

**7-21 Richgrove Drive – Zoning Amendment Application
– Final Report**

Date:	June 18, 2008
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	File No.: 07 258892 WET 04 OZ

SUMMARY

This application was made on or after January 1, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes 3 stacked townhouse blocks containing 88 units along Richgrove Drive, and two 22-storey residential buildings with a total of approximately 462 condominium apartment units on the southern portion of the site. The two existing 11-storey rental apartment buildings will be substantially upgraded. Following construction, the site will contain a total of 808 units.

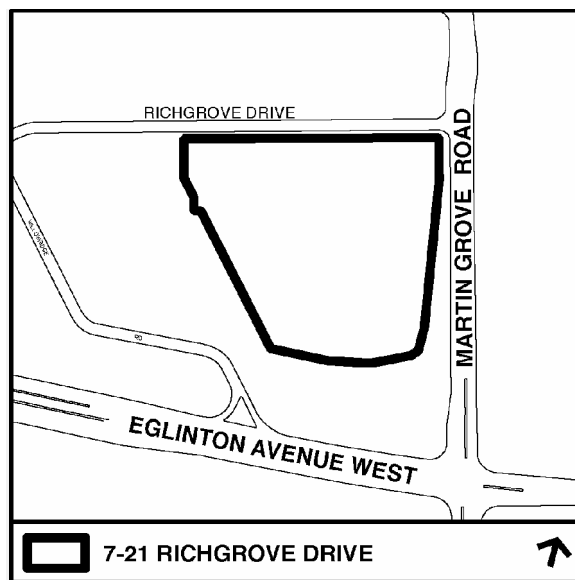
The project implements the Official Plan and is consistent with the Provincial Policy Statement’s call for accommodation of residential growth.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Zoning By-law for the property at 7-21



Richgrove Drive substantially in accordance with the draft Zoning By-law Amendment described in this report.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, require the owner to enter into a Section 37 Agreement securing the benefits outlined in this report.
4. Before introducing the necessary Bills to Council for enactment, require the owner to provide confirmation to the Director of Community Planning, Etobicoke York District that the Greater Toronto Airport Authority (GTAA)/Navigation Canada are satisfied that any necessary adjustments to the Instrument Procedures guidelines as a result of this development proposal have been satisfactorily addressed.
5. Before introducing the necessary Bills to City Council for enactment, require the issuance of the Notice of Approval Conditions for the Site Plan Application.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On June 24, 1996, the former City of Etobicoke Council refused an application to permit an additional 14-storey, 179-unit building, 18 semi-detached dwellings, and 10 additional units within the 2 existing 11-storey apartment buildings on the subject site at Richgrove Drive and Martin Grove Road. Subsequently, an appeal was allowed in part by the Ontario Municipal Board permitting a Zoning By-law Amendment, Site Plan and Draft Plan of Subdivision for a 19-storey apartment building consisting of 185 units on the southern portion of the site, and 6 semi-detached dwelling units fronting Richgrove Drive.

ISSUE BACKGROUND

Prior to formal filing, pre-application consultations between the applicant and staff occurred to discuss submission requirements and applicable Official Plan and City policies including Tall Building Guidelines and Section 37 requirements.

Proposal

The applicant proposes to amend the existing Zoning By-law to permit two 22-storey residential buildings containing 462 units (210 units west tower and 252 units east tower)

on the southern portion of the property, and three blocks of stacked townhouses containing a total of 88 units on the northern edge of the property. The 4-storey back-to-back stacked townhouse units are oriented such that the northern facing units will front onto Richgrove Drive, and the remaining southern facing units will generally front onto an interior driveway. No increase in density is proposed for the two existing 11-storey rental apartment buildings containing a total of 258 units (129 units each), however, substantial physical upgrades will be undertaken to improve building appearance and function. The southern portion of the property with the proposed 22-storey condominium towers is proposed to be mainly separate and for the most part, function independently from the remainder of the property.

The main access to a new 3-level underground garage and grade related circulation for the stacked townhouses and two existing 11-storey buildings will be from a single driveway entrance off Richgrove Drive. A new separate restricted access point on Martin Grove Road is proposed for access to the 22-storey buildings and 3-level underground garage. The applicant is negotiating a long-term lease for access over the Ontario Power Generation (OPG) corridor west of the site to provide an additional entrance from Willowridge Road. Should approval not be granted by OPG, an additional connection internal to the property will be required to obtain access through the proposed single access point driveway onto Richgrove Drive. The new underground parking garages are proposed to accommodate all of the required resident parking, and a portion of visitor parking. The remaining portion of visitor parking will be provided at grade. The site plan also includes a pathway system to accommodate convenient pedestrian connections from each building to the adjacent public roads.

