

Final Report - 1625 Military Trail and 6000 Kingston Road – Official Plan Amendment and Zoning By-law Amendment Applications

Date: September 22, 2021

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: Ward 25 - Scarborough-Rouge Park

Planning Application Number: 19 237544 ESC 25 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit the construction of two eight storey apartment buildings above a shared underground parking structure at 1625 Military Trail and 6000 Kingston Road.

The application proposes 549 dwelling units and a total gross floor area of 35,167 square metres which is equivalent to a gross density of 2.93 times the area of the lot. Lands are to be conveyed along the rear of the property to extend the public ownership of the adjacent valley lands and a separate conveyance along the Military Trail frontage will be required to facilitate its widening to a 27 metre right-of-way. An off-site public dedication of lands for parks purposes is proposed to enlarge the existing Morrish Park and provide access to it from Military Trail. A recommended agreement pursuant to Section 37 of the *Planning Act* would secure a \$1 million financial contribution to local streetscape and public realm improvements to enhance the implementation of the Highland Creek Village Secondary Plan and Transportation Master Plan.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). It adds to the range and mix of residential units available in a compact form and intensifies an underutilized site in a designated growth area. The proposed two storey increase in height and density, above as-of-right conditions, has been found to be of limited impact. The proposed built form articulation of the upper floors control the incremental increase in shadow, meeting Official Plan direction. The incremental addition of trips can be accommodated by the local mobility network, particularly as it is improved through the implementation of the Highland Creek Transportation Master Plan. Local servicing infrastructure can also accommodate the incremental increase in development beyond what is currently permitted on site.

If approved, the redevelopment will be a catalyst for the public realm improvements key to the revitalization of the Highland Creek Village as provided for by the Council-

adopted Secondary Plan, Urban Design Guidelines and Transportation Master Plan. Morrish Park will be expanded through off-site land dedication and above base improvements to the park are recommended to be constructed by the developer in exchange for development charge credits. The Section 37 contribution will provide enhancements to the local streetscape conditions and as a legal convenience secure both the park contribution and the design of a new traffic signal at Military Trail and Kingston Road that will provide additional opportunities for pedestrian and cycling connectivity to the Village.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law, subject to the Bills being held from enactment to allow for the owner to enter into a Section 37 Agreement and to finalize the requirements of the Toronto and Region Conservation Authority.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 1625 Military Trail and 6000 Kingston Road substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 1625 Military Trail and 6000 Kingston Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. In accordance with Section 42 of the *Planning Act*, prior to the first above grade building permit, the Owner shall convey to the City, an off-site parkland dedication, having a minimum size of 1,086.89 square metres located adjacent to Morrish Park, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor;
5. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the applicant of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the applicant of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.
6. Before introducing the necessary Bills to City Council for enactment,

require the Owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:

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

1. Prior to the issuance of an above grade building permit, a cash contribution of \$1,000,000.00 (one million) to be secured to enhance streetscape and public realm in the Highland Creek Village as outlined in the Council-adopted Urban Design Guidelines such that the design of the streetscape improvements comply with the Streetscape Manual and/or are to the satisfaction of the Chief Planner and Executive Director, City Planning;
2. The financial contribution referenced above shall to be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment; and
3. In the event the cash contribution referred to in subsection 1 has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Ward Councillor, provided that the purpose(s) is/are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands;

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

1. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Management Committee, as further amended by City Council from time to time;
2. Prior to the issuance of the above grade building permit, the Owner shall satisfy the parkland dedication requirement for the development as set out in Recommendation 4 above;
3. The design and construction the above base park improvements to the new park by the owner in exchange for a development change credit against Parks and Recreation component of the Development Charges, should the owner elect to provide above base park improvements, all to the satisfaction of the General Manager, Parks, Forestry and Recreation; and

4. The owner shall prepare and submit a signal warrant analysis for the traffic control signal at Military Trail and Kingston Road to the satisfaction of the General Manager, Transportation Services;

5. The Owner shall prepare and submit a functional engineering plan identifying the lane configurations of the new traffic signal located at the intersection of Military Trail and Kingston Road/Highway 2A to the satisfaction of the General Manager, Transportation Services.

7. Before introducing the necessary Bills to City Council for enactment, the Owner shall submit the appropriate updated material to address comments from the Toronto and Region Conservation Authority's letter of August 18, 2021, under the heading of "Feature Based Water Balance Assessment".

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Previous Applications

In 2006, the Ontario Municipal Board amended the Official Plan and Zoning By-law for the lands known municipally as 1625 Military Trail (Site and Area Specific Policy 293) to permit a townhouse development consisting of 66 units with a Gross Floor Area of 10,300 square metres and 33% lot coverage (Decision/Order No. 1242, April 27, 2006). This development was never constructed.

A separate Zoning By-law Amendment and Official Plan Amendment application was submitted in April 2010 to permit a 4-storey, 160-unit retirement residence at 1625 Military Trail (File No. 10 155068 ESC OZ). This file was closed in 2014 due to inactivity.

Highland Creek Secondary Plan

In response to several development applications in the Highland Creek Village, City Planning staff initiated the Highland Creek Village Area Study in December 2010 to develop a planning policy framework to guide future development of the area. The study concluded with a final staff report to Council recommending amendments to the Official Plan and Zoning By-law and the adoption of Urban Design Guidelines for Highland Creek Village. On November 27, 2012, City Council adopted staff recommendations with amendments brought via motion via Community Council. The amendments included reduced maximum permitted building heights in some areas, including the

subject lands where the maximum height was reduced from 8 storeys to 6 storeys. The decision of City Council can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.SC20.35>

City Council's decision was appealed to the Ontario Municipal Board by another property owner for lands on the north side of Military Trail between Kingston Road and Old Kingston Road. The current owners of the subject properties were not parties to the appeal. For the lands subject to the appeal, Staff had recommended greater heights for the lands which were reduced by City Council. The appellant argued that the 3 storey height limit reflected in the Secondary Plan and Zoning By-law approved by Council in 2012 did not provide sufficient building heights and density.

In 2014, the Ontario Municipal Board allowed the appeal and amended the Official Plan (OPA No. 187) and Highland Creek Community Zoning By-law (Decision March 24, 2014 and Order April 25, 2014). To allow for additional heights of up to 5 storeys on lands north of Military Trail, directly across the street from the lands subject to this report. The Board Order is reflected through By-law 1624-2019 (OPA 187) and By-law 1625-2019 (amendment to Highland Creek Community Zoning By-law 10827).

Highland Creek Village Transportation Master Plan

At its meeting of May 5 and 6, 2021, City Council adopted the Highland Creek Transportation Master Plan, endorsing the preferred road, pedestrian and cycling networks generally associated with the Transportation Master Plan Study (TMP Study) for the area. Council also directed various City staff to give direction to the implementation of the TMP Study Findings including the planned right-of-way widths and new road connections. City Council's decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE21.10>

Subject Application

A Preliminary Report on the application(s) was adopted by Scarborough Community Council at its meeting of March 3, 2020 which provided preliminary information on the subject Official Plan and Zoning By-law Amendment applications and authorized staff to conduct a community consultation meeting. Community Council also directed staff, in consultation with the Ward Councillor to establish a working group with the surrounding community to inform the implementation of the Highland Creek Community Secondary Plan, the Highland Creek Transportation Master Plan and submitted development applications in Highland Creek Village. Community Council's Decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC14.2>

PROPOSAL

This application proposes to amend the Highland Creek Secondary Plan and the Zoning to permit the construction of two 8-storey (27 metres) residential buildings above a shared underground parking structure. Through the review of the application the gross floor area proposed has been reduced to 35,167 square metres which is equivalent to a

gross density of 2.93 times the area of the lot. Similarly the unit count has been reduced to a total of 549 distributed as follows: 82 studio units, 238 1-bedroom units, 169 2-bedroom units and 60 3-bedroom units. Many of the larger units are on the ground floor and include a mezzanine level to accommodate additional bedrooms.

The two buildings front Military Trail with Building A fronting the intersection of Kingston Road and separated from Building B by a two-way drive aisle that generally bisects the site (see Attachment 8 - Site Plan). Although Building B contains slightly more gross floor area and dwelling units than Building A, they are generally deployed with the same built form strategies, providing variation in setbacks and step backs along the primary facades. A consistent step back is provided along all facades above the 6th floor. Both buildings have wings which extend west towards the Ravine and terrace down towards the valley lands from the 8th to the 6th floor.

The main entrances to the building are generally mid-block off the central circulation driveway and pedestrian walkways. Units fronting Military Trail and Kingston Road are directly accessible from the Military Trail sidewalk. A total of 1,043 square meters of indoor amenity space is provided, largely on the ground floor and 1,823 square meters of outdoor amenity space is provided which is split between a courtyard associated with Building B and a rooftop space above Building A.

Vehicular access is provided from Military Trail and a single ramp to the shared underground garage is provided below Building B. Loading spaces are also accessed from this central space along with surface parking for car-share spaces. A total of 520 parking spaces are provided, inclusive of 79 for visitors and 7 to be reserved for car-share spaces. Aside from car-share spaces all other required parking is provided below grade. A total of 440 bicycle parking spaces are proposed (385 long term spaces and 55 short term/visitor spaces). They are dispersed throughout the site including near main entrances.

The proposal includes three separate land conveyances into public ownership:

- A 3.0 metre wide road widening along the entire Military Road frontage to facilitate achieving a 27 metre wide right-of-way.
- A 2,138 square metre irregularly shaped parcel along the boundary of the property with the adjacent ravine to be conveyed to Toronto and Region Conservation Authority (TRCA) that is generally consistent with the required 10 metre buffer from the stable long term top of bank.

An off-site land dedication of 1086 square metres conveyed to the City for parkland purposes pursuant to Section 42 obligations under the Planning Act. These lands will expand the existing Morrish Park, providing connectivity from the existing park to Military Trail.

Additional detailed information is provided in the application data sheet found in Attachment 1.

Site and Surrounding Area

The site is located on the west side of Military Trail between Old Kingston Road and Kingston Road (see Attachment 2: Location Map) at the western and southern extent of Highland Creek Village. The site has frontages of approximately 170 metres along Military Trail and approximately 65 metres along Kingston Road, with an overall site area of 11,982 square metres.

After the above noted conveyances for the road widening and buffer lands, the net site area to be developed is 9,239 square metres. The site is generally flat and though now vacant, a portion of it was previously occupied by a small auto service establishment. The property slopes gently from northwest to southeast, with the major change in topography occurring just beyond the west property line with a steep slope forming part of the Highland Creek ravine.

Surrounding land uses are as follows:

North: Across Military Trail, a range of uses including low scale commercial and auto uses, as well as a parcel of land owned by the proponent of the subject development where a sales office was recently erected.

West: A place of worship.

East: Across the Kingston Road right-of-way, low scale residential uses.

South: A steep vegetated slope which forms part of the Highland Creek Ravine and Colonel Danforth Park.

Reasons for Application

Official Plan amendment and rezoning applications are required in order to permit the proposed building height and density. Performance standards also are required to establish appropriate building locations, massing, stepbacks and setbacks, and parking requirements to facilitate the proposed development.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Topographical Survey
- Boundary Survey
- Site/Context Plan and Site Statistics
- Architectural Floor Plans, Sections and Elevations
- Perspective Drawings
- Site Servicing and Grading Plan
- Tree Preservation Plan

- Ravine Stewardship Plan
- Public Utilities Plan
- Landscape and Planting Plan
- Computer Generated Building Mass Model
- Arborist / Tree Preservation Report
- Archaeological Assessment (Stage 1 and 2)
- Draft Zoning By-law Amendment (569-2013)
- Draft Zoning By-law Amendment (Highland Creek Community Zoning By-law 108267)
- Draft Official Plan Amendment
- Functional Servicing and Stormwater Management Report
- Servicing Report and Groundwater Review Form
- Geotechnical Investigation Report
- Geohydrology Assessment
- Natural Heritage Impact Study
- Pedestrian Wind Assessment
- Planning Rationale
- Community Services and Facilities Study
- Public Consultation Strategy
- Slope Stability Assessment
- Shadow Studies
- Record of Site Condition
- Toronto Green Standards Checklist
- Transportation Impact Study

Agency Circulation Outcomes

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 application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members had an opportunity to view the oral submissions made at the statutory public meeting held by the Scarborough Community Council *for this application, as these* submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

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 (2020)

The Provincial Policy Statement (2020) (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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 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 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."

Provincial Plans

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.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic

framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2020), 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 (2020), 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). 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 and the Highland Creek Village Secondary Plan to determine the appropriateness of the proposed incremental increase of height and density beyond that provided for by the Highland Creek Secondary Plan and Zoning By-law. Key built form and public realm policies are highlighted below, as well as a summary of relevant Secondary Plan policies.

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

Chapter 2 - Shaping the City

The rear portion of the site also forms part of the Green Space System (Map 2, Urban Structure), Natural Heritage System (Map 9), and Environmentally Significant Areas (Map 12A). Both Kingston Road and Military Trail are identified as Major Streets on Map 3. Kingston Road (Highway 2A) has a right-of-way width of 45 metres and over, and Military Trail has a planned right-of-way width of 27 metres.

Lands adjacent to the development site form part of the Green Space System on Map 2. The Green Space System is comprised of large connected parcels of lands with a Parks and Open Space Areas designation that have significant natural heritage or recreational value. The Green Space System performs a number of roles, and actions will be taken to improve, preserve and enhance the green space system.

Chapter 3 - Building a Successful City

The Public Realm policies of Chapter 3 of the Official Plan recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in layout, organization and massing of private developments to ensure that the public realm is beautiful, comfortable, safe and accessible. These policies identify that the public realm is comprised of all public and private spaces to which the public has access including streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into. In particular, Policy 3.1.1.19 outlines that new parks and open spaces will be located and designed to provide a comfortable setting for community events as well as individual use.

