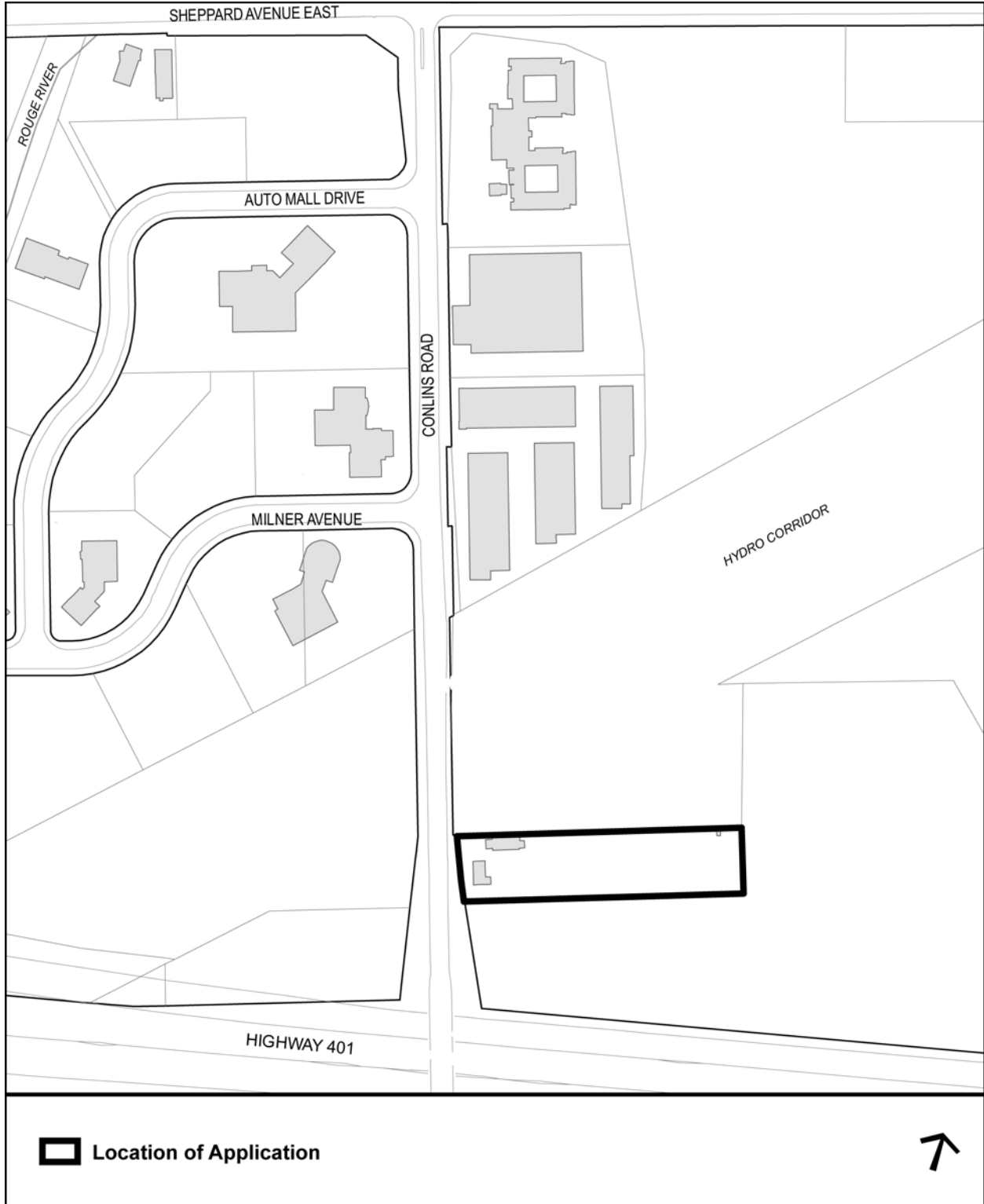
Tenure Type:	Freehold
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	19
Total Units:	19

FLOOR AREA BREAKDOWN (upon project completion)

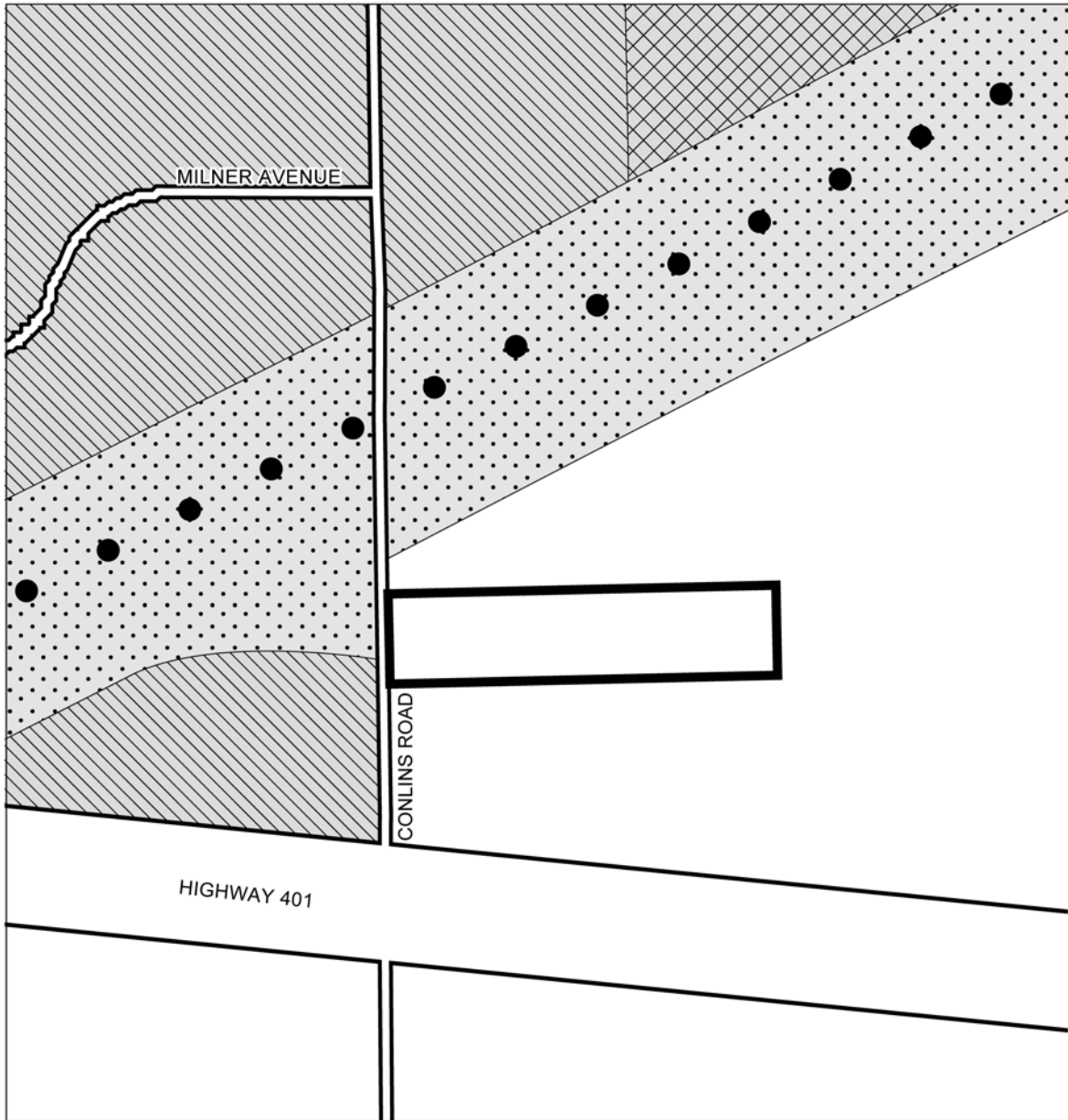
		Above Grade	Below Grade
Residential GFA (sq. m):	3,639.8	0	0
Retail GFA (sq. m):	0	0	0
Office GFA (sq. m):	0	0	0
Industrial GFA (sq. m):	0	0	0
Institutional/Other GFA (sq. m):	0	0	0