The proposed development includes a new extensive landscaping plan that involves significant tree planting, shrub and flower planting beds, and common outdoor amenity areas. Two new children's playground areas are proposed for the use of the existing apartment and proposed stacked townhouse residents. Trees not impacted by the proposed new development or in good condition will be preserved. Tree removal where proposed will be subject to Urban Forestry's approval.

The original development proposal submitted by the applicant in September 2007 was for two 21-storey residential 'slab' buildings containing 442 units (221 units each) on the southern portion of the property, and five blocks of stacked townhouses containing a total of 92 units on the northern edge of the property.

In partial response to addressing the concerns raised during the circulation process, the applicant has revised the proposal to show a greater separation between the proposed southerly towers and the west tower floorplate has been reduced and modified to provide for greater openness and light penetration to the centre of the property. In order to address a public safety concern, two of the narrow spaces between the townhouse blocks have been eliminated resulting in a total of 88 units over three townhouse blocks. The overall total gross floor area in the revised plans is the same as in the original proposal.

A statistical summary of the proposal is detailed in Attachment 5 of this report.

Site and Surrounding Area

The irregularly shaped property has an area of 2.79 hectares (6.9 acres), and is bounded by Richgrove Drive to the north, Martin Grove Road to the east, Eglinton Avenue West to the south, and a hydro corridor to the west. The site presently contains two 11-storey rental apartment buildings with a total of 258 units with an associated vehicle circulation and surface parking area. The remainder of the property is primarily landscaped open space.

The property is located on two major arterial streets with public transit facilities, and is in close proximity to a major highway interchange. The property is also located in close proximity to an extensive parkland and bicycle trail system. Local retail facilities exist further east along the south side of Eglinton Avenue West, and further north along the east side of Martin Grove Road.

Surrounding land uses include:

North: low density residential

South: Eglinton Ave W right of way and proposed Transit City Light Rail corridor

East: Park/Open Space

West: Open Space/Hydro Corridor

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict with the Growth Plan for the Greater Golden Horseshoe.

Consistency and conformity of these policies is discussed below.

Official Plan

The property is designated *Apartment Neighbourhoods* in the Official Plan which in part permits apartment buildings and lower density uses provided for in the *Neighbourhoods* designation. Significant growth is not intended within this designation, however infill development on underutilized portions of land may occur subject to certain development criteria being met. Consistency with the development criteria and all other relevant

policies within the Official Plan, including those related to built form, housing, transportation, Section 37 and the environment are outlined below.

Zoning

The property is zoned R6 and R3 under site specific Zoning By-law No. 878-2001 (OMB). This By-law essentially permits an additional 185-unit, 19-storey 'slab-style' apartment building at the south end of the site, and 6 semi-detached dwellings fronting Richgrove Drive.

Site Plan Control

A Site Plan Control Application has been submitted and is being circulated. This process will allow staff to make refinements on outstanding matters such as building design, landscaping, grading, traffic circulation, etc.

Staff are recommending issuance of Notice of Approval Conditions for the Site Plan Application prior to the introduction of the bills at Council.

Ravine Control

A portion of the northwest corner of the property is subject to the Ravine Control By-law.

Tree Preservation

This application is subject to the provisions of By-law No. 780-2004 regarding tree protection.

Reasons for the Application

The scale of development proposed exceeds the standards contained within site specific Zoning By-law No. 878-2001 (OMB) which limits development to a maximum 19-storey, 185-unit, 17 800 square metre apartment building on the southern portion of the property and 6 semi-detached dwellings along Richgrove Drive in addition to the two existing 11-storey apartment buildings on the site.

Community Consultation

A community consultation meeting was held on January 10, 2007 at Martingrove Collegiate Institute to introduce the proposal and obtain community input. The meeting was attended by Ward 4 Councillor Gloria Lindsay Luby, the applicant and their consultants, City Planning staff and approximately 125 members of the public.