The Built Form policies found in this chapter provide for new development to be located and organized to fit with its existing and/or planned context, framing and supporting adjacent streets, parks and open spaces. This is done by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk and providing ground floor uses that have views into and, where possible, direct access to, adjacent streets, parks and open spaces. The policies provide for development to be organized to locate vehicular parking in areas that minimize their impact on adjacent properties and consolidating curb cuts across public sidewalks. Further the policies direct that the provision of adequate light and privacy be secured by adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

Policies 3.1.2.4 and 3.1.2.5 require new development to be massed to define the edges of streets at good proportion and provide amenity for adjacent streets to make these areas attractive, interesting, comfortable and functional for pedestrians. This can be achieved by the provision of adequate amenity and landscaped open space, coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms and landscaped open space within the development itself, among others. The intention is to enable new developments to 'fit' within the context of the immediate neighbourhood, while also improving the character of the surrounding area.

In September of 2020, changes to the Public Realm and Built Form policies of the Official Plan came into force via Official Plan Amendments 479 and 480, respectively. The changes add greater detail and clarity, including new policies that define mid-rise buildings and their relationship to adjacent streets. This application was submitted prior to the enactment of OPA 479 and 480 and thus the adjustments contained in these amendments do not apply. While OPA 479 and 480 were not in force at the time of the original submission for the subject site, the policy direction was informative but not determinative in Staff's review of the application.

A portion of the subject property lands to the immediate west of the site form part of the Natural Heritage System identified on Map 9 of the Plan. Natural heritage policies expressed by in Policy 3.4.8 direct that development be setback 10 metres from existing or potential natural hazards including; the top of bank of valleys, ravines and bluffs and other such locations. This setback may be increased if slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property. Development is generally not permitted in the natural heritage system illustrated on Map 9. However where the underlying land use designation provides for development in or near the natural heritage system, development will need to meet specific criteria which are found in Policy 4.3.6.

Chapter 4- Land Use Designations

The subject lands are designated as Mixed Use Areas on Land Use Map 23. An excerpt from the Official Plan Land Use Map can be found in Attachment 5. The intention is for *Mixed Use Areas* to support the ability to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe. *Mixed Use Areas* are intended to absorb much of the city's new housing, retail, office and employment growth. A number of development criteria for the land use designation reinforce the general built form policies to ensure the accommodation of growth in a compact form and appropriate scale for the existing and planned context.

Highland Creek Village Secondary Plan

The application is located within the Highland Creek Community Secondary Plan area. The text and maps of the Secondary Plan can be found at the following link: <https://www.toronto.ca/wp-content/uploads/2017/11/9793-cp-official-plan-SP-2-HighlandCreek.pdf>

The Secondary Plan area is bounded by Morningside Avenue on the west, Highway 401 to the north, and Lawson Road and Highway 2A to the south. The Highland Creek Community includes the University of Toronto Scarborough campus, residential areas characterized by detached dwellings on spacious, treed lots, and the mixed-use Highland Creek Village, which forms the core of the Highland Creek Community. The Secondary Plan envisions that the Village will become a "vibrant, mixed-use, community-focused, pedestrian friendly area, where attractive building design references the area's heritage, respects the Village character and that of the surrounding established neighbourhoods, and a range of building types will be encouraged to attract new businesses and residents to live and work in the community."

Part of the general direction of the Secondary Plan for Highland Creek Village is for development to provide an appropriate range and mix of housing opportunities to accommodate a range of household sizes and incomes.

The subject site is located within the South Village character area of Highland Creek Village. While commercial uses are permitted, the Secondary Plan provides that the South Village will be a predominantly residential area (Policy 6.2.1.4.2.2). Residents in the area will have views and access to the green spaces in the Village. The Secondary Plan requires development on the west side of Military Trail to provide adequate view corridors into the ravine (6.2.1.4.2.2(i)). To allow for variation in design and transition in scale, maximum building heights in this character area will vary between 2 and 6 storeys, as defined on a site-by-site basis in the Zoning By-law (6.2.1.4.2.2(ii)).

Zoning

The site is zoned Commercial Residential in the Highland Creek Community Zoning Bylaw 10827, as amended. This zone permits dwelling units as well as a wide range of commercial uses, such as financial institutions, offices, medical centres, hotels, restaurants, retail stores, places of entertainment, places of worship, educational and training facilities, nursing homes, and municipally owned and operated parking lots. The zone prohibits many auto-oriented uses, including automobile sales and service stations, mechanical or automatic car washes, public garages, and also prohibits low density residential uses including single-family dwellings, split-level dwellings, two family dwellings and duplexes.

The Zoning By-law permits a minimum building height of 3 storeys and a maximum height of 6 storeys. The maximum permitted density is 2.0 times the lot area. Minimum setbacks of 3 metres and maximum setbacks of 5 metres from Military Trail and Kingston Road are required. An additional minimum 1.5 metre setback is required for any portion of the building higher than 10.5 metres, with a further 1.5-metre setback required at 20 metres. The Zoning By-law also requires a minimum 3 metre side yard setback with an additional 5.5 metre side yard setback for any portion of the building above 13.5 metres.

The lands do not form part of City-wide By-law No. 569-2013. Should this application be approved, the lands would be brought into By-law 569-2013. The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planningdevelopment/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>.

Design Guidelines

Highland Creek Village Urban Design Guidelines

As part of the implementation of the above noted Secondary Plan and Zoning By-law, City Council adopted the Highland Creek Urban Design Guidelines to guide the review of development applications once submitted. These Urban Design Guidelines speak to public realm improvements within the village, emphasizing a high quality of streetscape and key connections to and through Morrish Park at the centre of the redevelopment

area. Improved access and/or views to parks and ravines are emphasized including the establishment of pedestrian connections to Morrish Park from Military Trail.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Site Plan Control

The proposed development is subject to site plan control and an application has been submitted which is currently under review by City staff.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020).

Staff have determined that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

The proposal is located in an appropriate intensification area as identified through the adoption of the Highland Creek Secondary Plan. This is consistent with PPS (2020) policies found in Section 1.1.3. It provides an appropriate range and mix of housing options and adds density through redevelopment in a compact form allowing for the efficient use of land, infrastructure and public service facilities. Through the incorporation of bicycle parking facilities and addition of parkland to the local community it assists in promoting healthy, active communities consistent with Policy 1.5.1. It is appropriately setback from the adjacent natural feature as signed off by the TRCA and conveys lands adjacent to the feature into public ownership both actions consistent with

PPS (2020) policies. The mix of unit sizes and additional open space amenity provided contribute to a complete community as directed by the PPS.

The siting of the building away from top of bank and the protection of natural heritage features through conveyance of lands and renaturalization conforms with Growth Plan policies which require those measures. The provision of a range of housing options including an appropriate number of larger units conforms with Growth Plan (2020) policies which enable the municipalities to require multi-unit developments to incorporate this type of range. The proposal, as described above, advances a number of measures related to parkland and transportation options conforming to other key Growth Plan (2020) policy directions on intensifying through redevelopment and creating complete communities.

Land Use

This application has been reviewed against the official plan policies and secondary plan policies described in the Policy Consideration Section of the Report as well as the policies of the Toronto Official Plan as a whole.

The proposed development is provided for by the *Mixed Use Areas* land use designation, and as described below, conforms to the development criteria for this land use designation and the Highland Creek Secondary Plan. As Mixed Use Areas are there the Official Plan intends for *Mixed Use Areas* to absorb much of the City's growth over the long term, the incremental increase in height and density is appropriate for this land use designation. As provided for by the Secondary Plan, it contributes to the reurbanization of the Highland Creek Village through the consolidation of lands to facilitate comprehensive development of larger parcels.

Density, Height, Massing

This application has been reviewed against the Official Plan policies and Secondary Plan policies described in the Policy Consideration Section of the Report. It was also reviewed against the Highland Creek Urban Design Guidelines and Midrise guidelines described above. Through the review of the proposal, the applicant has revised the massing of the building to reduce the gross floor area by approximately 4,200 square metres largely by increasing setbacks and step backs.

The building is appropriately sited fronting Military Trail with adequate setbacks from the widened right-of-way to ensure both a comfortable pedestrian environment while providing opportunities for soft landscaping and privacy for dwelling units that have direct access from the public sidewalk. Building A and Building B are separated by 22 metres for the first six floors with step backs to the upper floors as described below. By including a large separation distance between the two buildings, the proposal ensures that views are provided from Military Trail through the site into the Highland Creek Ravine as expressed by the Highland Creek Urban Design Guidelines. Further, by dedicating lands across the street to connect to and expand Morrish Park, a view corridor is created from what the Guidelines call Village Green (Morrish Park) through to the Highland Creek Ravine.

Above the 6th storey, a consistent and generous step back is provided for the upper two floors which represent the increase in height being requested. The material pallet and balcony strategies also changes for the 7th and 8th floors . By stepping the building back from Military Trail frontage, the proposal meets the requirement of the Midrise Guidelines to provide a front angular plane as a way to ensure that pedestrian perception of the upper floors of the building is minimized. Adherence to this geometry to provide transition also ensures that shadows are appropriately controlled on the opposite sidewalk during the spring and fall equinoxes.

Though the building has been evaluated to ensure it appropriately fits within the existing and planned context as outlined above, a concern often expressed by the community through public engagement and received correspondence was whether approving an 8 storey building on this site would set a precedent that would see additional buildings of this scale built within the Village. The subject site's location at the south west end of the South Village, its orientation along a 27 metre right-of-way and large size make it an appropriate candidate for the incremental increase in height to 8 storeys. Other properties in the South Village where 6 storey height permissions exist may not possess similar locational attributes to accommodate the incremental increase being sought by the subject applications. If a future application for other lands within the South Village requests a similar increase beyond as-of-right conditions it would be evaluated on a site specific basis against the same development criteria expressed through Official Plan policies or Council-adopted Urban Design Guidelines.

Sun and Shadow

This application has been reviewed against the Official Plan policies and Secondary Plan policies described in the Policy Consideration Section of the Report.

The Official Plan requires development to adequately limit shadowing on streets, properties and open spaces and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks to preserve their utility. It also requires new development to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Shadows fall generally to the north of the site into the Military Trail right-of-way, and during the evaluated period ensure more than a 5 hour window of sunlight on the sidewalk opposite the development site. The submitted shadow studies indicate that during the fall and spring equinoxes the shadows cast by the 8 storey building do not reach the existing Morrish Park and do not reach the lands to be conveyed to expand the park until 3:18pm. As the shadows lengthen later in the day and begin to be cast to the east, these largely fall on the expansive right of way of Kingston Road as it becomes Highway 2A and only stretch further east beyond after 5:18pm. It is likely that shadowing from a 6 storey building would have similar impact and thus the additional height requested does not present undue impact.

This satisfies the Official Plan requirements of adequately limiting shadow impact from new development and staff are satisfied these are acceptable shadow conditions.

Traffic Impact, Access, Parking

The applicant's traffic engineering consultant BA Group submitted an Urban Transportation Considerations revised report dated July 2020. The report estimates that the revised project will generate a total of approximately 145 and 180 two-way trips during the a.m. and p.m. peak hours, respectively. The consultant concludes that the additional traffic anticipated to be generated by the proposed development can be appropriately accommodated on the existing area road network and no improvements or mitigating measures are required or recommended. This has been reviewed and accepted by Transportation Services staff pending the future warrant analysis described further below.

The Highland Creek Transportation Master Plan confirms the needs for transportation improvements to facilitate the creation of a multi-modal network that supports all users and encourages the increased use of transit, cycling, and walking as viable modes of transportation. A key improvement directly relating to the subject site is the installation of a 'T' intersection at Kingston Road/Highway 2A and Military Trail. Once reconfigured, this intersection eliminates the existing free flow vehicular lanes and allows for the safe crossing of Kingston Road/Highway 2A for all modes. This is of particular importance for pedestrians and cyclists looking to cross Kingston Rd/Highway 2A and access the TTC bus stop on the south side. It is also important to note that the HCV TMP, along with the City's Cycling Network Plan, identify future cycling infrastructure along Military Trail (between Old Kingston Road and Kingston Rd/Highway 2A) as well as on Colonel Danforth Trail and Lawson Rd (south of Kingston Rd/Highway 2A). In this case, a reconfigured / signalized intersection at Military Trail and Kingston Rd/Highway 2A would connect these two pieces of future cycling infrastructure, providing a safe crossing opportunity and enhancing cycling network connectivity.

It is recommended that as a legal convenience to support the development the requested signal warrant analysis and functional design drawings be secured to determine the next steps in implementing the reconfigured intersection, potentially through the site plan control process. If the intersection is not currently warranted, or technically difficult to implement in the near term, the applicant has proposed a pedestrian crossing of Military Trail from the development site to the proposed extension of Morrish Park. The material secured in the Section 37 Agreement as a legal convenience allows staff to continue to review the potential implementation of the intersection and/or pedestrian crossing. If appropriate, staff will secure further conditions as part of site plan control approval to advance the implementation of these mobility improvements.

Bicycle parking will be provided in accordance with the Zoning By-law with 441 spaces proposed (56 short term spaces and 385 long term spaces). The proposed parking rates have been reviewed by Transportation Services staff with parking provided at rates of 0.7 spaces per studio unit (1.0 spaces per studio unit greater than 39 square metres), 0.8 spaces per 1-bedroom unit, 0.9 spaces per 2-bedroom unit and 1.1 spaces per 3-bedroom unit. A requirement of 0.15 spaces per unit of visitor parking will also be required. These rates will be secured in recommended Zoning By-law Amendment. Further, 9 car-share spaces proposed will also be secured to provide mobility options and reduce need to provide unnecessary parking spaces by managing travel demand. Based on the above noted rate, 520 parking spaces are proposed (inclusive of the car

share spaces), largely below grade in 2.5 storeys of underground parking. Seven of the car share spaces will be provided at grade.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Military Trail, a 3.5 metre road widening dedication along the *Military Trail frontage* of the subject site is required and is proposed to be conveyed to the City. The lands will be secured as a condition of Site Plan Control.