CONTACT: PLANNER NAME: Greg Hobson-Garcia, Planner
TELEPHONE: (416) 396-5244

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



TORONTO
 Official Plan Land Use Map #22

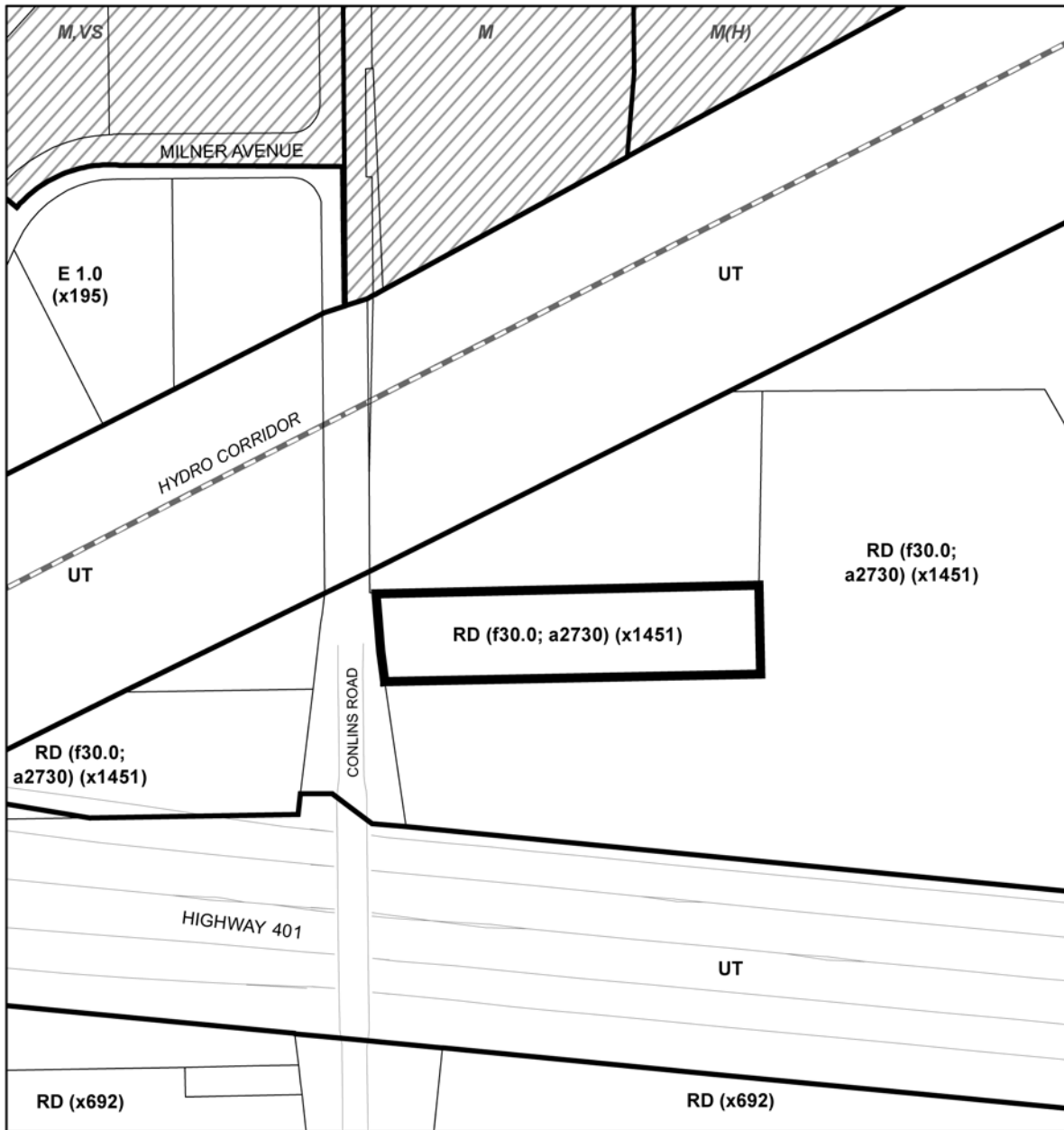
511 Conlins Road

File # 16 240218 ESC 44 OZ and 16 240263 ESC 44 SB

-  Location of Application
-  Neighbourhoods
-  Employment Areas
-  Mixed Use Areas
-  Utility Corridors


 Not to Scale
 05/23/2018

Attachment 4: Existing Zoning By-law Map



Zoning By-Law No. 569-2013

511 Conlins Road

File # 16 240218 ESC 44 OZ and 16 240263 ESC 44 SB



Location of Application

RD Residential Detached
 E Employment Industrial
 UT Utility and Transportation



See Former City of Scarborough Employment District By-Law No. 24982 (Rouge)

M Industrial Zone
 VS Vehicle Service Zone
 (H) Holding Provision



Not to Scale
 Extracted: 05/23/2018

Attachment 5: Draft Zoning By-law Amendment (By-law 15907)

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

CITY OF TORONTO

Bill No. ~

BY-LAW No. --20~

**To amend Zoning By-law No. 15907, Rouge Community Zoning By-law, as amended,
with respect to the lands municipally known as,
511 Conlins Road**

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

WHEREAS Council of the City of Toronto has the authority pursuant to Section 39 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to authorize the temporary use of a building for a model home sales office; 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*,

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

1. SCHEDULE “A” of the Rouge Community By-law 15907 is amended by deleting the existing Agricultural Uses (AG) Zone designation on the lands as outlined on the attached Schedule ‘1’ attached hereto and replacing it with the following zone category and Performance Standards so that the amended zoning reads as follows:

S-1-77-78-79-80-141-237-238-239-482-489-490

2. SCHEDULE “B”, PERFORMANCE STANDARDS CHART, of the Rouge Community Zoning By-law 15907 is further amended by adding the following Performance Standards:

INTENSITY OF USE

77. Minimum frontage of 9m.

78. Minimum **lot** area of 263 m².

79. Maximum **lot coverage** of 43%.

80. Maximum **gross floor area** 210 square metres.

MAIN WALL SETBACKS FROM STREETS

141. Minimum building **setback** shall be 6 m from the **front lot line** for the first storey, and 5.4 m from the **front lot line** for the second storey for lots 1, 2, 3, 7, 8, 12, 13, 14, 16, 17, 18 and 19, and 5.9 m from the **front lot line** for the second storey for lots 4, 5, 6, 9, 10 and 11.

MAIN WALL SETBACKS FROM SIDE AND/OR REAR LOT LINES

237. Minimum **side yard setback** 0.9 m, except on **flankage** yards for a **single-family dwelling** and minimum **side yard setback** of 0.9 m on one side only and 3 m on the other side for a **single-family dwelling** on Lot 14 only.

238. Minimum **side yard setback** 0.9 m and minimum **flankage yard** shall be 4.2 m from the **street lot line** of Conlins Road for a **single-family dwelling** on a corner **lot** abutting Conlins Road.

239. Minimum 7.6 m from rear **lot** lines for a **single-family dwelling**.

MISCELLANEOUS

489. Maximum height of **dwelling** shall not exceed 10.5 metres and 2 storeys, excluding basements.

490. Minimum permitted front yard soft landscaping shall be as follows:

- a) Lots 1 and 14 are 64%;
- b) Lots 2, 3, 7, 8, 12, 13, 16, 17, 18, 19 are 52%;
- c) Lots 4, 5, 6, 9,10,11 are 53%; and
- d) Lot 15 is 66%.

3. **SCHEDULE “C”, EXCEPTIONS LIST**, is amended by adding the following **EXCEPTION 50**, to the lands as shown outlined on the attached Schedule ‘2’:

50. On those lands identified as Exception 50 on Schedule “C”, the following provisions shall apply:

- (a) Additional Permitted Uses
 - i) A temporary sales office is permitted in a building on these lands for a period of three years after the date this bylaw is passed for the purpose of marketing and sale of the **Single-Family dwelling units**.

4. **SCHEDULE “C” EXCEPTIONS MAP**, is amended by deleting Exception Number 33 as outlined on the attached Schedule ‘2’.