The following concerns raised by the public are discussed in this report:

- Local schools overloaded
- Eglinton Avenue traffic overloaded
- On-site security/safety
- Adequacy/strain on local recreational facilities

- Site ingress/egress including emergency vehicle access
- Adequacy and location of parking
- Richgrove Drive overloaded, excessive speeds, street parking congestion
- Eglinton Avenue and Martin Grove Road accidents, frequency and severity
- Preservation of rental housing
- Affect on local land values
- Ongoing maintenance of property
- Poor state of local retail opportunities
- Adequacy of on-site amenities, playground, basketball court, swimming pool, etc.
- Disruptions during construction periods
- Compliance to new Official Plan
- Public participation in approval process
- Townhouses along Richgrove not approved under previous application
- Proximity to hydro transmission wires
- Impact of future Eglinton Light Rail Transit proposal

The Ward 4 Councillor held subsequent meetings on May 21, 2008 to discuss traffic impacts and on June 12, 2008 to discuss potential community benefit allocations from the applicant's Section 37 cash contribution.

Nine letters of objection were submitted on file with concerns similar to those expressed at the public meeting.

Agency Circulation

The application was circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards. The draft amending zoning by-law is being reviewed by City Divisions and will be distributed before the Community Council meeting. The draft by-law will contain site specific development standards as well as a detailed list of items to be secured under a Section 37 Agreement.

The agency circulation process is continuing for Site Plan approval purposes.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the Provincial Policy Statement. As a residential infill project it supports the policy objectives of focusing growth in existing settlement areas (intensification). The development promotes efficient land use, reduces land consumption related to residential development and utilizes existing services and infrastructure.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal's compact and efficient form helps to optimize the utilization of existing services and infrastructure and to reduce the need to convert rural land to urban uses. It is an example of intensification through redevelopment of an underutilized lot in the built-up area. The site is located in an area next to major

transportation corridors including Highways 427 and 401, and has good access to public transit.

Land Use and Density

The development as proposed, with new towers on the southern portion of the property and the less intense townhouse form at the north end of the property is sensitive to the adjacent land uses and represents appropriate development on an underutilized site. The proposal will enhance the housing options available within this community in terms of tenure and form, as called for in the Housing Policies under Section 3.2.1.1 of the Official Plan. Further, intensification at this location will support the proposed Transit City initiative for a Light Rail corridor along Eglinton Avenue West.

The proposed density increase from approximately 50 000 square metres permitted under the current zoning, to a total of 75 530 square metres is appropriate in the context of the discussion below.

Development Criteria

Section 4.2.2. of the Official Plan outlines the development criteria in *Apartment Neighbourhoods* that require: appropriate transitions to adjacent land uses; locating buildings to minimize shadow impacts on lower-scale *Neighbourhoods*; appropriate street edge framing with minimal sunlight, shadow and wind impacts; adequate bicycle and vehicle parking; screening of unsightly service areas; adequate indoor and outdoor recreation space; ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and building construction according to universal design including considerations for accessibility and adaptability for the physically disabled.

Planning staff is generally satisfied with the site organization as proposed, noting an appropriate progressive decrease in building heights from 22 storeys on the south end of the property, 11 storeys in the middle, to approximately 4 storeys at the interface of a low density *Neighbourhood* on the property's northern edge. The heights and form will be secured where applicable in the development standards contained within the site specific zoning By-law, and/or the Site Plan Agreement. This includes implementing appropriate zoning standards for adequate bicycle and vehicle parking, indoor and outdoor amenity space, building setbacks and height limitations. Details to be secured at the Site Plan approval stage include achieving an attractive building design and appropriate street framing, accessibility considerations, mitigation of sun, shadow and wind impacts, and appropriate screening of surface parking, loading, and garbage storage areas.

Section 4.2.3. of the Official Plan further requires the following for compatible infill development on a site containing rental apartments: provide existing residents access to community benefits where secured through a Section 37 Agreement; maintain adequate sunlight, privacy and open space for both new and existing residents; front directly onto or provide pedestrian entrances from adjacent public streets; screening of surface parking areas; preserve, replace and create landscape features and walkways; consolidate loading,

servicing and delivery facilities; and preserve or provide adequate alternative on-site recreational space for residents.

For the existing rental residents, the applicant proposes the addition of two new children's playground areas, a pedestrian connection to Martin Grove Road, and landscape improvements including seating areas and a courtyard. Existing common-area facilities to be refurbished in part include the lobbies, elevator interiors, security system, lighting, laundry room furniture, and east tower indoor swimming pool.

In terms of indoor amenity area for new condominium towers, a range of 1.5-2 square metres per proposed unit is appropriate and has recently been applied in nearby developments.