Streetscape

The proposal provides an appropriate setback to allow for planting of street trees and soft landscaping along its Military Trail frontage. Further, the recommended Section 37 contribution is directed at streetscape improvements in the broader Village area to enhance the public realm as detailed in the Highland Creek Village Urban Design Guidelines.

Servicing

The proposal was accompanied by a Functional Servicing and Stormwater Management Report, Geohydrology Study and Hydrogeological review. These reports were reviewed by Engineering and Construction Services staff who have accepted their conclusions that sufficient water pressure and sanitary capacity exists to service the incremental increase in density being proposed by the subject applications. The stormwater management component remains under review and will be finalized as part of the Site Plan Control process to implement the water balancing recommendations necessary to satisfy TRCA as discussed in greater detail below.

Housing Issues

The Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019) acknowledge the importance of providing a full range of housing as a matter of Provincial interest. The provision of affordable, secure and diverse housing stock to meet housing needs (household sizes and incomes) for a wide range of people throughout their life cycle is essential to the creation of complete communities.

Further to this policy direction, Official Plan Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. The goals of these policies are further underscored by the Highland Creek Secondary Plan which provide a variety of housing opportunities to be encouraged within Highland Creek Village to accommodate a range of household sizes and incomes.

Council adopted the Growing-Up Guidelines to give direction on the recommended mix of residential unit types and provide appropriate units sizes for multi-unit developments. Guideline 2.1 of the Growing Up Guidelines states that a residential building should provide a minimum of 25% large units. Specifically, the Guidelines recommend:

- A minimum of 15% of the total number of units are to be two-bedroom units;

- A minimum of 10% of the total number of units are to be three-bedroom or larger units; and
- Minimum unit sizes for 2-bedroom units should range from 87 to 90 square metres and 101 to 106 square metres for 3-bedroom units.
- The proposed 549 residential dwelling units appropriately responds to these policy directions and achieves the unit mix sought by the Growing Up Guidelines. A full range of apartment dwelling units are provided in the development from smaller studio apartments to larger 2-bedroom and 3-bedroom units. The unit mix exceeds the Growing Up Guidelines for unit mix as it would provide 30% of the proposed units as 2-bedroom and 11 percent of the proposed units as 3-bedroom.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. The parkland dedication requirement is calculated at the alternate rate of 0.4 hectares per 300 units as specified in Chapter 415, Article III of the Toronto Municipal Code. The site area when net of the illustrated road widening along 1625 Military Trail (603.86 square metres) and the naturalized buffer lands to be conveyed to the TRCA (2,138.94 square metres) falls below 1 hectare in size. Thus Parks, Forestry and Recreation staff revised the required parkland dedication for the proposal to require that 10 % of the site area be conveyed under the alternate rate. This results in a 924 square metre dedication.

The applicant has illustrated an off-site dedication abutting and contributing to Morrish Park. The proposed off-site dedication is split into two parcels abutting the existing park: a 567 square metre block (1620 Military Trail) and a 570.09 square metre dedication of lands from 1650 Military Trail. This is an off-site parkland dedication of approximately 1,137 square meters.

Staff are satisfied with the location and configuration of the parkland dedication blocks, however, it should be noted that approximately 51 square metres of land from 1620 Military Trail will be necessary to widen Military Trail to the required 27 metre wide right-of way and will not be considered parkland dedication.

Considering the above, the off-site parkland dedication is therefore reduced to 1,086 square metres. This represents an over dedication of 162.79 square metres. Typically no credit is given for an over-dedication of parkland, however the applicant has indicated a future development is likely at 1650 Military Trail Road, adjacent to the off-site parkland dedication. As this is in close proximity to the site, Parks, Forestry and Recreation is agreeable to applying the over dedication to any future application at 1650 Military Trail Road.

The off-site dedication adding lands to the existing Morrish Park provides a secondary connection from Military Trail to this important public realm asset in the centre of the Village. The alignment of the dedicated lands with the space between the two buildings provides a visual connection from the center of the park to the Highland Creek Ravine, which is contemplated in the Highland Creek Village Urban Design Guidelines.

Morrish Park is currently in need of programming and amenity and along with the addition of lands, it is being recommended that the developer be given the option of constructing above-base parkland improvements to Morrish Park in exchange for a credit against the parkland component of the required development charges. Given the number of units proposed, this presents an opportunity to leverage a significant, near term investment in facilities in Morrish Park, upgrading the space into a programed and active part of Highland Creek Village benefiting new and existing residents alike. Preliminary concepts were prepared by the proponent to demonstrate facility fit, but the design of the parkland improvements would be undertaken by Parks, Forestry and Recreation staff and feature engagement with the local community and Ward Councillor.

Ravine and Natural Heritage Protection

The subject lands are subject to the City's Ravine and Natural Feature Protection By-law and fall within a TRCA regulated area. In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shoreline and Watercourse Regulation), a permit is required from the TRCA prior to any works on site. They also are adjacent to lands identified as part of the City's Natural Heritage System as identified on Map 9 of the Official Plan

The requisite plans and Natural Heritage Impact Study was submitted along with arborist reports, slope stability analysis and a ravine stewardship plan which focused on continued naturalization and planting as well as a management area for invasive species. Geotechnical reports along with hydrogeological reports were submitted and evaluated by TRCA staff.

The TRCA review of the NHIS focussed on an initial recommendation that some encroachment into the woodland buffer could be appropriate if offset by increases to create greater buffers to the long term stable slope. Subsequent revisions to the buffer lands created a net increase of 30 square meters of additional buffer to be naturalized according to the ravine stewardship plans and fenced to ensure no access or encroachment from the development site. The accepted buffer line regularizes a new rear property line while ensuring adequate separation from the natural feature via a block along the west side of the property which as discussed above will be conveyed to TRCA as a condition of site plan control. A further setback of 3 metres from the agreed upon buffer will be provided in accordance with the TRCA structural setback requirements with no above or below grade projections into that setback permitted.

An additional focus of TRCA review was a feature-based water balance study, undertaken in accordance with the TRCA Wetland Water Balance Risk evaluation as part of the Natural Heritage Impact Study. This studied pre and post-development water infiltration and run off conditions to ensure that mitigation is provided to handle stormwater and potential groundwater flows from an infiltration gallery through the feature. The TRCA concurs with the infiltration gallery approach to managing water flow to the adjacent natural features, as this will ensure that water flowing to the Natural Heritage Area post-development will be similar in quantity and velocity as currently exists, ensuring water balance for the long term. The details are being finalized and confirmed but the TRCA has advised that they can be addressed prior to the issuing of Bills to City Council for enactment.

The City's Ravine and Natural Feature Protection Unit (RNFP) has reviewed and does not object to the subject application. A ravine stewardship plan is under review along with sediment control plans to ensure that construction of the proposed development does not impact the adjacent feature. RNFP advises that a shoring plan be submitted for its review in order to ensure that the soils and trees beyond the approved footprints are not impacted.

Through the review of the application by commenting partners, City Planning also had regard to Official Plan policies outlined above related to the protection and enhancement of natural heritage features. Based on the TRCA and RNFP review, the proposal demonstrates an appropriate response to these policies. The draft Zoning By-law Amendment will delineate the developable lands, buffered from top of bank by lands to be conveyed to the TRCA and naturalized according to a Ravine Stewardship Plan developed to the satisfaction of the TRCA and the City's RNFP unit. Through the control of stormwater and implementation of appropriate Green Standards related to landscaping and bird friendly design, the proposal is appropriate for its context at the edge of the Highland Creek Ravine and will not impact the natural setting and environmentally sensitive area.

Archaeological Assessment

Heritage Planning has received and reviewed a Stage 1 & 2 Archaeological Assessment for the subject lands completed by a consultant retained by the applicant. The report has determined that there are no further archaeological concerns regarding the subject property. Heritage Planning concurs with this determination.

Tree Preservation

The City's Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent. The planting of large growing shade trees on both public and private lands should be an important objective for all development projects. The early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the growth of large growing trees is particularly important.

Urban Forestry Services Tree Protection and Plan Review (TPPR) has reviewed the proposed plans and has received an application to remove 11 private trees and 8 city trees, which are of varying size and quality, to facilitate the construction of the proposal. These are separate and distinct from trees within the natural features or associated buffer lands as identified above which are all retained.

In reviewing the Official Plan and Zoning By-law Amendment applications along with the recently submitted site plan control application TPPR does not object to the development of the subject lands and have required the applicant to submit a tree planting deposit to ensure the planting and survival of [21](#) new City trees. In addition, Forestry requires the planting of [33](#) new trees to replace the 11 private trees proposed for removal.

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.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

Many of the required ravine feature protection and bird friendly design elements were reviewed as part of the rezoning process by RNFP and found to be satisfactory. Urban Forestry is also satisfied that appropriate soil volumes have been provided to ensure the appropriate growing medium for new trees necessary to reach maturity. Site plan drawings also indicate that electric vehicle charging stations have been provided in accordance with the Green Standard. Finalization of these details and other performance measures for the Tier 1 development features will be secured through the site plan control process.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

A community services and facilities assessment was submitted with the proposed application and identified that the increase of potential daycare aged children generated by the subject site can be accommodated by existing facilities in the vicinity based on the survey undertaken at the time of submission. It should be noted, however, that existing spaces are not distributed evenly by age group, but the area remains at the highest level priority for capital investment based on the Children's Services Ward Priority Map (February 2019). Other sectors reviewed (library and community agency and recreation space space) were able to provide adequate service to accommodate the proposed two storey increase in height and density.

The subject application was also circulated to local school boards who have advised sufficient capacity exists to accommodate the students from the proposed development

at both the elementary and secondary school levels. The impact was insufficient to generate a need for any warning clauses which would normally be requested.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The Highland Creek Community Zoning By-law lists specific community benefits that are eligible, including: public art, dedicated accessible community space for non-profit service agencies, high quality and accessible licensed child care facilities particularly for infants and toddlers, additional satellite recreation space including large flexible multi-purpose rooms to run programs for all age groups, other non-profit arts cultural community or institutional facilities streetscape improvements that are not abutting the site, purpose-built rental housing with mid-range or affordable rents, park improvements to parkland within the Village, and finally, municipally owned and operated parking lots. In addition, benefits listed in Chapter 5 of the Official Plan may be considered.

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

1. Prior to the issuance of an above grade building permit, a cash contribution of \$1 million to be secured to enhance streetscape and public realm in the Highland Creek Village as outlined in the Council-adopted Urban Design Guidelines such that the design of the streetscape improvements comply with the Streetscape Manual and/or are to the satisfaction of the Chief Planner and Executive Director, City Planning;
2. The financial contribution referenced above shall to be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment; and
3. In the event the cash contribution referred to in subsection 1 has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Ward Councillor, provided that the purpose(s) is/are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands;

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

1. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by City

Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Management Committee, as further amended by City Council from time to time;

2. Prior to the issuance of the above grade building permit, the Owner shall satisfy the parkland dedication requirement by conveying to the City, an off-site parkland dedication having a minimum size of 1,086 square metres and located adjacent to Morrish Park, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor;

3. The design and construction the above base park improvements to the new park by the owner in exchange for a development charge credit against Parks and Recreation component of the Development Charges, should the owner elect to provide above base park improvements, all to the satisfaction of the General Manager, Parks, Forestry and Recreation;

4. The owner shall prepare and submit a signal warrant analysis for the traffic control signal at Military Trail and Kingston Road to the satisfaction of the General Manager, Transportation Services; and

5. The Owner shall prepare and submit a functional engineering plan identifying the lane configurations of the new traffic signal located at the intersection of Military Trail and Kingston Road/Highway 2A to the satisfaction of the General Manager, Transportation Services.

Community Consultation

A virtual community consultation meeting was held on November 3, 2020 attended by City staff, the applicant team, the Ward Councillor and 111 members of the local community. City staff provided an overview of the policy context and the applicant presented the proposal, after which questions were asked of staff and the applicant.

Issues raised by members of the public in attendance related to:

- Natural Heritage and the impact of the development on the ravine;
- Parkland dedication requirements and the potential for additional amenity to be provided as part of this requirement;
- Pedestrian safety particularly along Military Trail and within the Village;
- Community benefits per Section 37 of the *Planning Act*;
- Building Height and the precedent this could set if approved;
- Unit mix, specifically a concern that the proposal as presented included too many studio units marketed to students at University of Toronto, Scarborough Campus;
- Shadow Impact;
- Accessibility;
- Parking rates and traffic along Kingston Road; and
- School Capacity.

Many of these issues have been specifically commented on throughout this report and additional details are provided in the Community Consultation summary found in

Attachment 7. To respond to requests from the community for in person engagement, the applicant advertised and hosted "storefront" engagement in a space within the plaza at Highland Creek Village where materials presented at the virtual session were made available by appointment only and adhered to the public health protocols in place in November/December. About 15 members of the public made arrangements to view the materials in person and were afforded an opportunity complete a feedback form at the conclusion of their appointment which was provided to staff. The commentary received on the feedback form was generally consistent with the issues raised at the November 3 virtual consultation meeting.

In addition to the broader consultation, City staff convened a working group in consultation with the Ward Councillor as directed by Scarborough Community Council in its adoption of the Preliminary Report for the subject application. The working group discussed some of the priorities for Highland Creek Village including economic viability, adequate parking, increased mobility and active transportation and beautification in the public realm. At its virtual meeting held May 20, 2020, the working group also discussed the subject application. The working group was supportive of investment in the Village, understanding that new residents could enliven the area and patronize local businesses. However concerns about unit size, parking/traffic and scale/built form raised at the May 2020 meeting were underscored at the subsequent November 2020 community consultation events.