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

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'



S-1-77-78-79-80-141-237-238-239-482-489-490



Zoning By-Law Amendment

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB

511 Conlins Road



Area Affected By This By-Law

Rouge Community Bylaw
Not to Scale
06/18/18
↑

Schedule '2'



Exception No. 50
Exception No. 33 to be removed



Zoning By-Law Amendment

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB

511 Conlins Road

 Area Affected By This By-Law

Rouge Community Bylaw
Not to Scale
06/14/18

Attachment 6: Draft Zoning By-law Amendment (By-law 569-2013)

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

CITY OF TORONTO

Bill No. ~

BY-LAW No. [XXXX- 2018]

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2018 as 511 Conlins Road

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

Whereas pursuant to Section 39 of the *Planning Act*, the Council of the City of Toronto may, in a by-law passed under Section 34 of the *Planning Act*, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the 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

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to RD 638 as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569-2013, as amended, is further amended by amending the Height Overlay Map in Section 995.20.1 for the lands subject to this By-law, from a height and storey label of HT 9, ST 2, to HT 10.5, ST 2, as shown on Diagram 3 attached to this By-law; and
5. Zoning By-law No. 569-2013, as amended, is further amended by amending the Lot Coverage Overlay Map in Section 995.30.1 for the lands subject to this By-law, from a lot coverage label of 33 % to 43% as shown on Diagram 4 attached to this By-law; and

6. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.3.10 Exception Number 638 so that it reads:

Exception RD 638

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) Regulation 10.5.40.70(1). “Front Yard Setback-Averaging”, does not apply;
- (B) Despite clause 10.20.30.10, for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX [clerks to provide by-law #], the required minimum **lot** area is:
 - (i) 361 square metres for lot 1;
 - (ii) 266 square metres for lots 2-13;
 - (iii) 350 square metres for lot 14;
 - (iv) 312 square metres for lot 15;
 - (v) 265 square metres for lot 16; and
 - (vi) 263 square metres for lots 17-19.
- (C) Despite clause 10.20.30.20, for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX [clerks to provide by-law #], the required minimum **lot frontage** is:
 - (i) 13 metres for lot 1; and
 - (ii) 9 metres for lots 2-13 and 15-19.
- (D) Despite clause 10.20.40.40, for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX [clerks to provide by-law #], the permitted maximum floor space index is:
 - (i) 0.58 for Lot 1;
 - (ii) 0.71 for lots 2-13 and 16;
 - (iii) 0.6 for lot 14;

- (iv) 0.61 for lot 15; and
 - (v) 0.72 for lots 17-19.
- (E) Despite regulation 10.20.40.70 (2), for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX [clerks to provide by-law #], the required minimum **rear yard setback** is:
- (i) 8 metres for lots 1-3, 7, 8, and 12-14;
 - (ii) 7.6 metres for lots 4-6 and 9-11; and
 - (iii) 7.8 metres for lots 15-19.
- (F) Despite regulation 10.20.40.70 (3) and regulation 10.20.40.70 (6), for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX[clerks to provide by-law #], the required minimum **side yard setback** is:
- (i) 0.9 metres on one side only and 4.2 metres on the other side for lot 1; and
 - (ii) 0.9 metres on one side only and 3 metres on the other side for lot 14.
- (G) Despite regulation 10.20.40.70(1), for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX [clerks to provide by-law #], the required minimum **front yard setback** is:
- (i) 5.4 metres from the second **storey** for lots 1-3, 7, 8, 12-14 and 16-19; and
 - (ii) 5.9 metres from the second **storey** for lots 4-6 and 9-11.
- (H) Despite regulation 10.5.50.10(1)(D), for each of the **lots** shown on Diagram 5 attached to By-law No. XXXX [clerks to provide by-law #], the required minimum **front yard** soft landscaping is:
- (i) 64% for lots 1 and 14;
 - (ii) 52% for lots 2, 3, 7, 8, 12, 13 and 16-19;
 - (iii) 53% for lots 4-6 and 9-11; and
 - (iv) 66% for lot 15.

Prevailing By-laws and Prevailing Sections (None Apply)

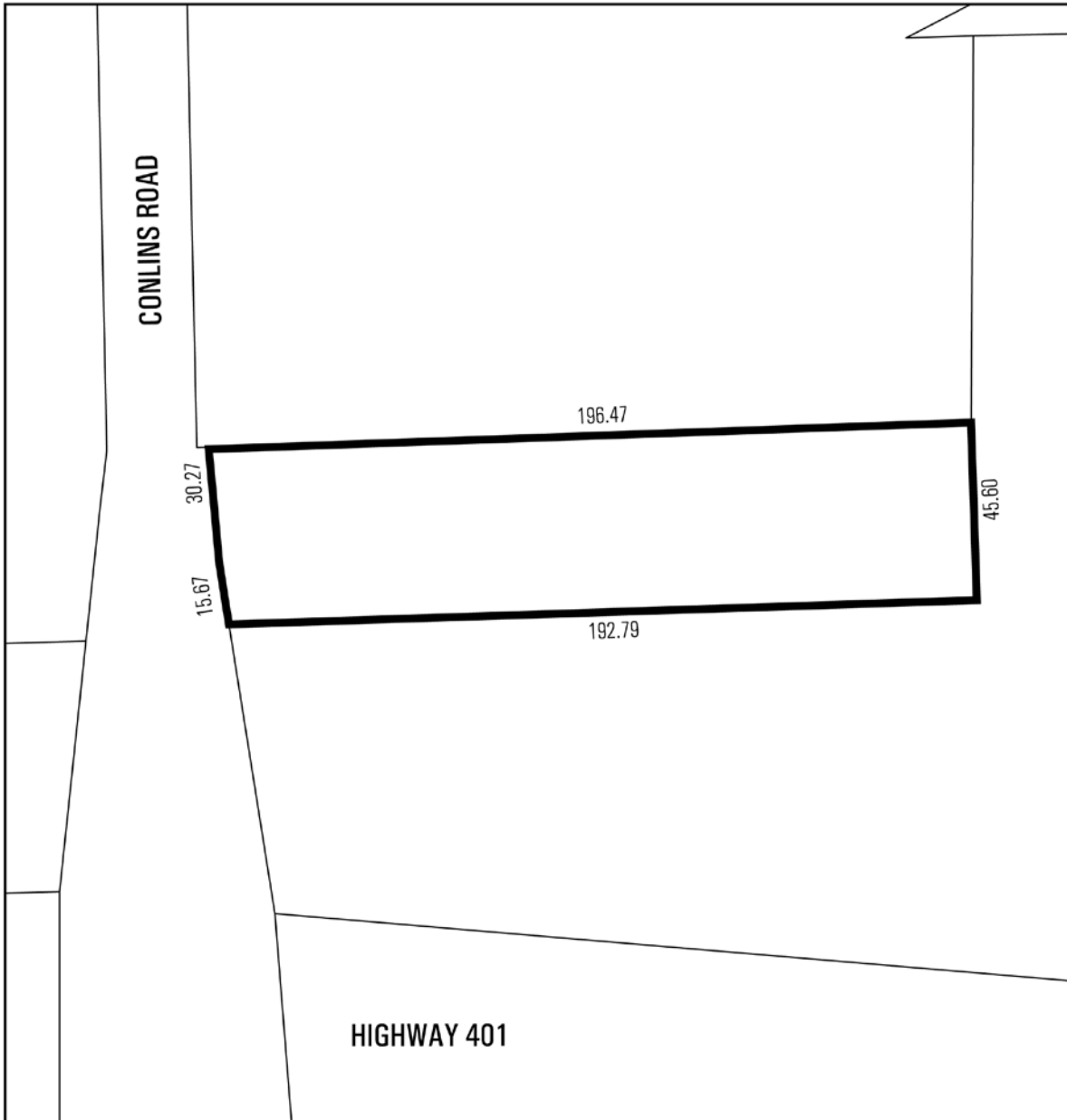
7. On the lands outlined in Diagram 1 attached to this by-law, a temporary sales office is permitted in one **detached house**, for the purpose of the marketing and sales of the **dwelling units** on these lands, for a period of three years from the date this bylaw comes into full force and effect.

Enacted and passed on month ##, 20##.