Built Form - Tall Buildings

The building design of the proposed towers was reviewed for consistency with the Council approved Design Criteria For Review of Tall Building Proposals which reiterate and expand upon the Tall Building provisions in Section 3.1.3 of the Official Plan. Under these policies/guidelines, point towers are encouraged for this type of development. Further, point towers/tall buildings are to be composed of three distinct components of base, shaft and top, with a recommended maximum floorplate size of 750 square metres.

Although the proposed buildings in this case are not point towers, Planning staff have reviewed the proposal in context of local and site specific conditions. Staff recognize the partial constraint imposed by the GTAA/Navigation Canada height restriction (219.46 metres above sea level) due to the site's proximity to Lester B. Pearson International Airport.

This height limit constrains flexibility to maximize the 'Tall Building' potential of the site, particularly in a location where additional height in a tall building format would otherwise have minimal impacts. In an attempt to achieve both the density for this project and the Tall Buildings Guidelines on this site, Planning staff suggested some density to be deployed within a podium and a smaller floorplate tower especially in the easterly building. Planning staff intend to continue to work with the applicant through Site Plan in order to achieve this preferred option.

Despite not fully meeting the "Tall Building Guidelines", staff are generally satisfied with the proposed built form based on the following site specific considerations:

- 1) the proposed tall buildings are to be located at the furthest possible distance from the adjacent low-rise Neighbourhood where minimal height impacts are anticipated;
- 2) the proposal satisfies some of the "Tall Building Guidelines" such as the minimum 25 metre separation distance between the two proposed towers, providing the majority of parking underground, and improving opportunities for at-grade outdoor amenity space;

- 3) the precedent for a further 'slab-style' building as proposed for the new east tower was established under the previous OMB approved Zoning By-law, whereas the proposed west tower floorplate is only 30 square metres above the maximum floorplate size recommended in the "Tall Buildings Guidelines";
- 4) the visual impacts at least on a pedestrian level of the proposed 'slab-style' east tower will be limited by its predominant exposure and significant setback to the auto-oriented Eglinton Avenue West right-of-way;
- 5) the floorplates for both proposed towers are significantly smaller than the approximately 1 500 square metre floorplates for the existing 2 buildings on the site; and
- 6) further opportunity exists to provide definition to three tall building components of base, shaft and top and can be explored through the Site Plan approval process.

Sun, Shadow, Wind

The current proposal is acceptable in terms of sun and shadow impact on surrounding land uses. A further analysis of wind will be examined during the site plan approval stage, including installation of any required mitigating features such as ground canopies.

Traffic Impact

The Transportation Services Division have reviewed and generally concur with the Transportation Impact Study submitted. Although it is recognized that heavy traffic congestion exists within the vicinity at peak hours, the amount of vehicle traffic generated by this development can be accommodated on the surrounding road network without significant negative impact on existing levels-of-service, provided that the following road improvements are secured as a legal convenience in the Section 37 Agreement with the City: increase the length of the existing through/right turn lane at the east approach to the Martin Grove Road/Eglinton Avenue West intersection to a minimum of 150 metres; design and reconstruct the west approach to the Martin Grove Road/Richgrove Drive intersection to provide separate left turn and right turn lanes; provide funding for costs associated with implementing any possible neighbourhood traffic calming and regulatory signage features on roadways within the vicinity; and land conveyances to complete the improvement works as necessary.

Access

Detailed comments on matters relating to driveway design/location and parking layout will be provided by Transportation Services at the site plan control stage of the development review process. The applicant has been advised that the proposed Martin Grove Road limited access driveway is generally acceptable, however the existing 0.305 metre reserve prohibiting access to the property must first be 'lifted'.

Primary access to the proposed condominium towers site is proposed from Martin Grove Road. The applicant is currently under negotiation to obtain a permit for a secondary driveway access over Ontario Power Generation (OPG) corridor lands for an access point

onto Willowridge Drive. This is a preferred option from a Planning perspective. As a secondary option, should those negotiations fail or permits expire, Planning would also be satisfied with a connection through the underground garage originating from the shared Richgrove Drive access. This arrangement would prevent an additional paved surface route near the southwest corner of the property and the unnecessary intrusion into the privacy and open space amenity area. This option providing exclusive access rights for the condominium residents will have no apparent reciprocal benefit for the existing rental apartment residents.

Parking

Transportation Services staff generally concur with the proposed parking ratios identified in the applicant's Parking Supply Review. The recommendations of this Review are consistent with the City of Toronto's February 2007 report on parking standards for high-rise condominium and rental apartment buildings, with the exception of making a distinction for a higher rate for the proposed stacked townhouses. The applicant proposes a rate of one stall per dwelling unit, whereas staff anticipate a higher parking demand of 1.4 stalls per dwelling unit plus .2 stalls per unit for visitors.