While the working group has not formally met since its initial meeting, staff have met with various members individually, and have had multiple meetings with the executive of the Highland Creek Community Association and their retained representative. These meetings have centered on process and revisions to the development, as well as the potential for parkland improvements and other important public realm initiatives within Highland Creek Village.

Staff recognize that there continues to be community concern with the application for a two storey increase over as-of-right permissions. Staff evaluated those concerns as part of a thorough and diligent review of the application. This has resulted in an increase in larger units combined with a decrease in studio units as well as overall unit count, said changes to be secured in the draft Zoning By-law. The proposed gross floor area has also decreased through the review of the proposal, largely driven by enhanced built form articulation and step backs to control shadow and ensure pedestrian comfort in the public realm. A balanced approach to parking and mobility has been undertaken and the proposal has been deployed to ensure sightlines are provided from Military Trail to the ravine, including a view corridor from the centre of Morrish Park directly through the development to the Highland Creek ravine. Other issues related to shadow, natural heritage and parkland have been reviewed and addressed in previous sections of this report.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Greenbelt Plan (2017) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan. Furthermore, the proposal is in keeping with the intent of the Toronto

Official Plan, particularly as it relates to built form and public realm policies guiding the intensification of lands in Mixed Use Areas as further specified in the Highland Creek Community Secondary Plan.

Staff worked with the applicant and the community to address key concerns related to scale of the building presented by the request for an incremental increase in height and density, the proposed unit mix and parking rate, as well as the ability for local hard and soft infrastructure to accommodate the additional development beyond what is permitted as-of-right. Further, the review of the application was focused on ensuring that the proposal did not impact the adjacent natural areas, but in fact expanded and enhanced the Highland Creek Ravine by conveying over 2,000 square metres of naturalized buffer lands to the TRCA.

The approval of the development will facilitate the intensification of lands within Highland Creek Village, generating additional housing opportunities and bringing population to enliven the area and patronize local business. It will also enlarge the existing public park and provide opportunities for above base improvements to add important programming and amenity to Morrish Park, an important public realm asset centrally located within the Village. A \$1 million contribution towards local streetscape and public realm improvements is being secured pursuant to Section 37 of the *Planning Act* which will allow for long standing beautification projects to commence as outlined by both the Council-adopted urban design guidelines as well as community-driven initiatives.

Overall, the proposal provides an opportunity to realize a key initial moment of revitalization for the Highland Creek Village as provided for by long-standing Council-adopted planning instruments, urban design guidelines as well as the recently adopted Transportation Master Plan. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

Paul Zuliani, MBA, RPP, 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 Official Plan Amendment

Attachment 6: Draft Zoning By-law Amendment

Attachment 7: Summary of Public Consultation Meeting

Applicant Submitted Drawings

Attachment 8: Site Plan

Attachment 9: North Elevations

Attachment 10: South Elevations

Attachment 11: East Elevations

Attachment 12: West Elevations

Attachment 13: Location of Off-site Parkland Dedication

Attachment 1: Application Data Sheet

Municipal Address: 1625 MILITARY TRL Date Received: October 17, 2019

Application Number: 19 237544 ESC 25 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Development comprising of two 8-storey residential buildings with a total of 549 units.

Applicant	Agent	Architect	Owner
JORDAN DEBRINCAT			HIGHLAND TRAIL DEVELOPMENTS LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR Heritage Designation:

Height Limit (m): Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 11,983 Frontage (m): 181 Depth (m): 77

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	211		4,504	4,504
Residential GFA (sq m):			35,168	35,168
Non-Residential GFA (sq m):	211			
Total GFA (sq m):	211		35,168	35,168
Height - Storeys:	1	1	8	8
Height - Metres:			27	27

Lot Coverage Ratio (%) 37.59 Floor Space Index: 2.93

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	35,168	
Retail GFA:		
Office GFA:		

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:			549	549
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Other:

Total Units:			549	549
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Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		82	238	169	60
Total Units:		82	238	169	60

Parking and Loading

Parking Spaces:	520	Bicycle Parking Spaces:	441	Loading Docks:	2
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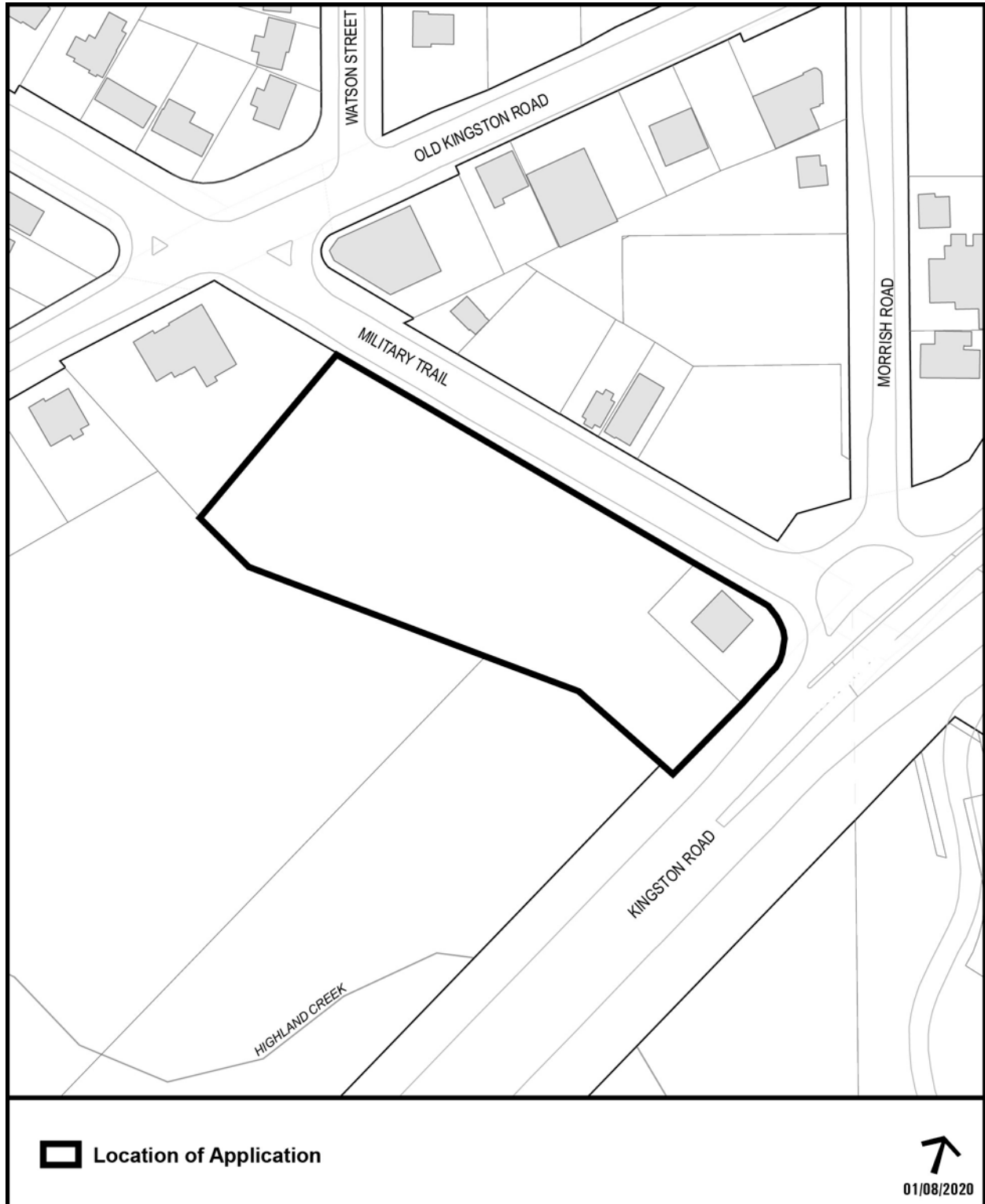
CONTACT:

Kelsey Taylor, Planner, Community Planning

416-396-5244

Kelsey.Taylor5@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #23

1625 Military Trail and 6000 Kingston Road

File # 19 237544 ESC 25 0Z



Location of Application

Neighbourhoods

Mixed Use Areas

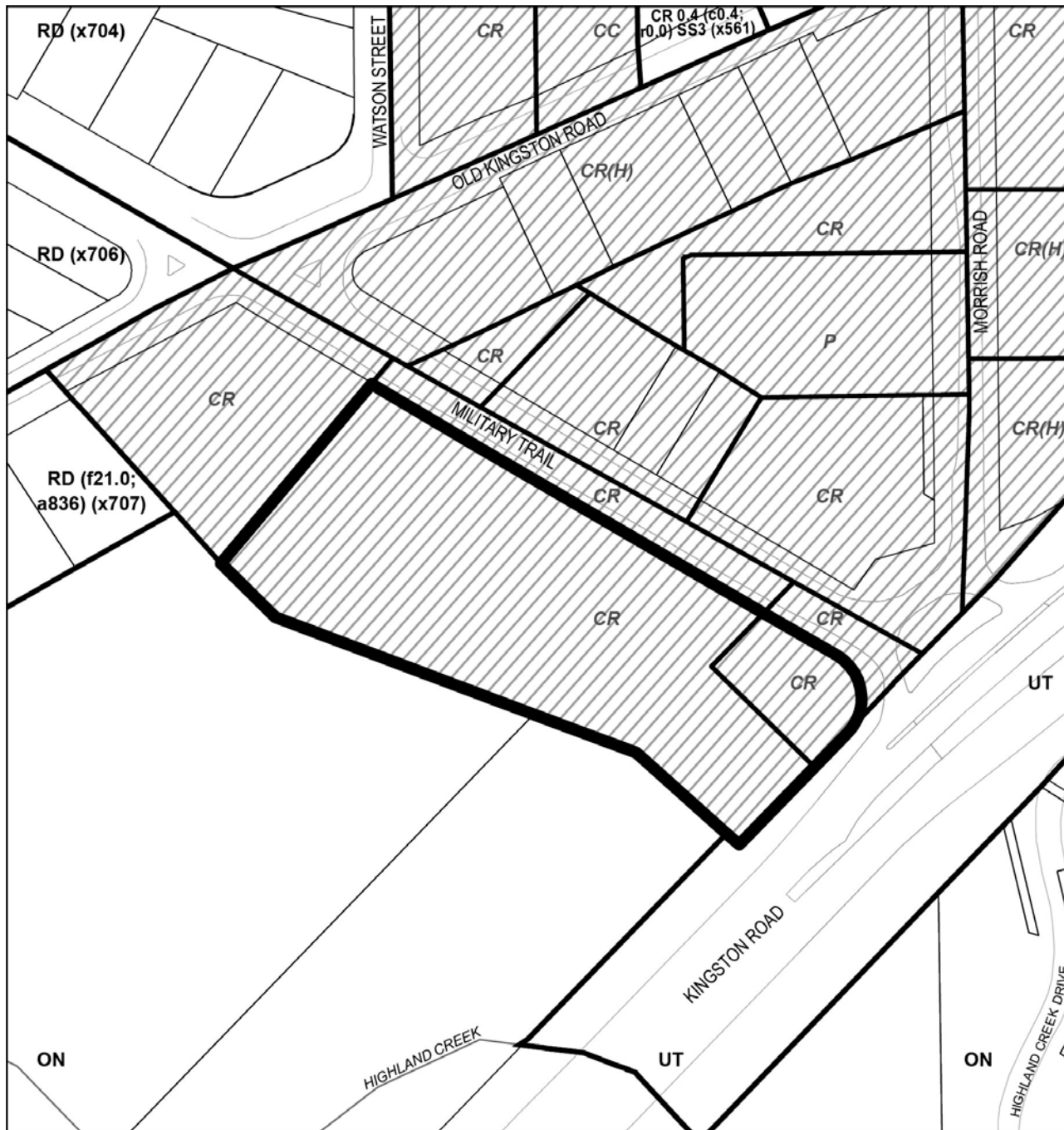
Natural Areas

Parks



Not to Scale
01/09/2020

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1625 Military Trail and 6000 Kingston Road

File # 19 237544 ESC 25 0Z



Location of Application

RD
CR
IPW
ON
UT

Residential Detached
Commercial Residential
Institutional Place of Worship
Open Space Natural
Utility and Transportation



See Former City of Scarborough
Highland Creek Community By-law No. 10827

CR
CC
P

Commercial-Residential
Community Commercial
Park



Not to Scale
Extracted: 09/16/2021

Attachment 5: Draft Official Plan Amendment

CITY OF TORONTO

BY-LAW No. XXX-2019

To adopt Amendment No. XXX to the Official Plan for the City of Toronto with respect to lands known municipally as 2019 as 1625 Military Trail and 6000 Kingston Road.

Whereas authority is given to Council under *the Planning Act*, R.S.O. 1990, c.P. 13, as amended to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto hereby enacts as follows:

1. The attached Amendment No. 548 to the Official Plan is hereby adopted pursuant to the Planning Act, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this day of , A.D. 2021.

Frances Nunziata
Speaker

John Elvidge
Clerk

(Corporate Seal)

AMENDMENT NO. 548 TO THE TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN 2021 AS 1625 MILITARY TRAIL AND 6000 KINGSTON ROAD.

The following text and map constitute Amendment No. 548 to the City of Toronto Official Plan.