JOHN TORY
Mayor

Ulli S. Watkiss,
City Clerk

(Seal of the City)

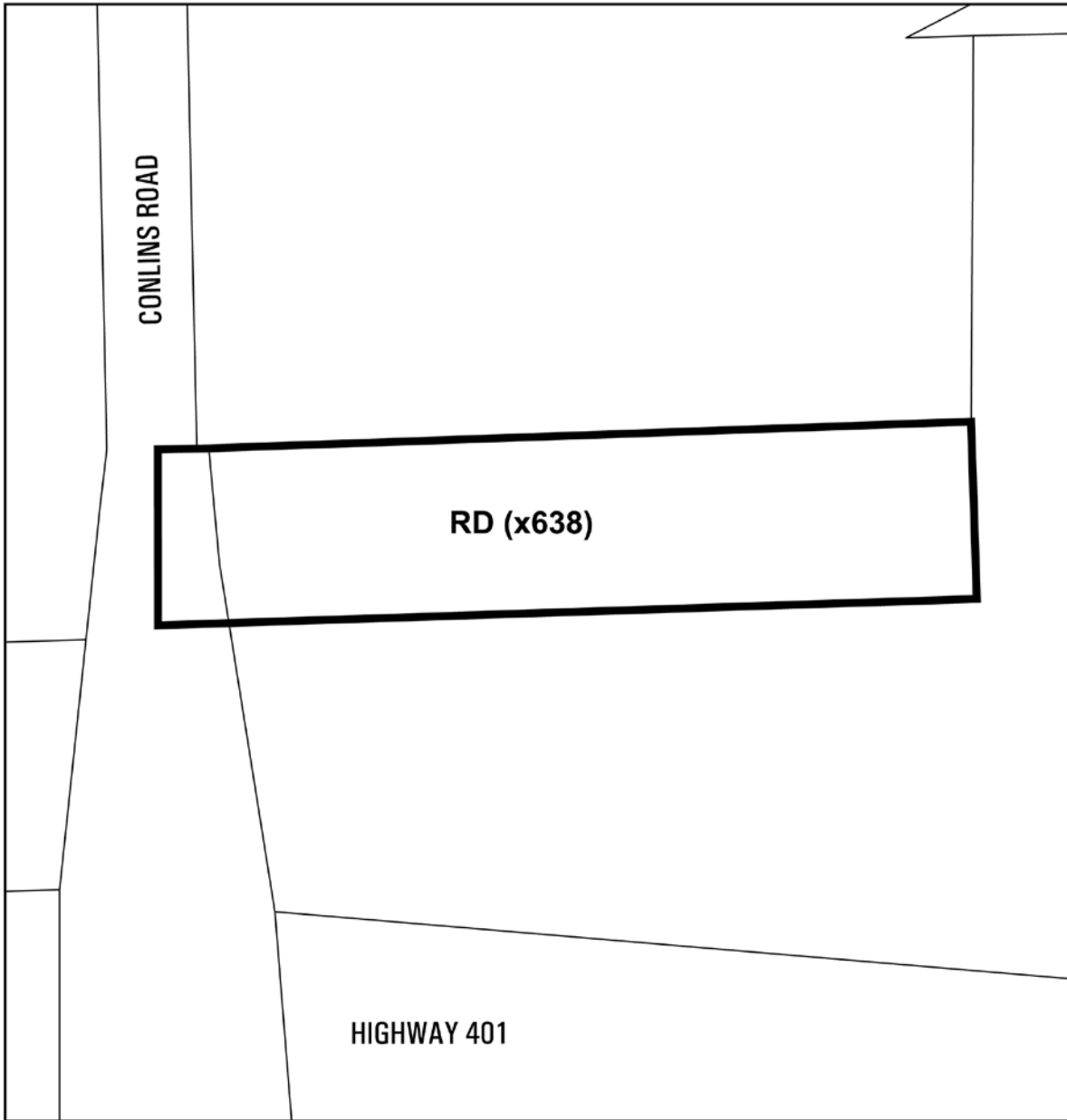


TORONTO
Diagram 1

511 Conlins Road

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB

City of Toronto By-Law 569-2013
 Not to Scale
 05/23/2018

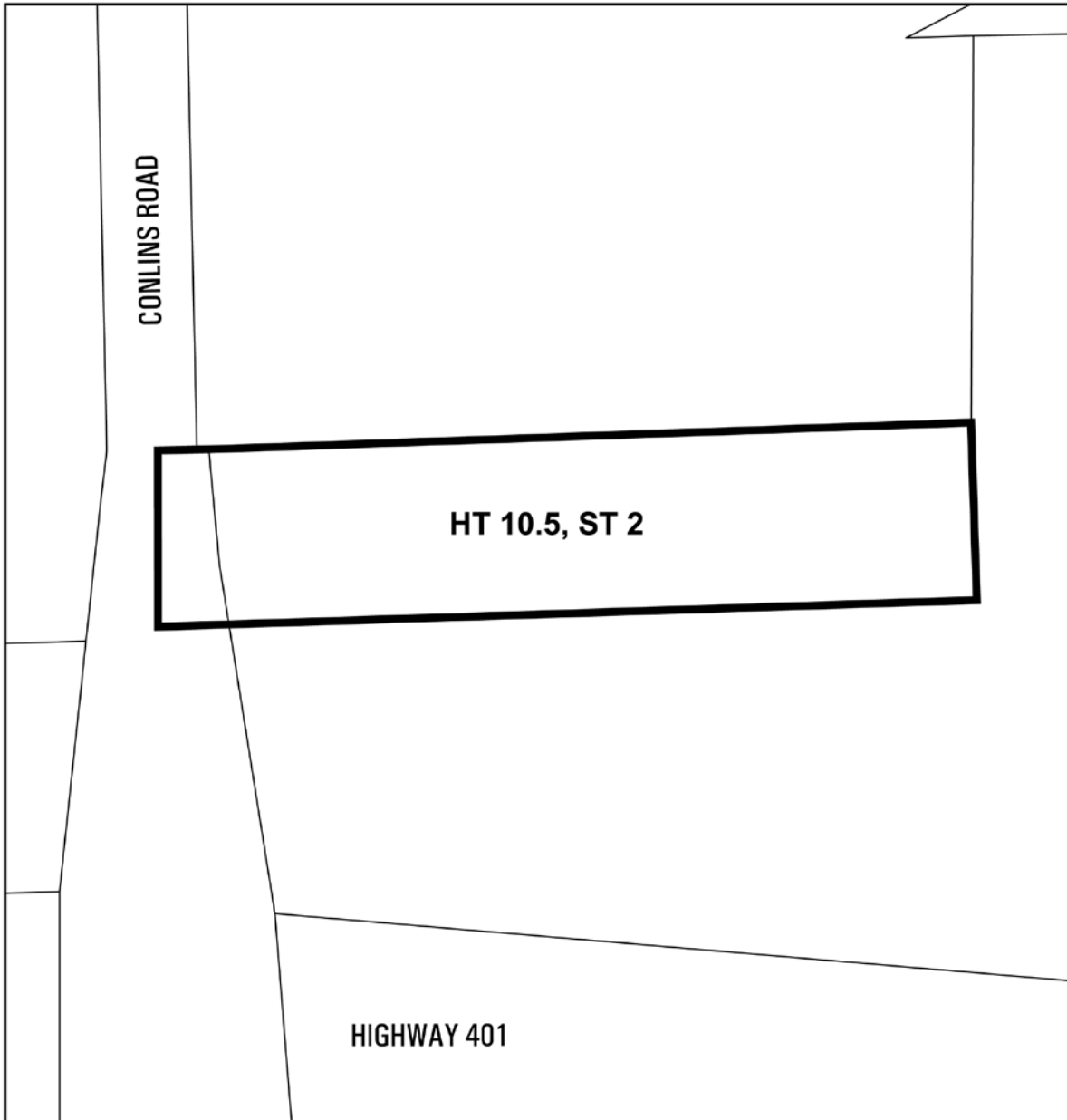


 **TORONTO**
Diagram 2

511 Conlins Road

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB



City of Toronto By-Law 569-2013
Not to Scale
06/19/2018

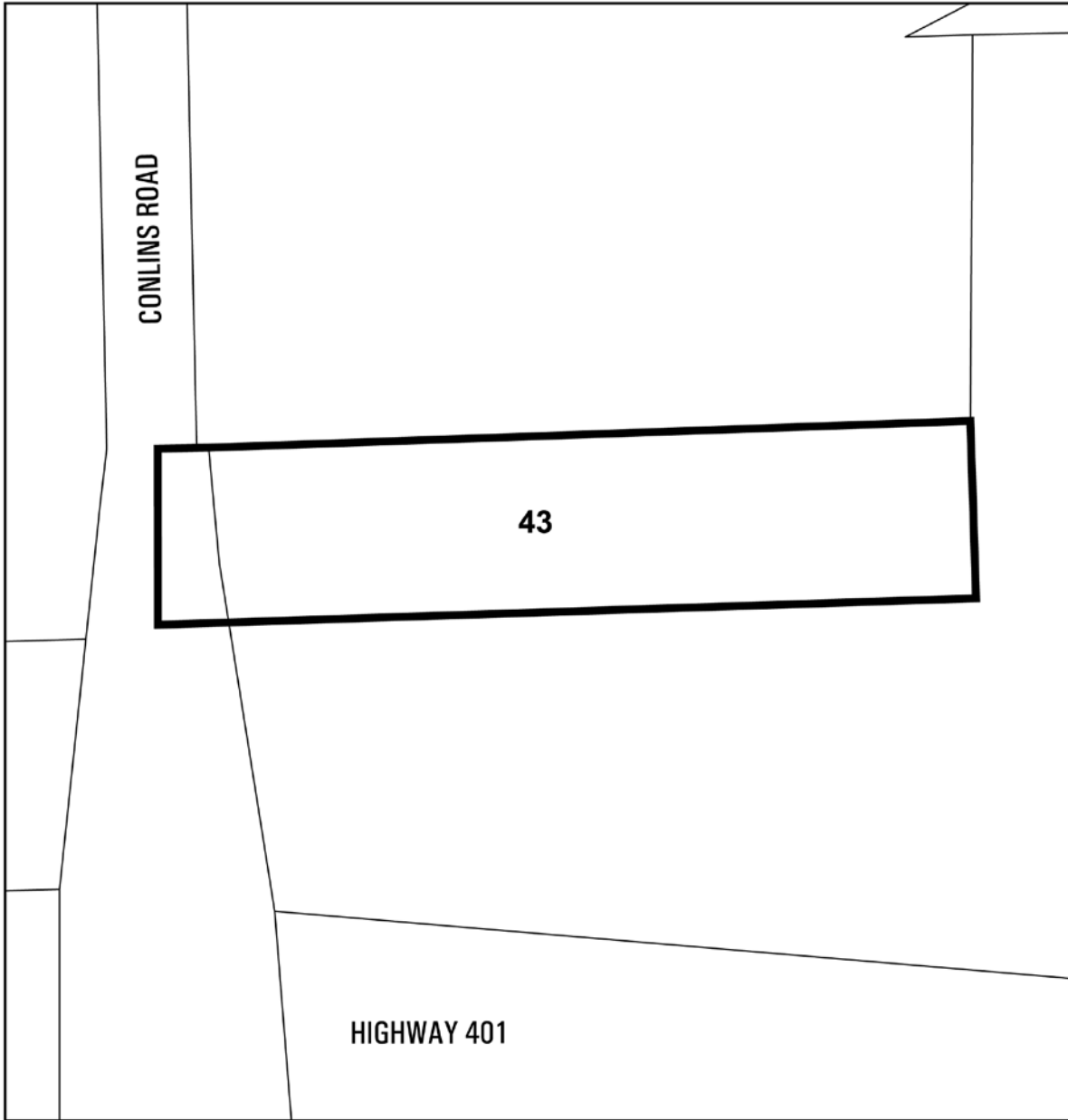


 **TORONTO**
Diagram 3

511 Conlins Road

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB



City of Toronto By-Law 569-2013
Not to Scale
05/23/2018

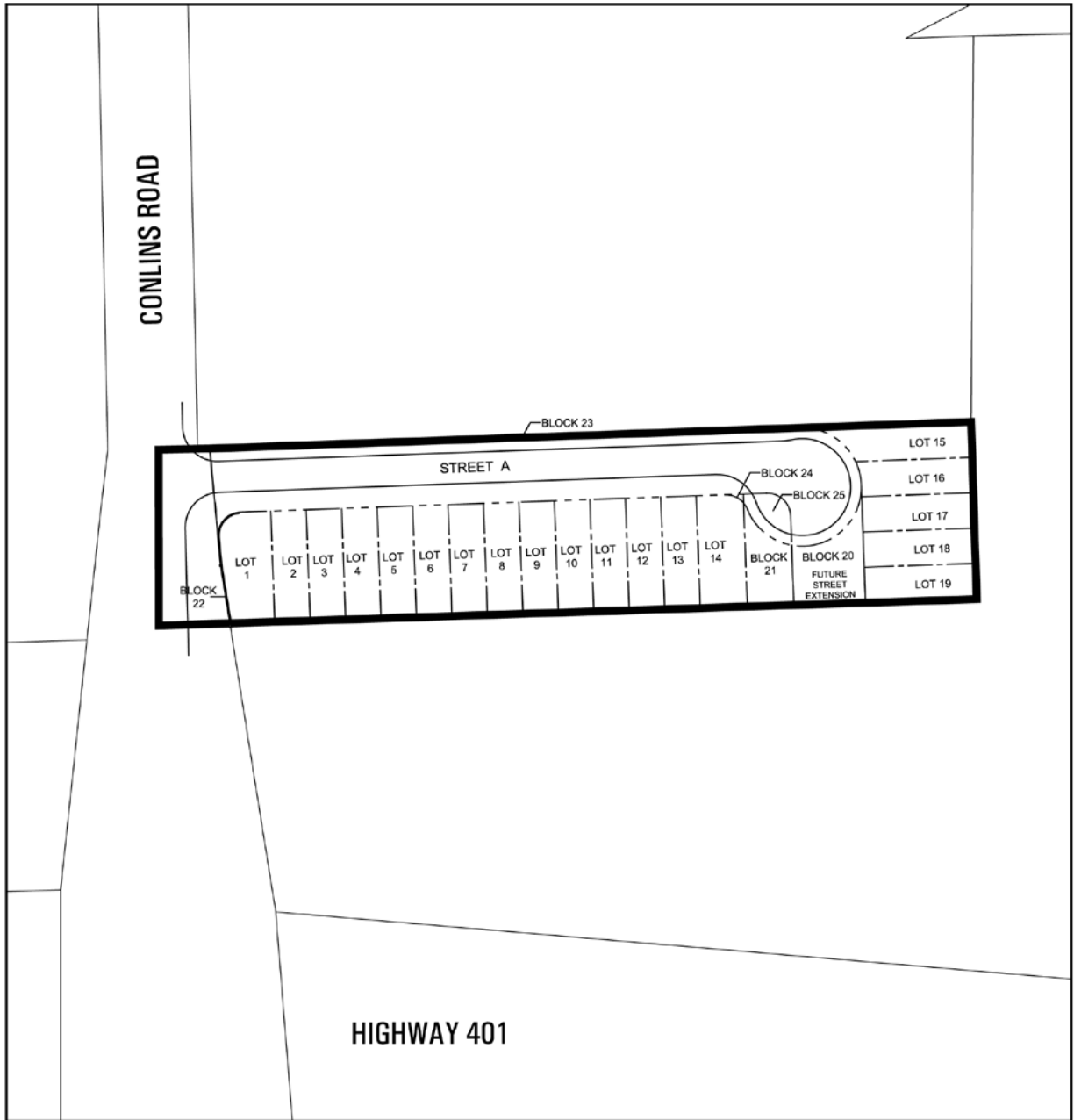


 **TORONTO**
Diagram 4

511 Conlins Road

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB


City of Toronto By-Law 569-2013
Not to Scale
05/23/2018



Toronto
Diagram 5

511 Conlins Road

File # 16 240218 ESC 44 OZ, 16 240263 ESC 44 SB

City of Toronto By-Law 569-2013
 Not to Scale
 06/06/2018

Attachment 7: Conditions of Draft Plan of Subdivision

STANDARD CONDITIONS

1. Prior to release and registration of the plan of subdivision, 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, Toronto and East 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. The zoning implementing the 19-unit residential detached house development is in full force and effect.
4. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of PG32.3 of the Planning and Growth Committee.
5. If the subdivision is not registered within five (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.

ENGINEERING AND CONSTRUCTION SERVICES

6. Prior to release and registration of the plan of subdivision, the owner shall construct and dedicate all roads, road allowances, future right of way extension, corner roundings and 0.3 metre reserves as shown on the draft plan to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
7. Prior to release and registration of the plan of subdivision, the owner shall prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, such lands to be free and clear of all physical and title encumbrances to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services in consultation with the City Solicitor.
8. Prior to release and registration of the plan of subdivision, the owner shall submit

- a draft Reference Plan of Survey to satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:
- a) In metric units and integrated to the Ontario Co-ordinate System (3° MTM, Zone 10, NAD 83 CSRS);
 - b) Delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
 - c) Show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.
9. Prior to release and registration of the plan of subdivision, the owner shall pay all costs for the registration and preparation of the reference plan(s) to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
 10. Prior to release and registration of the plan of subdivision, the owner shall convey Block 21 to the City for the sanitary and storm pumping station to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services in consultation with the City Solicitor.
 11. Prior to release and registration of the plan of subdivision, the owner shall conduct an environmental site assessment for lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC) to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
 12. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to pay all costs associated with the City retaining a third-party peer reviewer and submit a certified cheque payable to the City of Toronto in the amount of Eight Thousand Dollars (\$8,000.00) as a deposit towards the cost of the peer review, and to make further deposits in the specified amount as required by the City from time to time, all to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
 13. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to apply storm water management techniques in the development of this subdivision to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
 14. Prior to release and registration of the plan of subdivision, the owner shall provide a detailed Pavement Markings & Signage Plan related to the external and internal infrastructure improvements, to the satisfaction of the General Manager of Transportation Services.