Transportation Services staff requires the following standards to be included in the Zoning By-law:

1. The applicant provides vehicle parking for the high-rise residential condominium apartment buildings at the following minimum ratios:
 - 1.1. Bachelor dwelling units: 0.80 stalls per dwelling unit;
 - 1.2. One-bedroom dwelling units: 0.90 stalls per dwelling unit;
 - 1.3. Two-bedroom dwelling units: 1.00 stall per dwelling unit;
 - 1.4. Three or more bedroom dwelling units: 1.20 stalls per dwelling unit; and,
 - 1.5. An additional 0.20 stalls per dwelling unit shall be provided for the exclusive use of visitors.
2. The applicant shall provide vehicle parking for the stacked townhouse component of this project at a minimum ratio of 1.40 stalls per dwelling unit. An additional 0.20 stalls per dwelling unit shall be reserved for the exclusive use of visitors.
3. The applicant shall provide vehicle parking for the existing rental apartment component of this project at a minimum ratio of 1.05 stalls per dwelling unit. An additional 0.15 stalls per dwelling unit shall be reserved for the exclusive use of visitors.

Servicing

The owner's servicing submissions indicate that the City's water supply, sanitary and storm sewer systems are sufficient to accommodate the proposed development. The owner is advised that each property will be required to have its own service connections to City services in the event the site is severed into two or more properties.

At the Site Plan control stage, the owner is required to submit satisfactory servicing and grading plans and a stormwater management report which addresses the City's Wet

Weather Flow Management Guidelines as well as details relating to the handling of solid waste/recycling and Fire emergency access.

Open Space/Parkland

Parks, Forestry and Recreation staff have advised that the development site is subject to the Alternative Parkland Dedication By-law. As such, the proposal would be required to provide land or cash-in-lieu at the alternate parkland dedication rate of up to .4 hectares per 300 residential units. This proposal would be subject to a cash-in-lieu of land provided that the value of the cash-in-lieu does not exceed 15% of the value of the development site, net of any conveyances for public road purposes, for sites 1 to 5 hectares in size. The cash-in-lieu payment shall be made prior to building permit issuance.

Streetscape

It is recognized that the opportunity to improve the street relationship along Martin Grove Road is constrained by the fixed location of the existing 11-storey rental apartment building. However, it is noted that the stacked townhouse block at the northeast corner of the property and the proposed tower in the southeast corner of the property are appropriately set back to provide an opportunity for suitable framing and animation to the street edges. This detail will be further pursued through the site plan review process.

Along Richgrove Drive, the proposed stacked townhouses are grade related and provide for greater street framing and animation, as well as leaving an opportunity for an appropriate street tree planting scheme to be recommended by Urban Forestry through the site plan review process.

Environment/Toronto Green Development Standard

The applicant has submitted a City of Toronto Green Development Standard Checklist and indicated compliance in several areas including provision for: bicycle parking; pedestrian infrastructure; indoor air quality standards; building energy consumption efficiency; water quality and consumption measures; efficient solid waste management; and other ecological considerations relating to the urban forest.

The buildings are being designed to allow LEED certification to be pursued. The proposal will be examined further for other potential green development standards at the site plan approval stage.

Preservation of Existing Rental Housing

The two existing 11-storey rental apartment buildings are to be retained. The rental tenure of this building will be secured for a minimum of 20 years from the date that any implementing by-law to permit redevelopment of the 7-21 Richgrove Drive property for residential use comes into effect. Further, the Section 37 agreement will stipulate that no application to either demolish or convert the building to condominium will be made.

Improvements to the Existing Rental Buildings

The applicant has also invested a significant amount of money in improvements to the existing rental buildings including upgrading of: amenity areas including the indoor pool and two outdoor children's playgrounds; security system; landscaping; mechanical/HVAC systems; lobbies; elevators; exterior retrofit, with no cost pass through in rents to the tenants. Also a minimum standard for outdoor amenity space for the benefit of the tenants will be secured through the by-law amendment.

Construction Mitigation and Tenant Communication Plan

The owners have agreed to develop and implement construction mitigation and tenant communications plan for the existing tenants of 7-21 Richgrove Drive. This strategy would mitigate the impacts of construction on the existing tenants and keep them informed about the construction timetable and rules that govern the construction such as the noise by-law, dust control and the provision of contact numbers for construction complaints, among other matters.