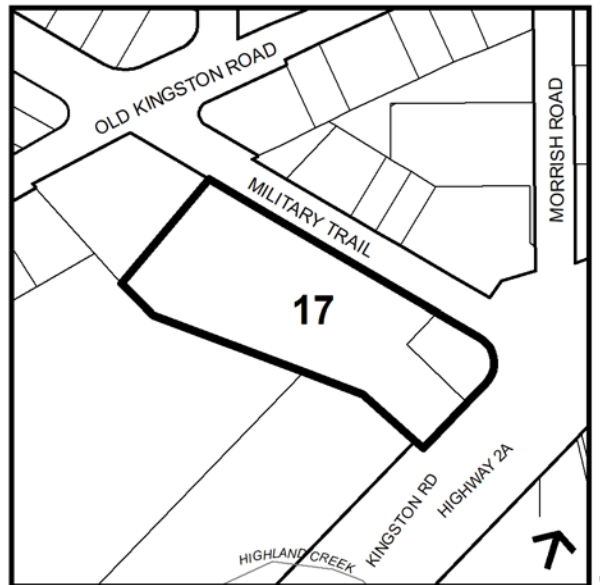
The Official Plan of the City of Toronto is amended as follows:

1. Chapter Six, Section 2 (Highland Creek Community Secondary Plan) is amended by modifying Section 2, Site and Area Specific Policies, by adding Site Specific Policy 17 so it reads as follows:

"17. 1625 Military Trail and 6000 Kingston Road

On the lands shown as 17 on Map 2-1:

a) Building heights of up to 8-storeys, not including mechanical penthouses, are permitted.



2. Map 2-1 of the Highland Creek Secondary Plan is amended by adding the outline and labelling to the lands known as 1625 Military Trail and 6000 Kingston Road to have delineate Site and Areas Specific Policy 17.

3. Chapter Seven, Site and Area Specific Policy No. 293 entitled "1625 Military Trail", is hereby deleted.

Attachment 6 - Draft Zoning By-law Amendment

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

CITY OF TORONTO

BY-LAW ~ -20~

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2020 as 1625 Military Trail and 6000 Kingston Road.

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

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development;

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

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

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out;

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 569-2013 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto; 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 569-2013, Chapter 800 Definitions.

3. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10 and applying the following zone label to these lands CR2.0(c0.25, r2.0) SS3 (xXXX) as shown on Diagram 2 attached to this By-law;
4. Zoning By-law 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following height label to these lands: HT 13.5, as shown on Diagram 3 attached to this By-law.
5. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA 4, as shown on Diagram 4 attached to this By-law.
6. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1 and applying the following lot coverage the label of 33% to these lands, as shown on Diagram 5 attached to this By-law.
7. Zoning By-law 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 955.40.1 with no label to these lands as shown on Diagram 6 attached to this By-law.
8. Zoning By-law No. 569-2013, as amended, is further amended by adding to Article 900.11.10 Exception Number (XXX):

(411) Exception CR (x411)

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) On 1625 Military Trail and 6000 Kingston Road, if the requirements of Section 11 and Schedule A of By-law [Clerks to supply by-law #] are complied with, an **apartment building** that complies with Sections (B) to (Q) may be constructed;

(B) Despite Regulation 40.10.20.20 (1), the following uses are not permitted on the **lot**:

Vehicle Dealership
Vehicle Fuel Station
Vehicle Service Shop
Vehicle Washing Establishment

(C) Despite Regulation 40.5.40.10(1) and (2), the **height** of a building or **structure** is the distance between the Canadian Geodetic Datum elevation of 118.85 metres and the highest point of the **building** or **structure**;

(D) Regulation 40.10.30.40(1) with respect to permitted maximum **lot coverage** does not apply;

(E) Despite Regulation 40.10.40.40(1), the maximum residential **gross floor area** of all **buildings** and **structures** on the lot must not exceed 37,000 square metres;

(F) Despite Regulation 40.10.40.70(3), the required minimum building setbacks in metres are as shown on Diagram 7;

(G) Despite Regulation 40.10.40.10(1) the permitted maximum height of a building or structure, is the height measured in metres, specified by the numbers following the HT symbol as shown on Diagram 7 of By-law [Clerks to insert #]

(H) For the purposes of this by-law a mezzanine having a **floor area** of no more than 40% of the first **storey** of the **dwelling unit** is not considered a **storey**;

(H) Despite Clause 40.5.40.10 the following elements of a building or structure may project above the permitted maximum height limits as shown on Diagram 7 of By-law XXX-2021 [clerks to insert] as followings:

1. elements of the roof of the building or structure used for green roof technology or alternative roofing system parapets, railings, patios, planters, balustrades, bollards, safety railings, guard railings, chimneys, vents, stacks, and exhaust stacks, retaining walls, wheelchair ramps, ornamental or architectural features, roofing assembly, landscape features, garbage chutes and vents, and roofs to a maximum of 1.5 metres;
2. privacy screens, wind mitigation features, terrace dividers, cabanas, fences, pergola, trellises, public art features, lighting fixtures, railings, pool mechanical equipment, ramps, stairs or stair enclosures, mechanical lift, and wind and noise mitigation and associated structural elements to a maximum of 3.0 metres;
3. mechanical penthouses, heating and cooling units, towers, stacks and associated components, elevator shafts, elevator overruns, make-up air units, emergency generator, window washing equipment, and lightning rods to a maximum of 5.7 metres

(I) Despite Clauses 40.5.40.60 and 40.10.40.60, the following **building** elements and **structures** may encroach into the required minimum **building setbacks** as follows:

1. cornices, light fixtures, awnings, ornamental elements, cladding, parapets, landscape features, trellises, eaves, window sills, guardrails, balustrades, railings, stairs, stair enclosures, doors, wheel chair ramps,

canopies, balconies, underground garage ramps, architectural feature wall, to a maximum of 1.5 metres;

2. Ventilation shafts which exclusively serve the underground parking garage may exceed the permitted maximum 1.5 metre encroachment permitted in Clause I (1) above.

3. Notwithstanding Clause (I) 1 and 2 above, no encroachments above or below grade into the 3 metre buffer outlined on Diagram 7 of By-law [Clerks to insert #];

(J) Despite regulation 40.10.40.50 (1) and (2), a minimum of 5.0 square metres per unit of **amenity space** must be provided, of which a minimum of 1.75 **square metres** per unit must be provided as indoor **amenity space**;

(K) The total number of **dwelling units** on the **lot** must not exceed 550 subject to the following:

1. A maximum of 82 bachelor **dwelling units** are permitted;
2. A minimum of 30 percent of the total number of **dwelling units** shall be contain two bedrooms;
3. A minimum of 10 percent of the total number of **dwelling units** shall contain three bedrooms;

(L) Despite regulations 200.5.10.1(1), 200.5.10.1(7) and Table 200.5.10.1, vehicle **parking spaces** shall be provided on the lot in accordance with the following:

1. A minimum of 0.7 **parking spaces** per bachelor **dwelling unit** less than 39 square metres;
2. A minimum of 1.0 **parking spaces** per bachelor **dwelling unit** greater than 39 square metres;
3. A minimum of 0.8 **parking spaces** per one-bedroom **dwelling unit**;
4. A minimum of 0.9 **parking spaces** per two-bedroom **dwelling unit**;
5. A minimum of 1.1 **parking spaces** per three-bedroom **dwelling unit**;
- and
6. A minimum of 0.15 **parking spaces** per **dwelling unit** for visitor parking;
7. A reduction of 4 resident **parking spaces** will be permitted for each "car-share" **parking space** to a maximum of 9 "car-share" **parking spaces**.

(M) Despite Regulations 200.15.1(1) and (3), and 200.15.10 (1), a minimum of 5 **parking spaces** plus 1 **parking space** for every 50 **parking spaces** or part thereof in excess of 100 **parking spaces** provided on the lot, must comply with the following minimum dimensions for an **accessible parking space**:

1. a length of 5.6 metres;
2. a width of 3.4 metres;

3. a vertical clearance of 2.1 metres; and
4. the entire length of an accessible parking space must be adjacent to a 1.5-metre-wide accessible barrier free aisle;

(N) If the calculation of the number of required accessible **parking spaces** results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one accessible **parking space**;

(O) Despite Regulations 220.5.10.1, one Type “C” and one Type “G” **loading spaces** shall be provided on the **lot**;

(P) Despite Regulations 230.5.10.1, **bicycle parking spaces** shall be provided on the lot in accordance with the following:

1. minimum of 0.1 short-term **bicycle parking spaces** per dwelling unit will be provided for visitors; and
2. a minimum of 0.7 long-term **bicycle parking spaces** per dwelling unit will be provided for residents;

(Q) Despite Regulation 230.5.1.10 (4), (5) and (10), the required minimum dimensions of a **bicycle parking space** are as follows:

1. For a long-term **bicycle parking space** if placed in a horizontal position on a wall, structure or mechanical device:
 - a) a minimum length of 1.8 metres;
 - b) a minimum width of 0.6 metres; and
 - c) a minimum vertical clearance from the ground of 1.9 metres;
2. For a long-term **bicycle parking space** if placed in a vertical position on a wall, structure or mechanical device:
 - a) a minimum vertical clearance from the ground of 1.9 metres;
 - b) a minimum length of 1.2 metres;
 - c) a minimum width of 0.6 metres; and
 - d) a minimum horizontal clearance from the locker door of 1.2 metres; and
3. For a short-term **bicycle parking space**:
 - a) a minimum vertical clearance from the ground of 1.9 metres;
 - b) a minimum width of 0.45 metres;
4. If a stacked **bicycle parking space** is provided, the minimum vertical clearance for each **bicycle parking space** is 1.2 metres; and
5. A short term **bicycle parking space** may be located in a stacked **bicycle parking space**.

Prevailing By-law and Prevailing Sections (None Apply)

9. "Car-share" means the practice whereby a number of people share the use of one or more motor vehicles and such car-share motor vehicles are made available to at least the occupants of the **building** for short-term rental, including hourly rental.

10. Despite any existing or future severance, partition, or division of the lot, the provisions of By-law [Clerks to supply bylaw #] shall continue to apply to the whole of the lot as if no severance, partition or division occurred and in the case of such severance, there will be sharing of facilities such as parking spaces and loading spaces.

11. Nothing in By-law [Clerks to supply bylaw #] shall apply to prevent the phased construction of the development, provided that the minimum requirements of By-law [Clerks to supply bylaw #] are complied with upon full development of the lot.

12. Section 37 Provisions

A) Pursuant to Section 37 of the *Planning Act*, and subject to compliance with this By law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Diagram 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the *Planning Act* that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor;

B) Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same; and

C) The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule A are satisfied.

Enacted and passed on [month] [day], 2021.

FRANCES NUNZIATA,
Speaker

JOHN ELVDIGE,
City Clerk

(Seal of the City)

SCHEDULE A

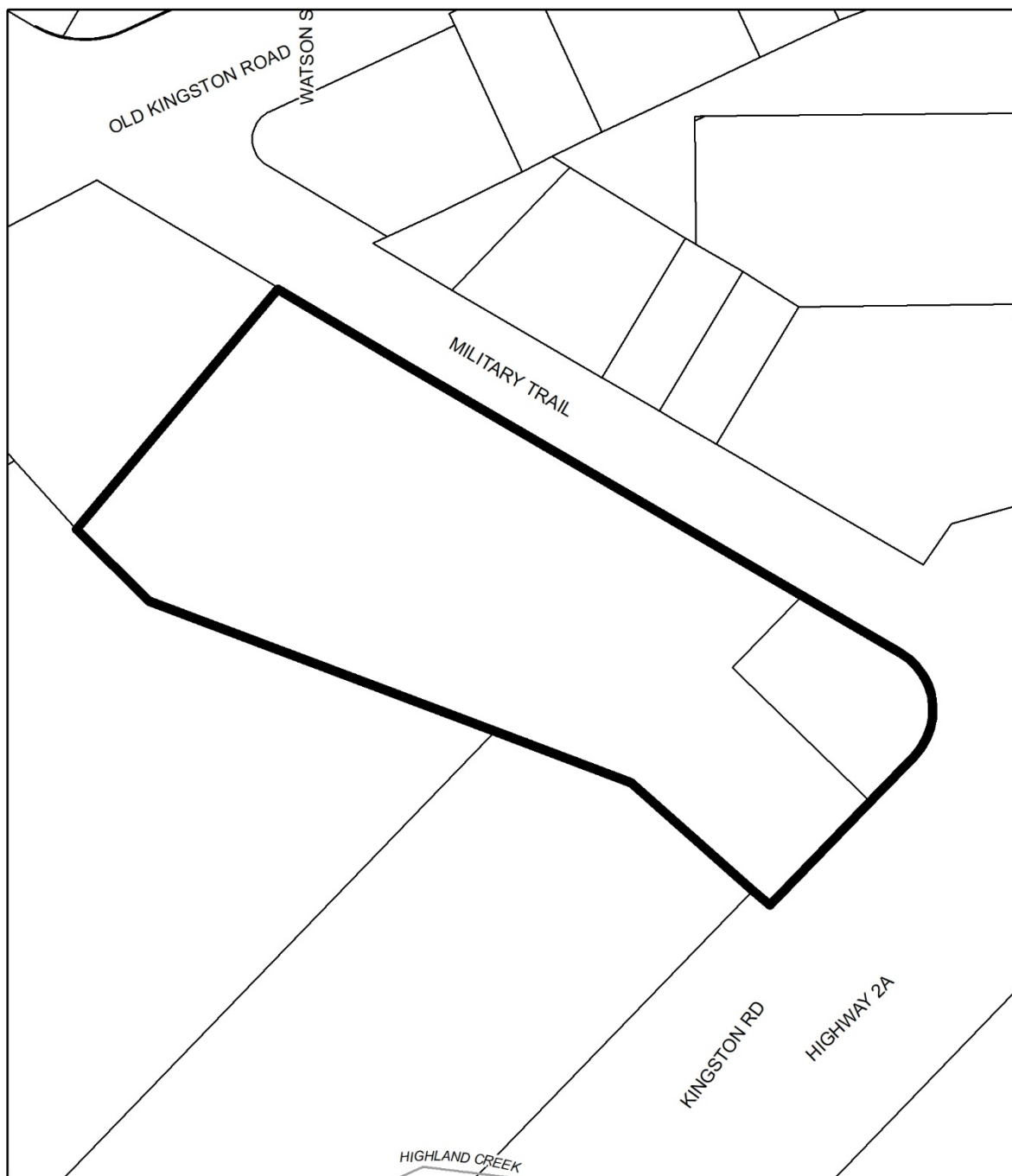
SECTION 37 PROVISIONS

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the lands as shown in Diagram 1 in this By-law and secured in an agreement or agreements under Section 37(3) of the *Planning Act* whereby the owner agrees as follows:

1. Prior to the issuance of an above grade building permit, a cash contribution of \$1 million to be secured to enhance streetscape and public realm in the Highland Creek Village as outlined in the Council-adopted Urban Design Guidelines such that the design of the streetscape improvements comply with the Streetscape Manual and/or are to the satisfaction of the Chief Planner and Executive Director, City Planning;
2. The financial contribution referenced above shall to be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment;
3. In the event the cash contribution referred to in subsection 1 has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Ward Councillor, provided that the purpose(s) is/are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands;
4. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
 - a. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Management Committee, as further amended by City Council from time to time;
 - b. Prior to the issuance of the above grade building permit, the Owner shall satisfy the parkland dedication requirement for the development with an off-site parkland dedication, having a minimum size of 1,086.89 square metres located adjacent to Morrish Park, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor ;
 - c. The design and construction the above base park improvements to the new park by the owner in exchange for a development change credit against Parks and Recreation component of the Development Charges, should the owner elect to provide above base park improvements, all to the satisfaction of the General Manager, Parks, Forestry and Recreation;

d. The owner shall prepare and submit a signal warrant analysis for the traffic control signal at Military Trail and Kingston Road to the satisfaction of the General Manager, Transportation Services; and


e. The Owner shall prepare and submit a functional engineering plan identifying the lane configurations of the new traffic signal located at the intersection of Military Trail and Kingston Road/Highway 2A to the satisfaction of the General Manager, Transportation Services.