15. Prior to release and registration of the plan of subdivision, the owner shall obtain/verify the municipal addresses that will be required for the purpose of setting up the water account with Toronto Water when application is made for the proposed sewer and or/water service connections (as applicable).
16. Prior to release and registration of the plan of subdivision, the owner shall initiate the street naming process so that all public streets, private access roads and private walkways shall be named to facilitate access to the units fronting these streets, roads and walkways.
17. Prior to assumption of services by the City pursuant to the subdivision agreement, the owner agrees to perform all necessary work to complete a Toronto Water Wellness Report to the satisfaction of the General Manager, Toronto Water.
18. Prior to the earlier of the release for construction of services or the registration of the plan of subdivision, the owner agrees to submit environmental assessment reports and a Remedial Action Plan (RAP) to the City; and further receive the City's peer review concurrence, pertaining to all lands conveyed to the City, in fee simple and as easements interests, both internal and external to the subdivision lands to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
19. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to construct a wooden privacy fence on lots that have side yards that abut the pumping station, Block 21, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
20. Prior to release and registration of the plan of subdivision, the owner shall enter into a Turning Circle Agreement, for the lands described as Part (to be determined) on Draft Reference Plan prepared by ERTL Surveyors dated (to be determined) to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
21. Prior to release and registration of the plan of subdivision, the owner shall provide the City with sufficient funds to cover the cost of removing the turning circle to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services in the event that the turning circle is still required at the Assumption of the Plan of Subdivision by the City.
22. Prior to release and registration of the plan of subdivision, the owner agrees to include the following warning clauses in all agreements of purchase and sale and/or lease agreements, and registered on title to the satisfaction of the City Solicitor:

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

responsibility of the abutting property owner.”

“There is a City by-law that prohibits the use of the public boulevard to satisfy parking space requirements. Casual parking (not required parking) is permitted within the confines of that portion of the boulevard within a private driveway, provided that no motor vehicle may be parked in the driveway less than 0.3 metres from the back edge of the sidewalk, or where no sidewalk exists, not less than 2.0 metres from the face of the curb or edge of the roadway. Additional vehicle parking that might otherwise be available on public streets will be subject to approval and regulations pursuant to applicable By-laws of the City of Toronto.”

"The Purchaser/Tenant and/or Leasee specifically acknowledge and agrees that the residential unit may be fitted with a sump pump for the purpose of draining stormwater from the foundation of the building and pumping it to the exterior of the building for disposal by permeation into the ground and by runoff. A stormwater connection to the City's storm service is prohibited by City By-law. It is the homeowner's/occupier's responsibility to maintain the sump pump and to ensure its proper operation at all times."

23. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to provide its solicitor's confirmation to the City advising that the clauses set out above have been included in applicable offers of purchase and sale and/or lease agreements to ensure that future occupants are aware of the parking restrictions on these lands to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
24. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to construct the sanitary and storm sewer and watermain extension along Conlins Road from the frontage of the development to Milner Avenue, as required to service the development in accordance with accepted engineering drawings, at no cost to the City to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
25. Prior to the earlier of registration of the plan of subdivision or release for construction of services, the owner shall make satisfactory arrangements with THESL and THESI for the provision of the electrical distribution system and street lighting, respectively, to service the Plan of Subdivision, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services.
26. Prior to the earlier of registration of the plan of subdivision or release for construction of services, the owner shall provide the City with financial security in the amount of 130% of the value of the cost estimate of the street lighting required to be installed to service the subdivision, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services.

27. Prior to release and registration of the plan of subdivision, the owner agrees to provide cash-in-lieu payments, in an amount to be determined, for the water balance and quality control measures for the development all to the satisfaction of the General Manager of Toronto Water and the Chief Engineer and Executive Director of Engineering and Construction Services.

URBAN FORESTRY-TREE PROTECTION AND PLAN REVIEW (TPPR)

Private Trees

1. Prior to release and registration of the plan of subdivision, the owner agrees to submit an Arborist Report, Tree Preservation Plan and Tree Replacement Plan, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
2. The owner shall covenant and agree in the subdivision agreement to protect all existing trees associated with the subdivision for which approval to remove or injure has not been granted in accordance with the approved Arborist Report and Tree Protection Plan, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
3. The owner shall covenant and agree in the subdivision agreement to install tree protection barriers and signage in accordance with the approved Arborist Report and Tree Preservation Plan to the satisfaction of the General Manager of Parks, Forestry and Recreation and to maintain the barriers in good repair until removal has been authorized by the General Manager of Parks, Forestry and Recreation.
4. The owner shall covenant and agree in the subdivision agreement that once all site works are complete, including sodding, planting will be implemented in accordance with the approved Tree Replacement Plan and to the satisfaction of the General Manager of Parks, Forestry and Recreation.
5. The owner shall covenant and agree in the subdivision agreement to contact Parks, Forestry and Recreation 48 hours prior to the planting of trees on private property or within common areas, and further agrees to plant the trees in accordance with the approved planting plans to the satisfaction of the General Manager of Parks, Forestry and Recreation.

Street Trees

6. Prior to release and registration of the plan of subdivision, the owner shall provide a street tree planting plan, in conjunction with a composite utility plan that indicates the species, size, and location of all proposed street trees, as these relate to the location of any roads, sidewalks, driveways, street lines and utilities to the satisfaction of the General Manager of Parks, Forestry and Recreation.

7. Prior to release and registration of the plan of subdivision, the owner shall provide a Tree Guarantee Deposit payment, in the amount of **\$23,902.00 (41x\$583.00)**, as a Financial Security, to guarantee the planting including the maintenance of the street trees for a minimum period of two (2) years to the satisfaction of the General Manager of Parks, Forestry and Recreation.
8. Prior to the registration of the plan of subdivision, the owner shall provide tree removal payment in the amount **\$5,389.00** to cover the appraised tree value to the satisfaction of the General Manager of Parks, Forestry and Recreation. This tree removal payment must be submitted to the attention of the Supervisor of Urban Forestry, Tree Protection & Plan Review. In addition, Urban Forestry will require a complete "**Agreement for Private Contractor to Perform Work on City-owned Trees**" prior to issuing the permit to remove the City owned trees.
9. Prior to acceptance of engineering drawings by Engineering and Construction Services, the owner covenants and agrees in the subdivision agreement to provide a composite utility plan, showing the location of all underground and above ground utilities, as well as proposed tree planting locations, to the satisfaction of the General Manager of Parks, Forestry and Recreation and the Chief Engineer and Executive Director of Engineering and Construction Services.
10. The owner covenants and agrees in the subdivision agreement to contact the General Manager of Parks, Forestry and Recreation, Tree Protection and Plan Review or his/her designate prior to commencement of street tree planting. The owner further agrees to plant the street trees in accordance with the approved street tree planting and composite utility plans, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
11. Prior to release and registration of the plan of subdivision, the owner covenants and agrees in the subdivision agreement to prepare an information booklet outlining the tree planting strategy within the community and the ongoing responsibilities of the homeowners and the City in order to achieve a successful urban tree planting strategy within the community. This booklet will be prepared to the satisfaction of the General Manager of Parks, Forestry and Recreation and will be distributed to all homeowners for all dwelling units within the subdivision.
12. Following the planting of the street trees, the owner covenants and agrees in the subdivision agreement to provide a Certificate of Completion of Work and an as-installed plant list in the form of a spreadsheet identifying the street trees, as shown on the approved planting plan, by street address to the satisfaction of the General Manager of Parks, Forestry and Recreation. The as-installed plant list will also include tree species, caliper, condition and specific location of the trees by identifying two points of references (i.e. distances in metres from the curb, sidewalk, driveway, utility pole or pedestal).
13. Prior to the registration of the plan of subdivision, the owner covenants and agrees in the subdivision agreement to provide its solicitor's written confirmation to the City advising that clause 14 below has been included in all Agreements of Purchase and Sale and/or Rental Agreements for the subdivision.