Section 37

Section 37 of the Planning Act allows municipalities to obtain public benefits for developments with an increase in height or density. The benefits are generally capital projects and must bear a planning relationship to the proposed project.

The applicant has agreed to enter into a Section 37 Agreement with the City to secure public benefits arising from the proposed development. City staff and the applicant are finalizing the Agreement which will secure:

1. the rental status of the units in the existing two rental apartment buildings for a 20 year period;
2. new amenity upgrades to the existing rental apartment buildings;
3. renovations and improvements to the condition of the existing rental apartment buildings without pass-through costs to the tenants;
4. a cash contribution from the applicant in the amount of \$300,000.00 payable prior to the issuance of the first building permit. This contribution is intended for capital facility improvements to one or more of Richview Park, Stonehouse Park, and/or Westgrove Park. The allocation of funds is to be determined by the General Manager, Parks, Forestry and Recreation in consultation with the Ward Councillor.

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

1. The applicant shall be required, as part of their Section 37 Agreement, to introduce the following road improvements:
 - 1.1. Increase the length of the existing through/right turn lane at the east approach to the

Martin Grove Road/Eglinton Avenue West intersection to a minimum of 150 metres, with a 60 metres transition taper, designed and constructed to the satisfaction of the Technical Services Division.

- 1.2. Design and reconstruct, to the satisfaction of the Technical Services Division, the west approach to the Martin Grove Road/Richgrove Road intersection to provide separate left turn and right turn lanes as shown on Drawing No.FD-2, illustrated in the applicant's transportation impact study dated April 2008.
- 1.3. Provide funding in the amount of \$50,000.00 to cover the costs associated with implementing neighbourhood traffic calming and regulatory signage features on roadways in the south-west quadrant of the Martin Grove Road/The Westway intersection, if considered necessary by the municipality within five years following full build-out of the subject site. The municipality will return these monies, without interest, if traffic calming measures are not implemented within this five year period.
- 1.4. The applicant shall convey to the municipality a 2.0 metre wide strip of land along the Richgrove Drive frontage of the subject site, extending from Martin Grove Road to a point 90 metres west of the Martin Grove Road street line.
- 1.5. The applicant shall convey to the municipality a 9.75 metres right-of-way rounding at the southwest corner of the intersection of Martin Grove Road/Richgrove Drive, measured from the revised Richgrove Drive road allowance.
- 1.6. The required conveyances must be provided to the City, at a nominal cost. Such lands must be free and clear of all encumbrances, save and except for utility poles and subject to a right-of-way for access purposes in favour of the Grantor until such times as said lands have been laid out and dedicated for public highway purposes.
- 1.7. The applicant is required to satisfy Conditions 1.1, 1.2 and 1.4 to 1.6 within two years of executing the Section 37 Agreement.

Before introducing the necessary Bills to City Council for enactment, the owner will be required to enter into a Section 37 Agreement and have completed registration on title securing the benefits outlined above.

Tenure

The new tower and stacked townhouse developments are proposed to be residential condominium. The 258 units contained in the two existing 11-storey buildings will remain rental.

School Boards/Library

The Toronto Public Library Board has indicated that sufficient facilities exist to accommodate the new development.

The Toronto District School Board (TDSB) has advised that there is insufficient space at the local middle and secondary schools to accommodate students anticipated from this proposed development. The TDSB has requested that as a condition of approval, the applicant/developer enter into an agreement to erect and maintain signs on the site advising that sufficient accommodation might not be locally available for all students. The signs shall be to the Board's specifications and be erected prior to registration or the

issuance of any building permit. The TDSB also requires warning clauses in all offers of purchase and sale of residential units advising of the inability to accommodate students locally and on bussing procedures.

Comments from the Toronto District Catholic School Board will be obtained at the site plan stage upon submission of final unit breakdown counts.

Community Services and Facilities Study

The Official Plan policies regarding Healthy Neighbourhoods seek to enhance community and neighbourhood amenities where needed. The applicant submitted a Community Services and Facilities Study in support of the application. The Study area was bounded by Highway 401 and Dixon Road to the north, Islington Avenue to the east, Rathburn Road to the south, and Renforth Drive to the west. The Study identified that:

- a) existing places of worship appear to be sufficient to meet the needs of the various religious groups in the area;
- b) a wide variety of seniors' related services are located within the study area and the housing form proposed with associated on-site amenities will be amenable to a mature residents;
- c) health care facilities are generally near or at capacity;
- d) the area is well served by community parks to meet the needs of a growing population;
- e) there may be a need for more or better funded child care centres;
- f) existing human services facilities appear to be sufficient.