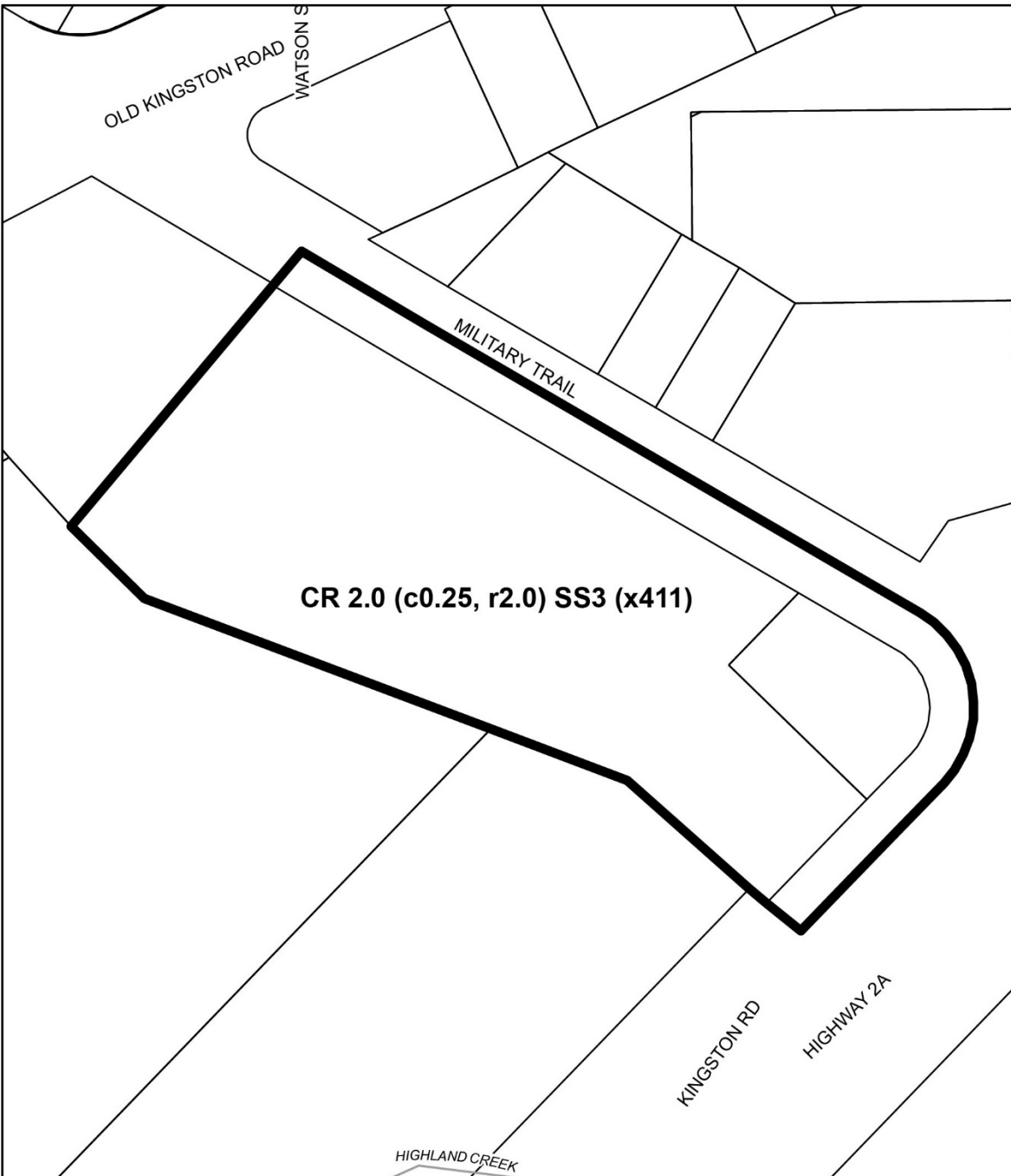


 **Toronto**
Diagram 1

1625 Military Trail and 6000 Kingston Road

File #'s 19 237544 ESC 25 02


City of Toronto By-law 569-2013
Not to Scale
09/29/2021

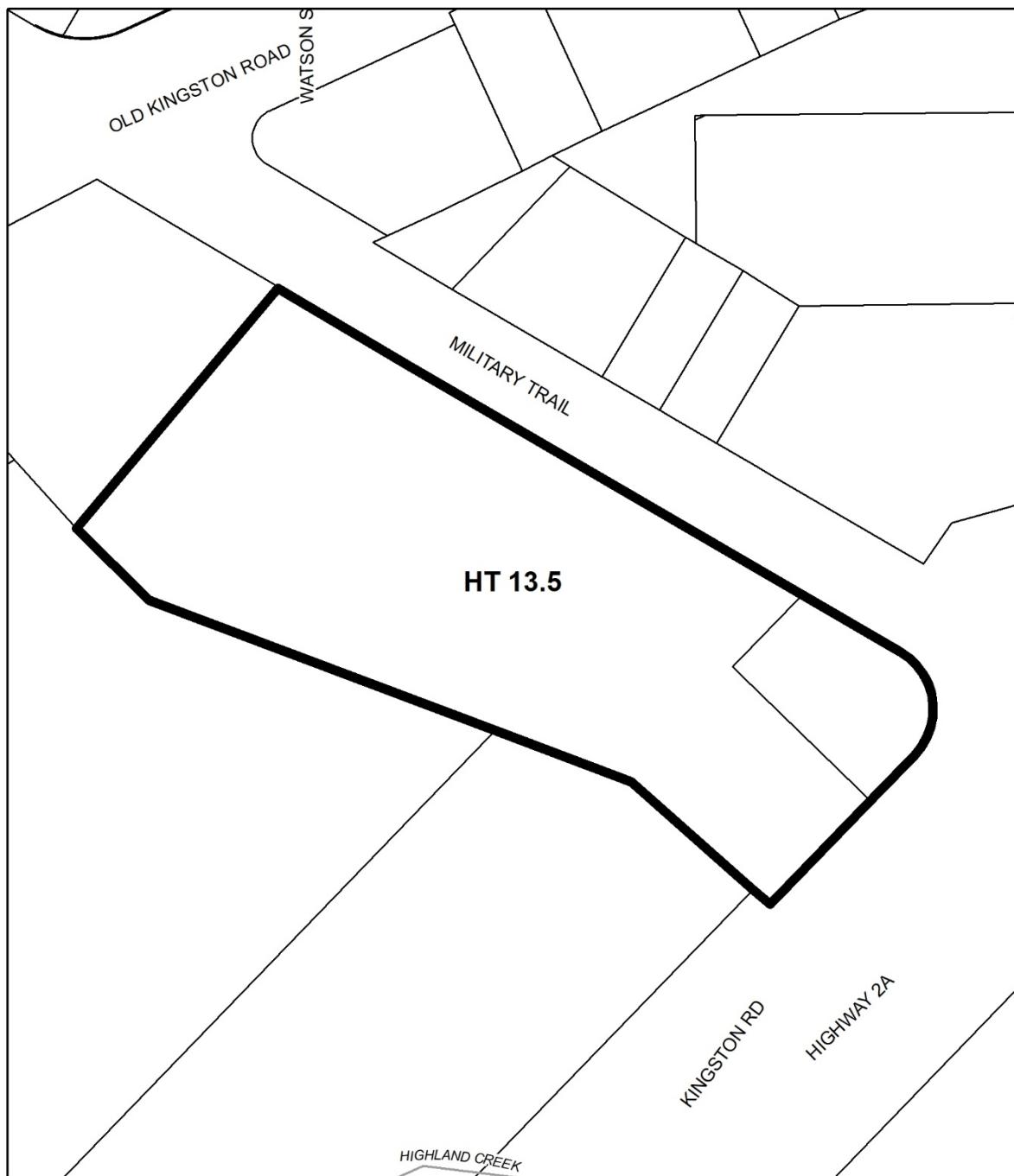


Toronto
Diagram 2

1625 Military Trail and 6000 Kingston Road

File #'s 19 237544 ESC 25 02



 City of Toronto By-law 569-2013
 Not to Scale
 09/29/2021

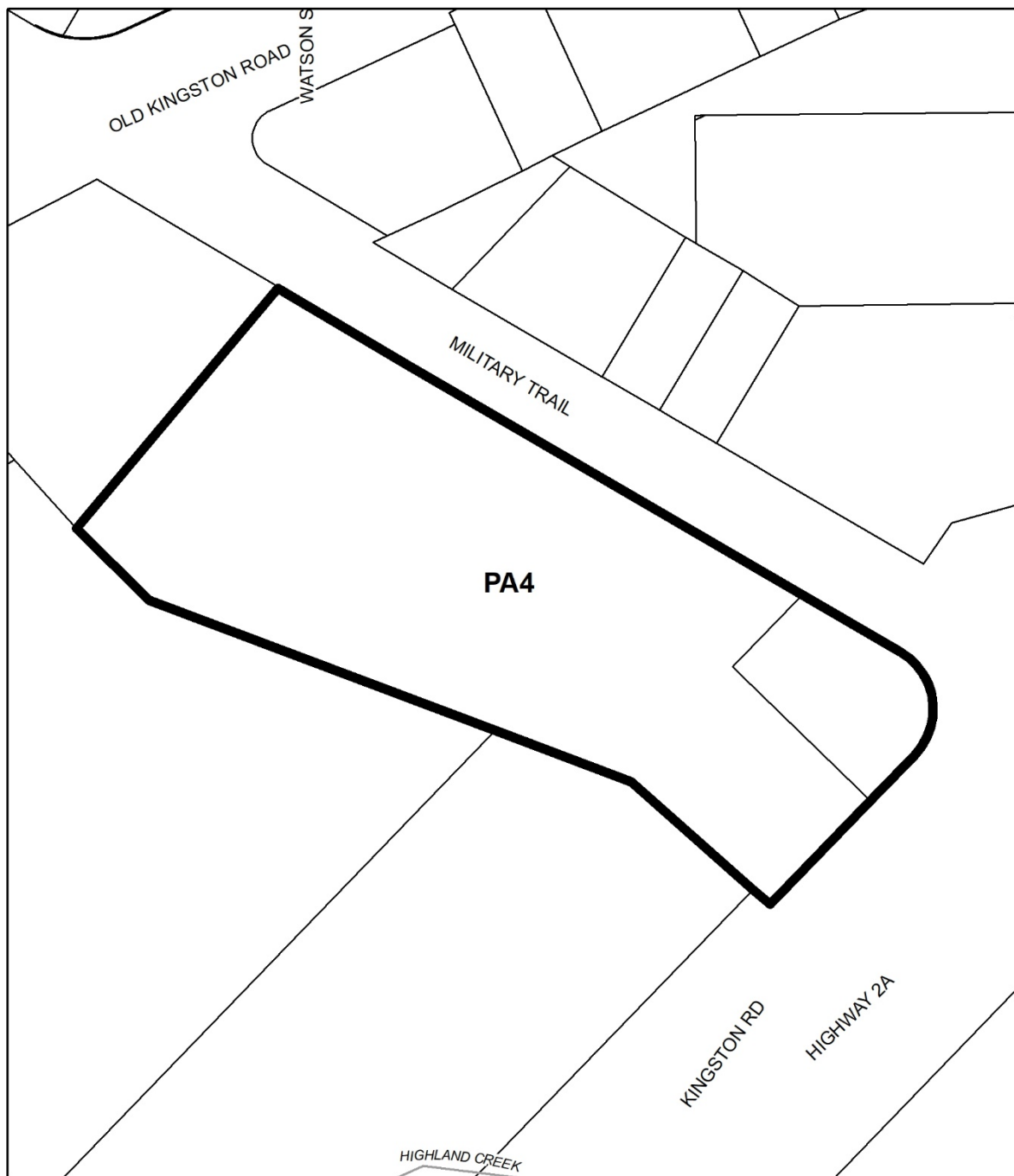


 **Toronto**
Diagram 3

1625 Military Trail and 6000 Kingston Road

File #'s 19 237544 ESC 25 02



City of Toronto By-law 569-2013
Not to Scale
09/29/2021

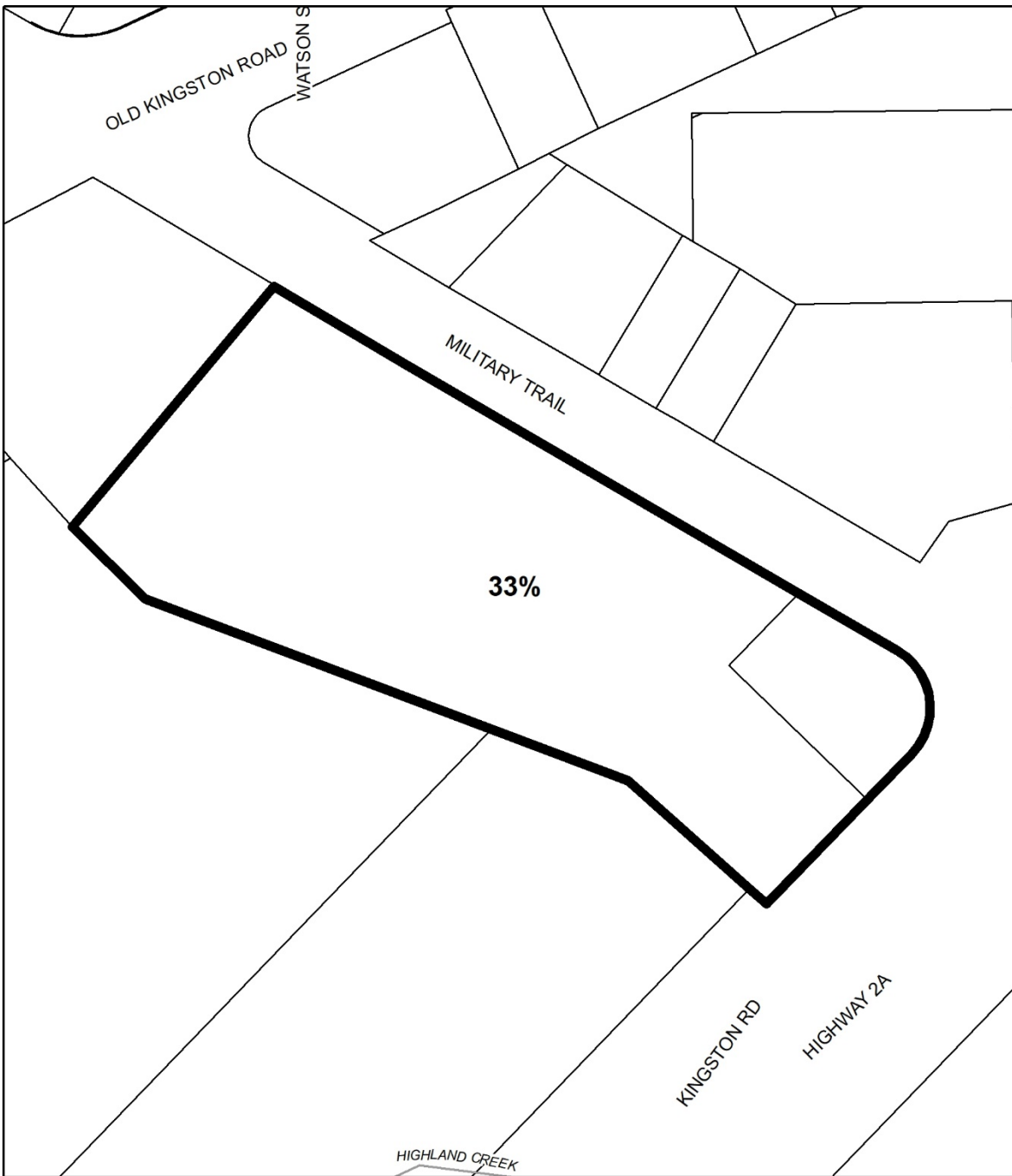


Toronto
Diagram 4

1625 Military Trail and 6000 Kingston Road

File #'s 19 237544 ESC 25 02


 City of Toronto By-law 569-2013
 Not to Scale
 09/29/2021

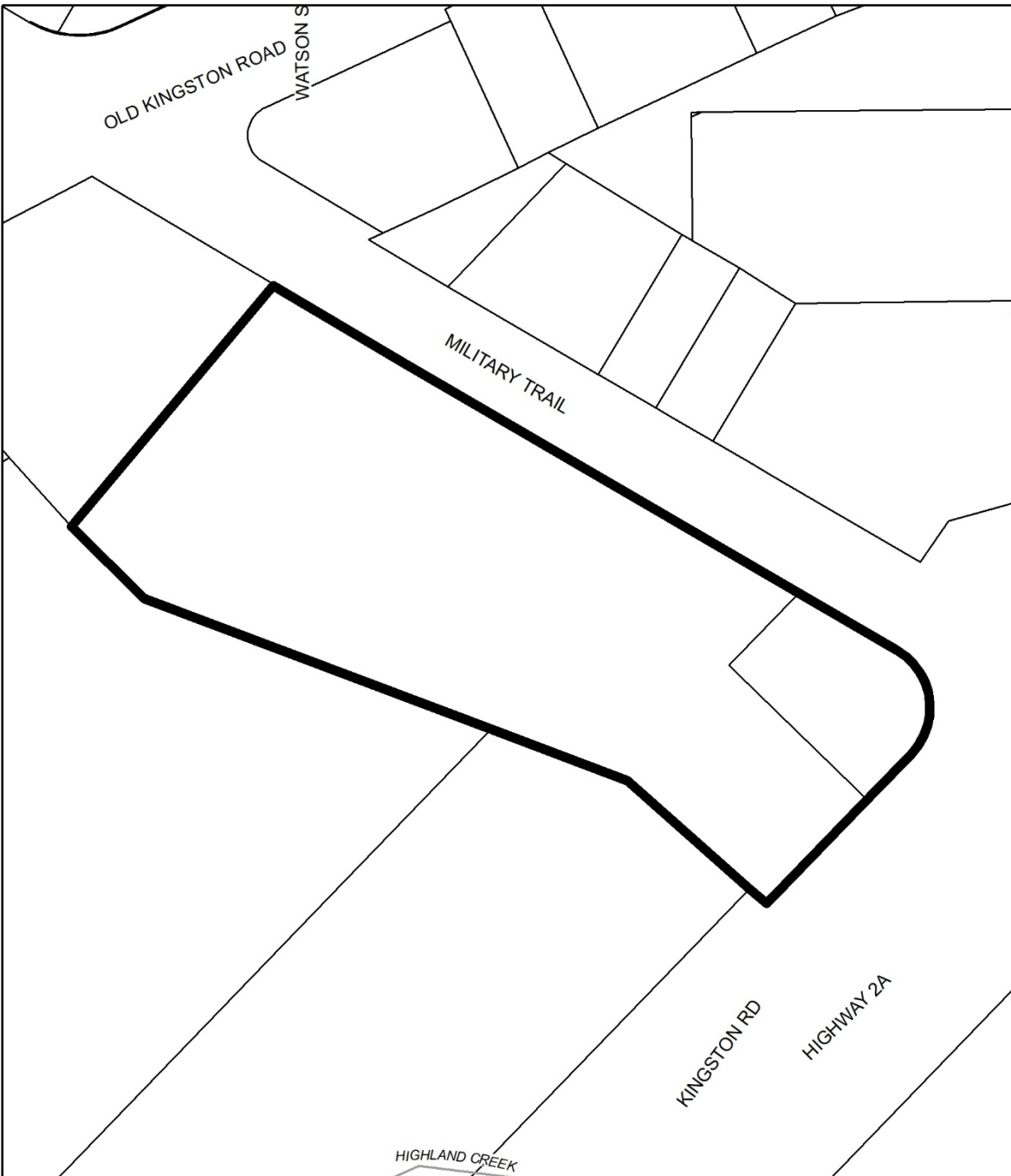


Toronto
Diagram 5

1625 Military Trail and 6000 Kingston Road

File #'s 19 237544 ESC 25 02


City of Toronto By-law 569-2013
Not to Scale
09/29/2021

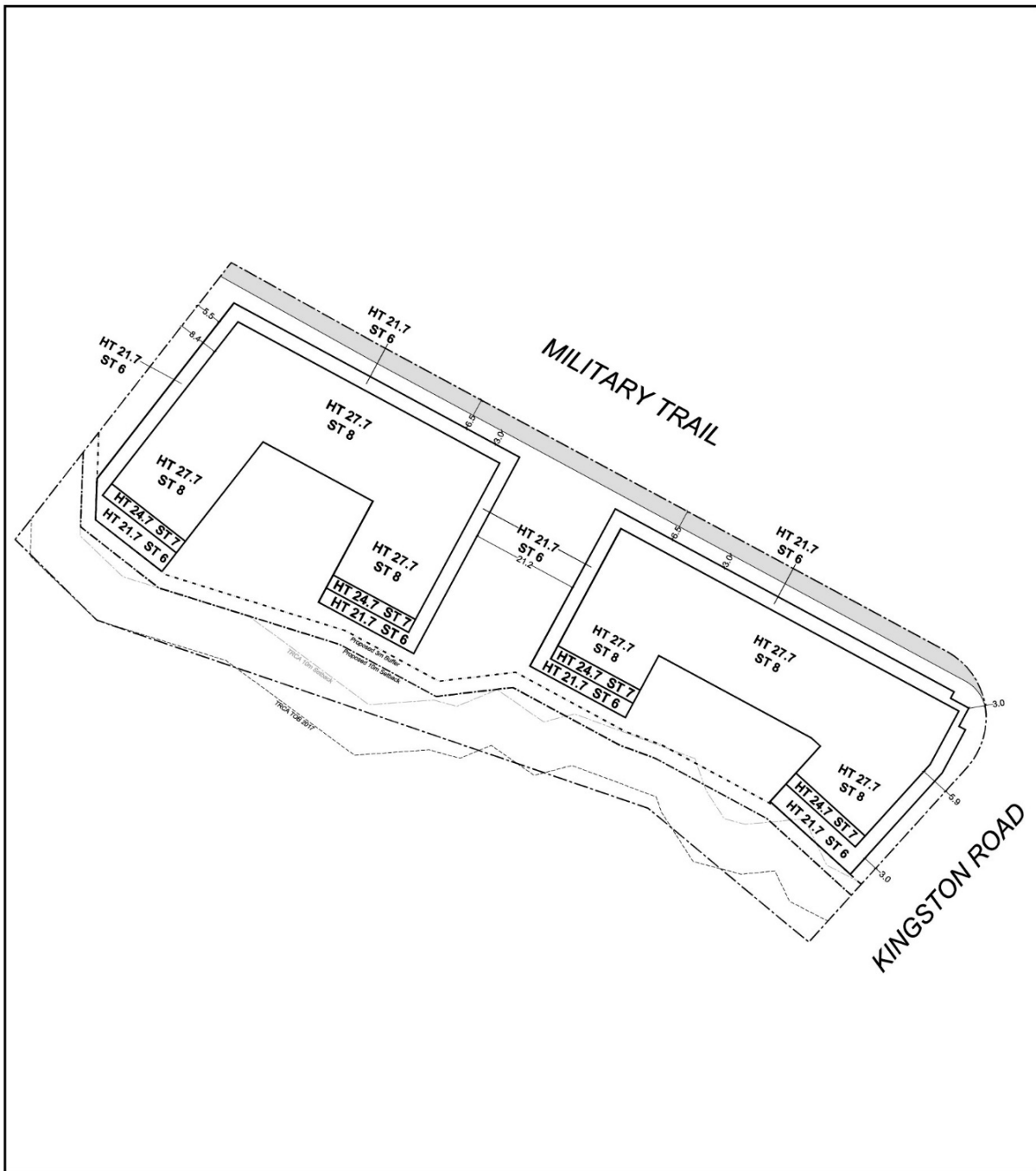


 **Toronto**
Diagram 6

1625 Military Trail and 6000 Kingston Road

File #'s 19 237544 ESC 25 02


City of Toronto By-law 569-2013
Not to Scale
09/29/2021



TORONTO
Diagram 7

1625 Military Trail and 6000 Kingston Road

File # 19 237544 ESC 25 0Z

City of Toronto By-law 569-2013
Not to Scale
09/24/2021

Attachment 7: Summary of Public Consultation

May 20, 2020 - Highland Creek Village Working Group, held via WebEx

- Attended by Ward Councillor, City staff and 8 working group members

Issues Raised:

- Discussions about the priorities for Highland Creek Village including economic vitality, parking supply, opportunities for mobility and active transportation and housing/amenities for seniors.
- The proposed development at 1625 Military Trail was an agenda item and comments were as follows:
 - *Village vitality* – The group was supportive of investment in the village and the opportunity for new residents to enliven the area and patronize local businesses.
 -
 - *Unit sizes* – Working group members requested larger units in order to provide attractive options for existing owners of detached homes looking to downsize. A minimum size of 1000 square feet (93 square metres) was suggested to be attractive to local seniors downsizing. Some working group members also expressed a preference for owner-occupied units rather than only investor short-term rental (e.g. Airbnb) or student housing. It was noted that the nearby proposed 750-unit UTSC student residence would alleviate some of the demand for student housing. Staff offered that the City of Toronto's Growing Up Urban Design Guidelines provide direction on how to design family-friendly vertical communities, including providing some larger-sized units. Staff look to secure these unit types when reviewing development applications.
 -
 - *Parking/traffic* – Some questioned whether the amount of parking would be sufficient. The increase of traffic potentially induced by the development was raised as a concern. Staff noted that the development applications proposed reliance on active modes of transportation may require near-term upgrades to local transportation infrastructure (such as safe crossing opportunities).
 -
 - *Scale of development* – Some members suggested that the proposed size may be too large. In particular, this concern seemed to be mostly related to the traffic and congestion that could be generated from the development.

November 3 2020 - Virtual Community Consultation Meeting, held via WebEx

- Attended by Ward Councillor, City staff, TRCA staff, applicant team and 111 members of the public.