14. The owner covenants and agrees in the subdivision agreement to include the following clause in all Agreements of Purchase and Sale and/or Rental Agreements for the Subdivision:

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

HYDRO ONE (HONI)

1. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement that prior to Hydro One (HONI) providing its final approval, the developer/owner must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
2. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement that any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.
3. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement that temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected along the common property line after construction is completed at the developer's/owners expense.
4. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement that the costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the owner and the developer/owner will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.
5. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement that HONI's letter dated February 1, 2018 and the conditions contained therein should in no way be construed as permission for or an endorsement of proposed location(s) for any road crossing(s) contemplated for the proposed development. This permission may be specifically granted by OILC under separate agreement(s). Proposals for any secondary land use including road crossings on the transmission

corridor are processed through the Provincial Secondary Land Use Program (PSLUP). HONI, as OILC's service provider, will review detailed engineering plans for such proposals separately, in order to obtain final approval.

Should approval for a road crossing be granted, the developer/owner shall then make arrangements satisfactory to OILC and HONI for the dedication and transfer of the proposed road allowance directly to the City of Toronto

Access to, and road construction on the transmission corridor is not to occur until the legal transfer(s) of lands or interests are completed.

CANADA POST

1. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
2. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
3. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
4. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
5. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

6. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser/tenants 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/tenants of any established easements granted to Canada Post.
7. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement that they 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.

CITY PLANNING

1. Prior to release and registration of the plan of subdivision, the owner shall, at their expense, prepare Architectural Control Guidelines to the satisfaction of the Director, Community Planning, Scarborough District. Upon approval by the Director, Community Planning, Scarborough District, these guidelines will form part of the Subdivision Agreement.
2. Prior to release and registration of the plan of subdivision, the owner covenants and agrees that at the time of each building permit submission, or grouping of building permit submissions, the author of the architectural design guidelines/control architect shall provide a letter to the Toronto Building Division confirming that the lot(s) subject to the building permit submission(s) complies with the Architectural Control Guidelines as approved by the Director, Community Planning, Scarborough District.
3. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to provide a detailed fencing plan to the satisfaction of the Director of Community Planning, Scarborough District.
4. Prior to the registration of the plan of subdivision, the owner shall provide the City with a Letter of Credit as security for the installation of any required landscaping and fencing equal to 120% of the value of the landscaping and fencing, including all fencing required by the Noise Impact Assessment for the 19-unit residential development to the satisfaction of the Director, Community Planning, Scarborough District.
5. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to install the fence in accordance with the approved fencing plan within one year of the final grading of the proposed lots as approved by the Chief Engineer and Executive Director of Engineering and Construction Services.

Noise

1. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to prepare and submit a Noise Impact Assessment Study and any required addendum prepared by a qualified noise consultant identifying recommended warning clauses and noise mitigation measures for the development and individual buildings, together with a cost estimate for the completion of mitigation measures for the development all to the satisfaction of the Director, Community Planning, Scarborough District.
2. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to provide to the Chief Building Official written confirmation from a qualified noise consulting engineer that the noise abatement measures for the development and any such measures associated with the buildings and/or units to be occupied have been implemented and completed in accordance with the Noise Impact Assessment Study accepted by the Director, Community Planning, Scarborough District and any addendum to the study.
3. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to the provision of wording in the subdivision agreement that the recommended warning clause(s) in the Noise Impact Assessment Study be included in all offers of purchase and sale and rental agreements.
4. The owner shall submit a financial security to the satisfaction of the Director Community Planning, Scarborough District in the amount to be determined in the form of a Letter of Credit acceptable to the City Treasurer or a certified cheque to guarantee the provision of the noise control measures and details recommended in the Noise Impact Assessment Study.
5. The financial security to guarantee the provision of the noise abatement measures shall be returned upon receipt of certification from the noise control consulting engineer satisfactory to the Director Community Planning, Scarborough District that the noise abatement measures for the development have been completed,
6. The Owner shall provide written confirmation to the Director Community Planning, Scarborough District from Canada Post Corporation that the owner has made satisfactory arrangements, financial and otherwise with Canada Post Corporation for provision of mail services to the subdivision.

7. Prior to release and registration of the plan of subdivision, the owner shall covenant and agree in the subdivision agreement to provide inside the attached garage to the detached house a 1 metre wide by 3 metres in length by 1.5 metres in height storage area to store one recycling bin, one organics collection container and one garbage bin in accordance with the City of Toronto Requirements for Garbage, Recycling and Organics collection Services for New Developments and Redevelopments.

NOTES TO DRAFT PLAN APPROVAL

Urban Forestry

1. The locations of utilities should be planned and coordinated with planting plans early in the development process, to ensure that sufficient tree planting can be accommodated and that new (or existing) utilities will not conflict with tree plantings. The elimination of proposed new trees from plans after the commencement of construction due to poor planning (such as utility conflicts) is not acceptable.
2. The applicant is advised that all payments must be submitted directly to Urban Forestry TPPR, Scarborough District (att'n Supervisor). Acceptable methods of payment are in the form of a letter of credit, certified cheque, bank draft, money order, or by credit card or debit card, made in person at our front counter between 8:30 am and 3:00 pm, Monday – Friday (excluding holidays).

Archaeology

1. 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) 212-8886 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
2. 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 of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services, (416) 212-7499.
3. If any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.

Canada Post

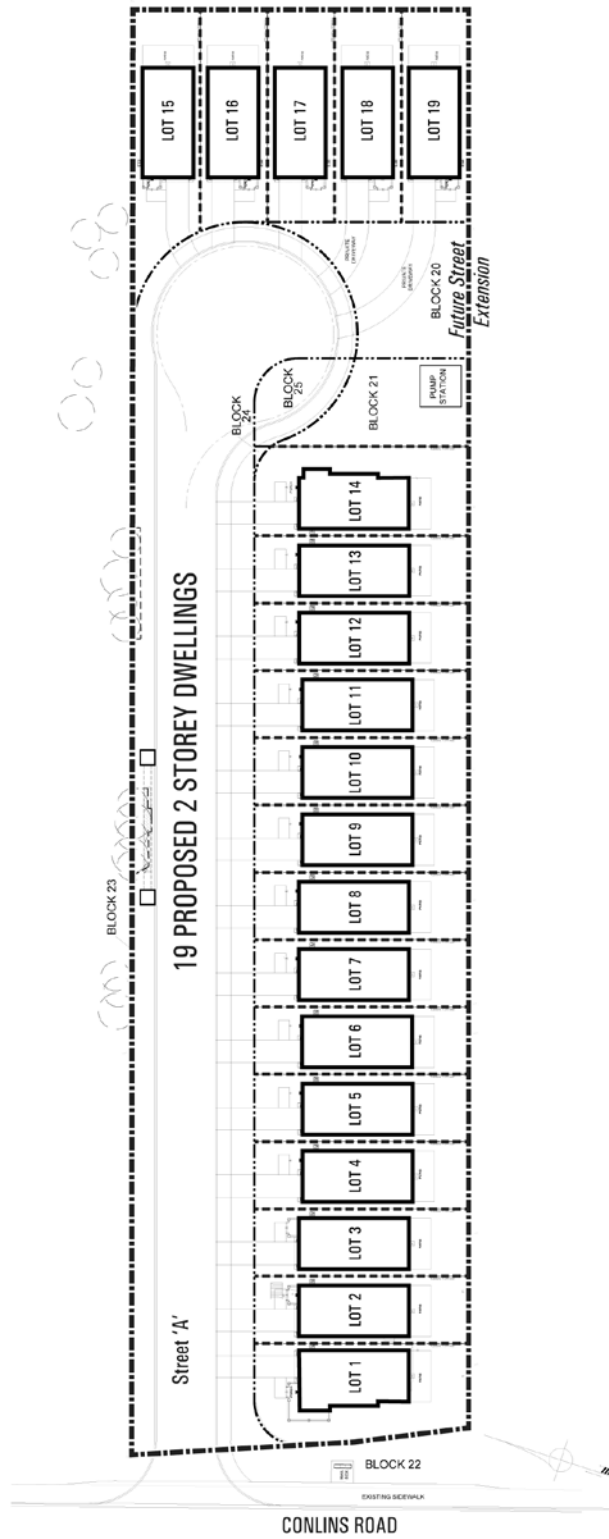
1. Enhanced Community Mailbox sites with roof structures will require additional documentation as per Canada Post Policy.

2. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
4. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
5. The complete guide to Canada Post's Delivery Standards can be found at:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

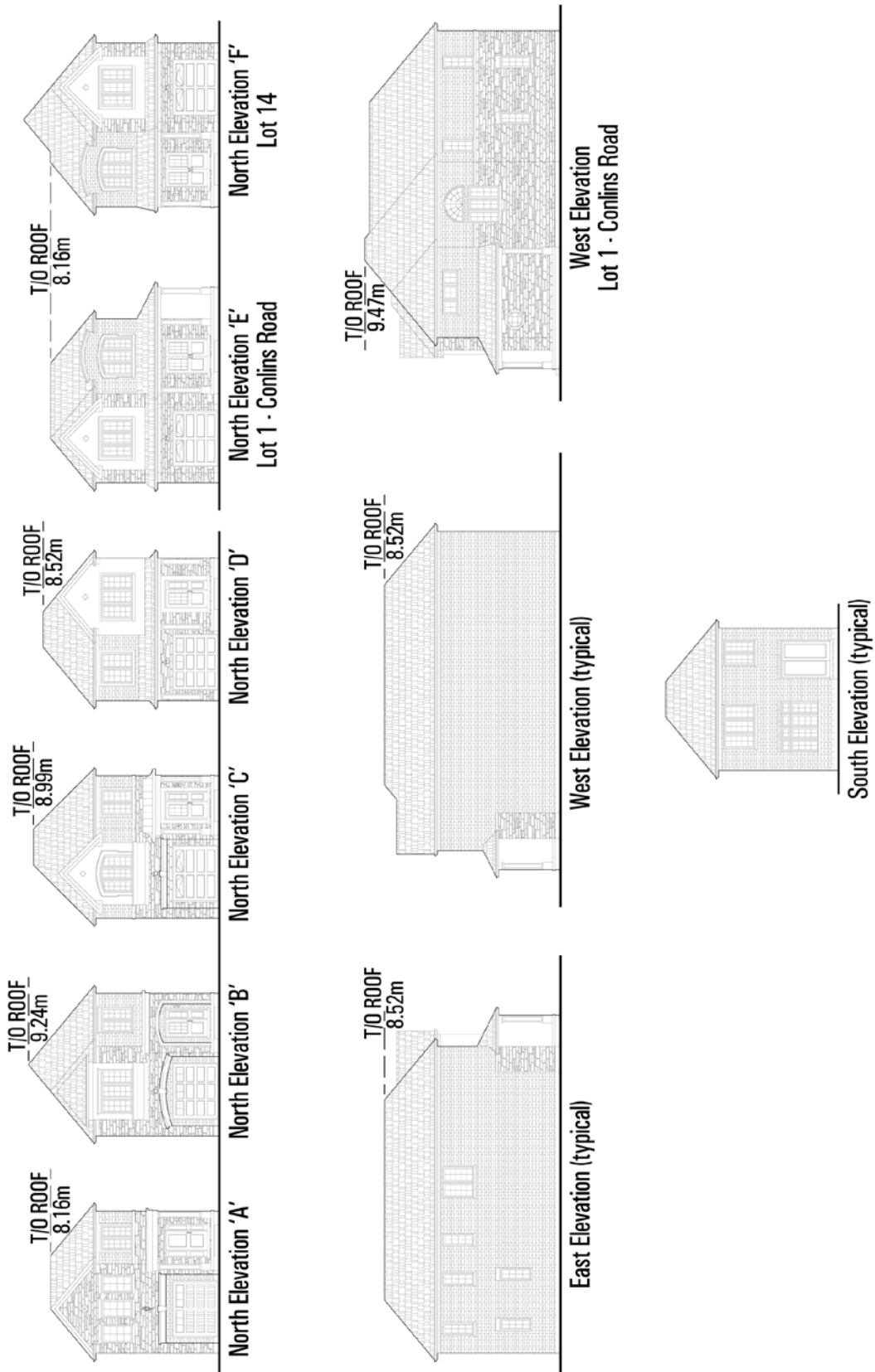
Hydro One (HONI)

1. The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer'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 conductors can raise and lower without warning, depending on the electrical demand placed on the line.

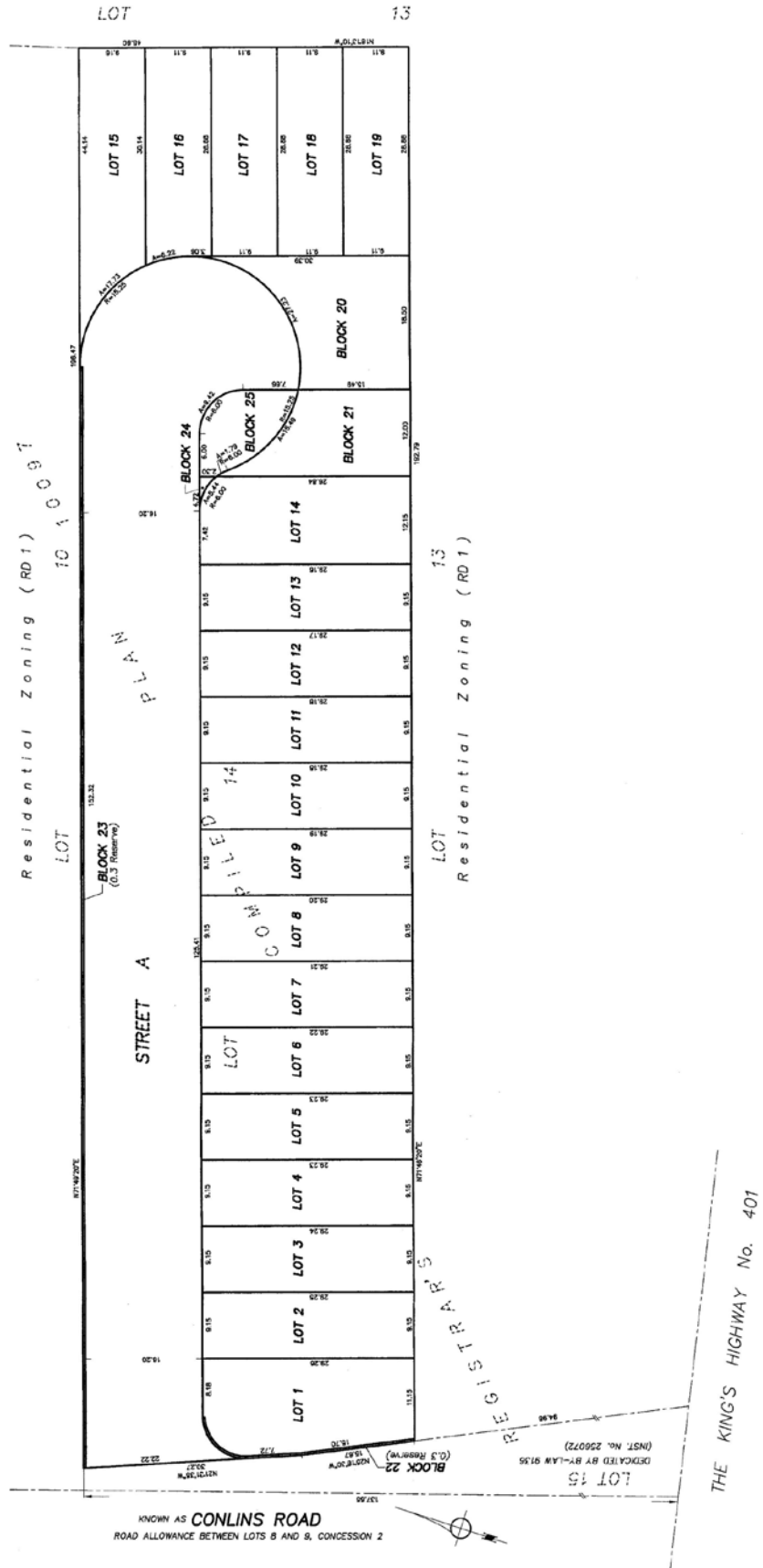
Attachment 8: Site Plan



Attachment 9: Elevations



Attachment 10: Draft Plan of Subdivision



Attachment 11: Context-Master Concept Plan (south of hydro corridor)