The Report concluded in part that the overall area is well served by a wide variety of community services and facilities and that the proposed development will likely attract a population less reliant on public social services such as community health centres and assisted daycares.

Ravine By-law

A relatively small portion near to the property's northwest corner is subject to the City's Ravine Protection By-law. Urban Forestry Ravine Protection does not object to the application and will require conditions for Site Plan approval.

Outstanding Site Plan Matters

In addition to the customary items reviewed at the Site Plan Application stage, the following will receive particular attention:

- 1) Further articulation of the proposed tower components of base, shaft and top for both towers and the reduction in floorplate for the easterly tower;
- 2) Establishment of a southerly pedestrian connection onto Martin Grove Road from the rental apartment site;
- 3) Driveway alignment for Willowridge and other considerations for an optimal surface circulation pattern that maximizes privacy and open space amenity;
- 4) On-site design considerations to maximize public safety;
- 5) Screening of surface parking and service areas;
- 6) Wind analysis;
- 7) Incorporation of green development/sustainable design features;
- 8) Provision of indoor amenity areas at a minimum of 1.5 square metres per dwelling unit for proposed towers; and
- 9) Identification of suitable bicycle parking locations.

Development Charges

It is estimated that the development charges for this project will be \$3,680,726.00 . This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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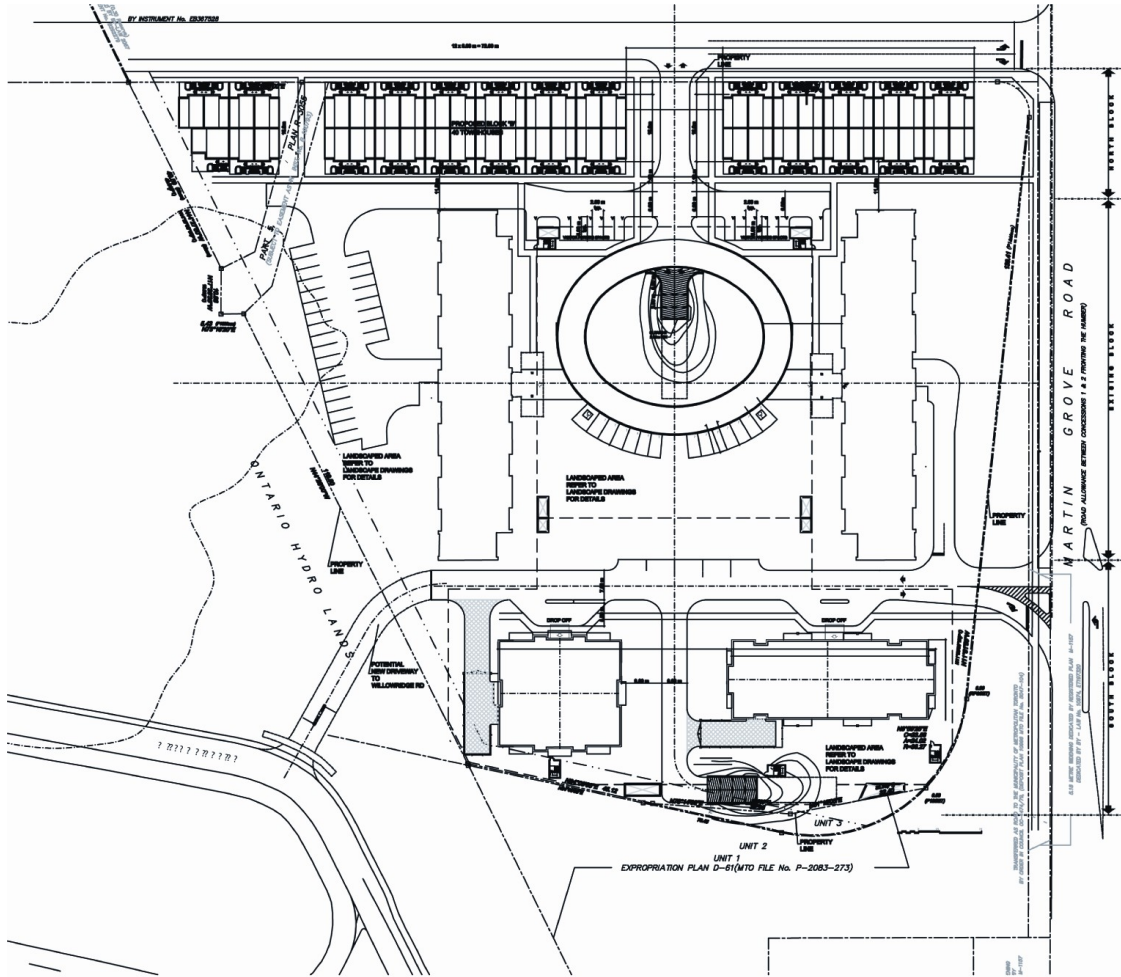
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Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Official Plan
Attachment 5: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicants Submitted Drawing