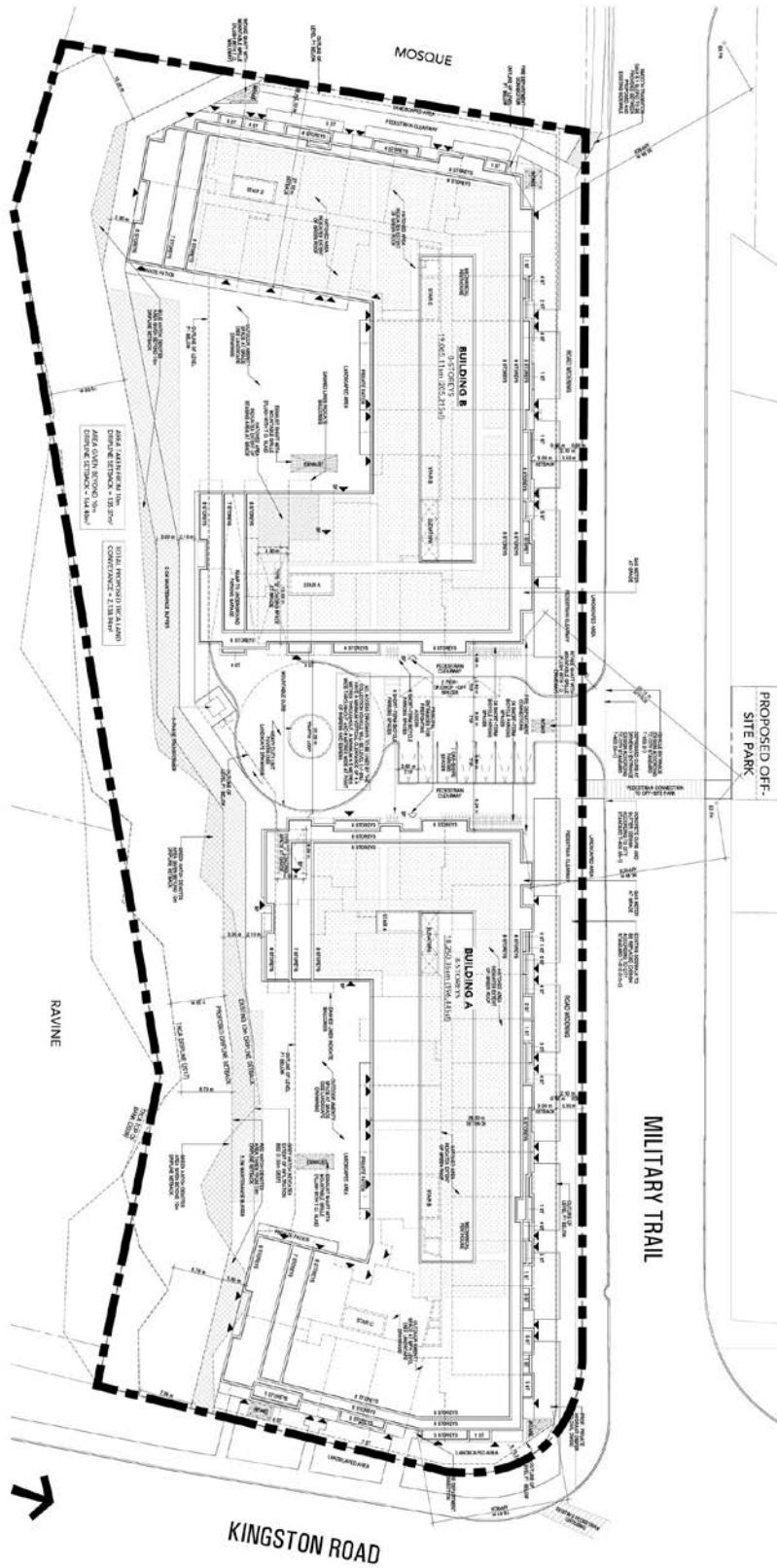
Issues Raised:

- *Natural Heritage and impact of development on site:* TRCA staff advised that their review of the application will focus on the ongoing feature-water balance study and establishing an appropriate buffer to the ravine as part of the development site. The applicant was also committing to a ravine stewardship plan with not only would result in the dedication of the buffer lands as well as renaturalization.
- *Parkland:* Outlining plans to potential convey lands for parks and development charges available for building up parks and facilities. Discussions around the potential best location for a park within the village were also had with ideas related to relocating Morrish Park. Staff advised that the relocation would require OPA/ZBL and potentially add density to the Village while creating a smaller park parcel elsewhere.
- *Pedestrian Safety:* Questions around the traffic management and pedestrian safety with the additional units. The applicant is providing a reconfigured sidewalk along Military Trail and would need to have regard to the ongoing Transportation Master Plan work which could result in a new traffic control signal at Military Trail and Kingston Road.
- *Community Benefits:* Staff clarified the Section 37 process in response to questions related to how the negotiations are conducted, what is eligible and when they are collected. The Highland Creek Zoning Bylaw lists specific benefits that are eligible once height is proposed beyond four storeys.
- *Building Height:* With concerns raised about the proposed building height and multitude of small units, staff clarified the studies that are evaluated to determine the appropriateness of the proposal as well as the policy tests the studies are evaluated against. The as-of-right height is 6 storeys so staff is determining whether additional height can be accommodated - not evaluating whether 6 is appropriate. Appropriateness of building height is through various policy documents generally associated with the adjacent right-of-way (Military Trail is 27 metres). The community wished to understand the rationale for the height increase requested and how it could benefit the community. There was also concern about the precedent that could be set if an 8 storey building was approved.
- *Unit Mix:* Concerns were raised about the number of small units in the proposal and the potential that the entire building would become mostly student housing. Staff mentioned the Growing Up Guidelines and how they are used to encourage the development of larger units in apartment buildings. Staff also indicated that UTSC was developing additional on-campus housing. The applicant could not guarantee students would not purchase or rent units from third party purchasers within the building but the marketing program was geared towards families looking to downsize

or stay close to family nearby. The applicant also indicated a willingness to revise the unit count.

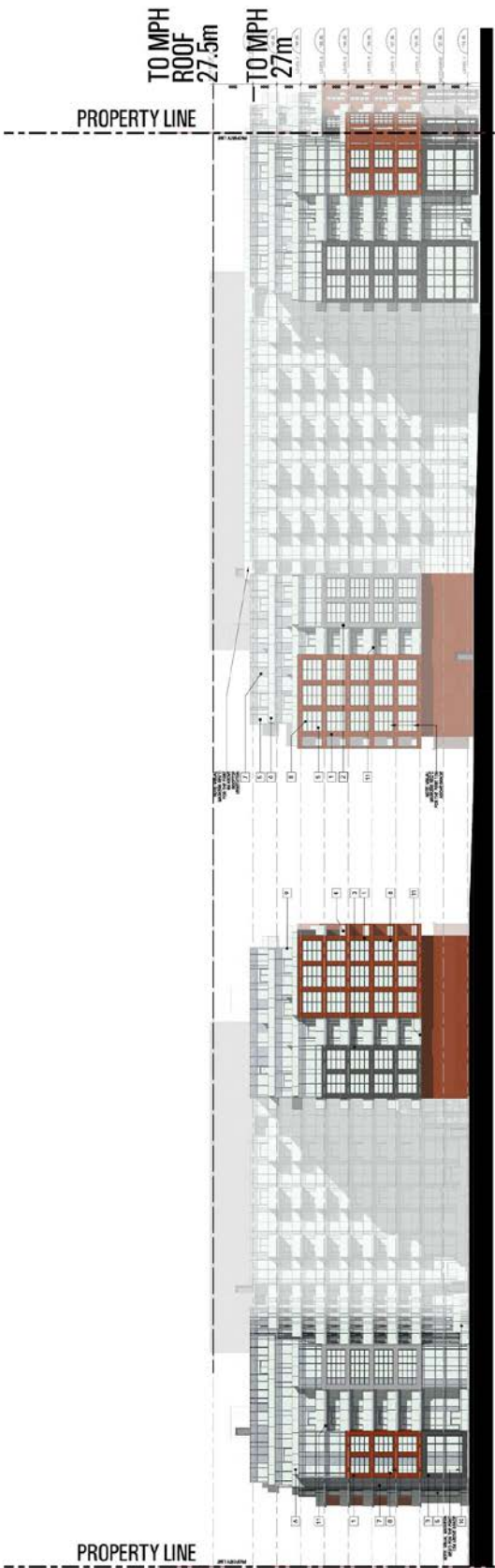
- *Shadow:* Concerns around shadow impact were raised as a separate issue from Building Height. Staff outlined how the review of the submitted shadow studies are undertaken and what their potential remedies could be as it relates to impact if they are found to be at odds with Official Plan direction.
- *Sufficiency of Parking Supply:* Concerns about the parking provided in the development could lead to residents of the building parking on local streets. The applicant indicated that a combination of parking for units along with car-share spaces for those who don't own a car are under review by staff.
- *Reurbanization:* Residents were questioning the reurbanization goals for Highland Creek when it is a suburban neighbourhood. Staff outlined the policy goals of both the City broadly (*Mixed Use Areas*) and the Secondary Plan. Intensification allows for new residents to patronize local business, bring vitality to underutilized sites and invest in public realm enhancements which benefit new and existing residents alike.
- *School Capacity:* Concerns about the capacity of schools were raised but staff were able to indicate that TDSB and TCDSB advised that sufficient capacity exists.
- *Traffic and Access to Kingston Road:* Questions were asked of the ongoing Transportation Master Plan work and how movements eastbound to the 401 would be facilitated. Staff indicated that the TMP proposed a number of new measures to improve movements into and around the Village. The functional design of the intersections were not advanced at the time but the impact of the incremental increase from 6 to 8 storeys is a minimal number of auto trips in the peak periods.

Attachment 8: Site Plan



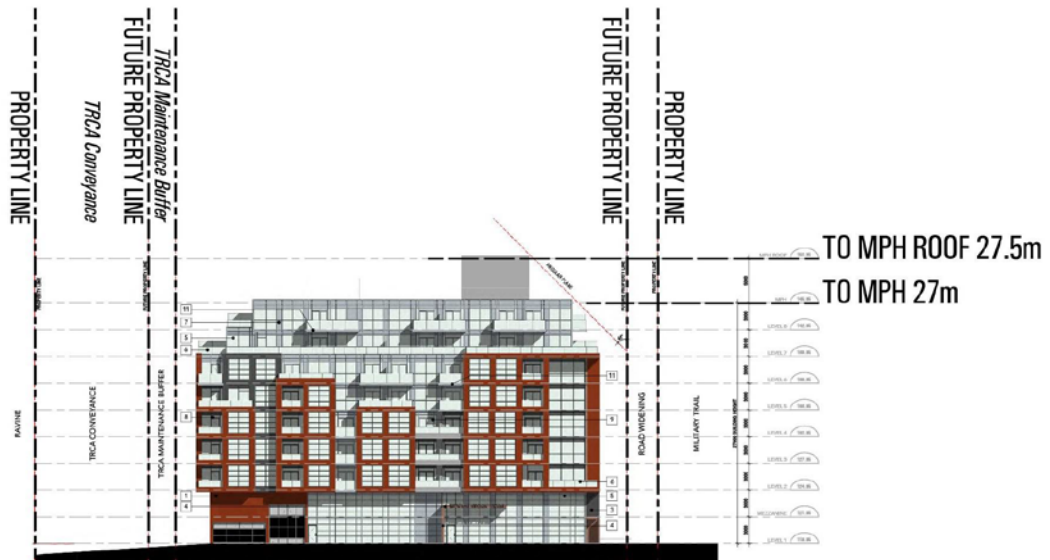
Attachment 9: North Elevations



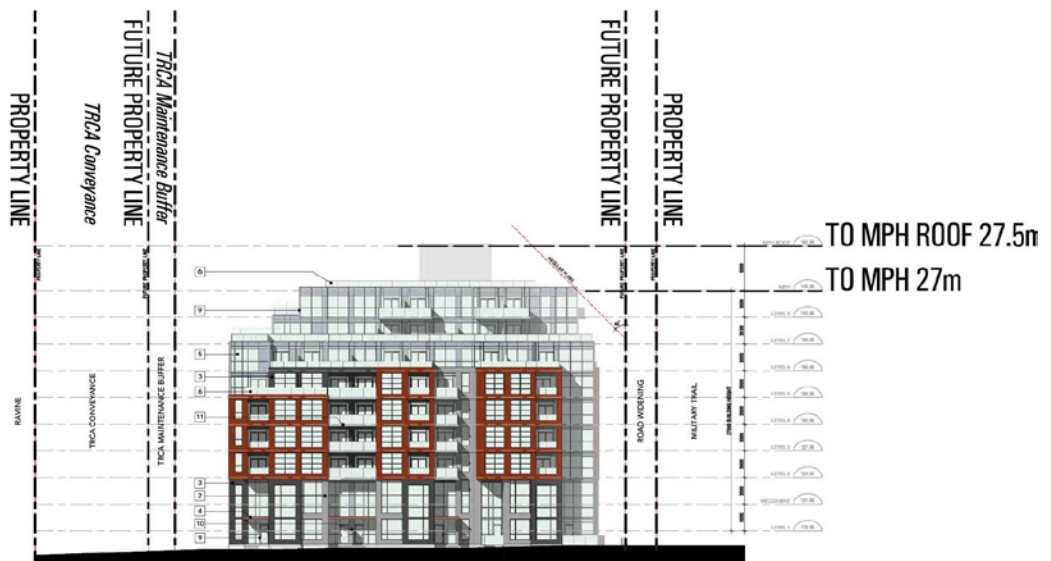


South Elevation - Ravine

Attachment 11 - East Elevations



East Elevation - Driveway - Building 'B'



East Elevation - Kingston Road - Building 'A'

Attachment 12 - West Elevations



West Elevation - Mosque - Building 'B'



West Elevation - Driveway - Building 'A'

Attachment 13 - Location of Off-site Parkland Dedication