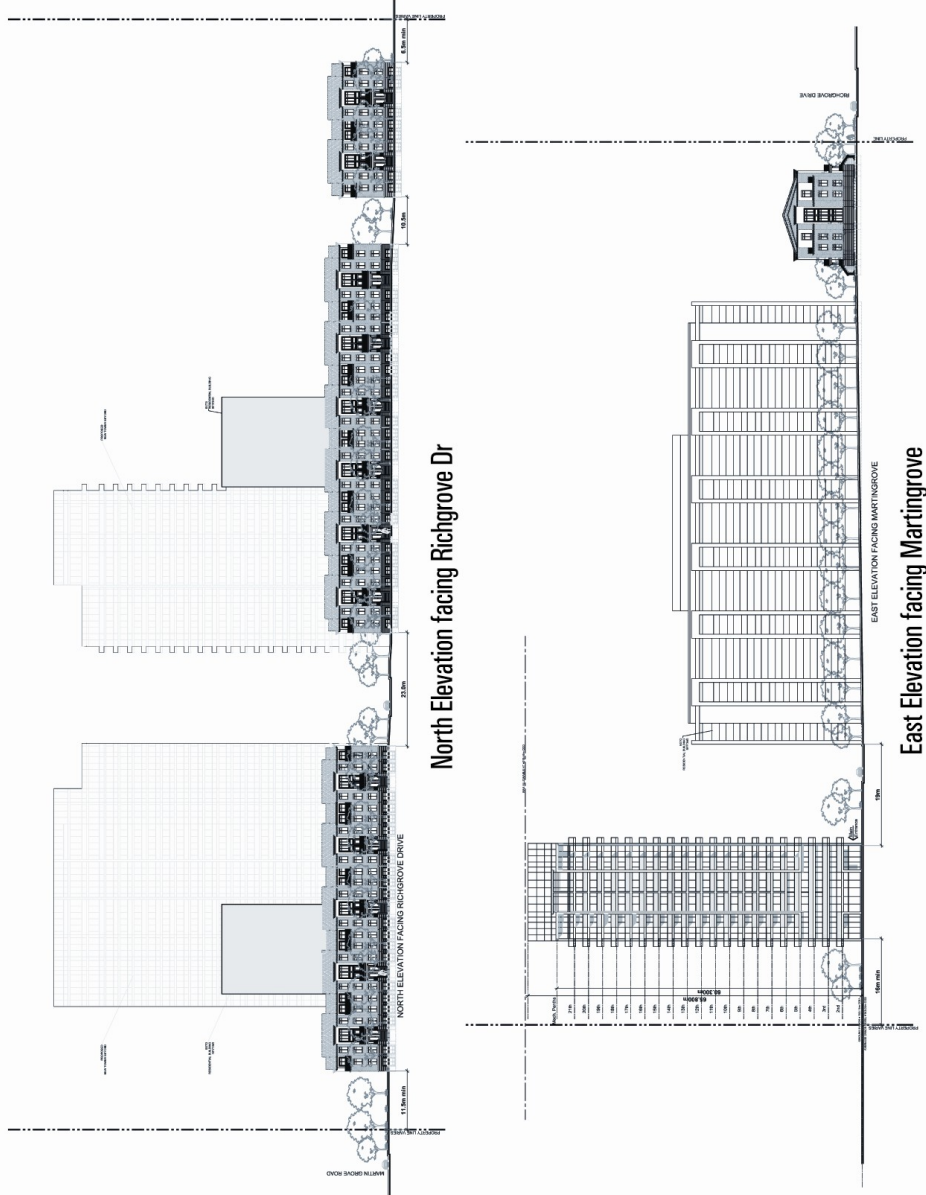
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7-21 Richgrove Drive

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Attachment 2: Elevations



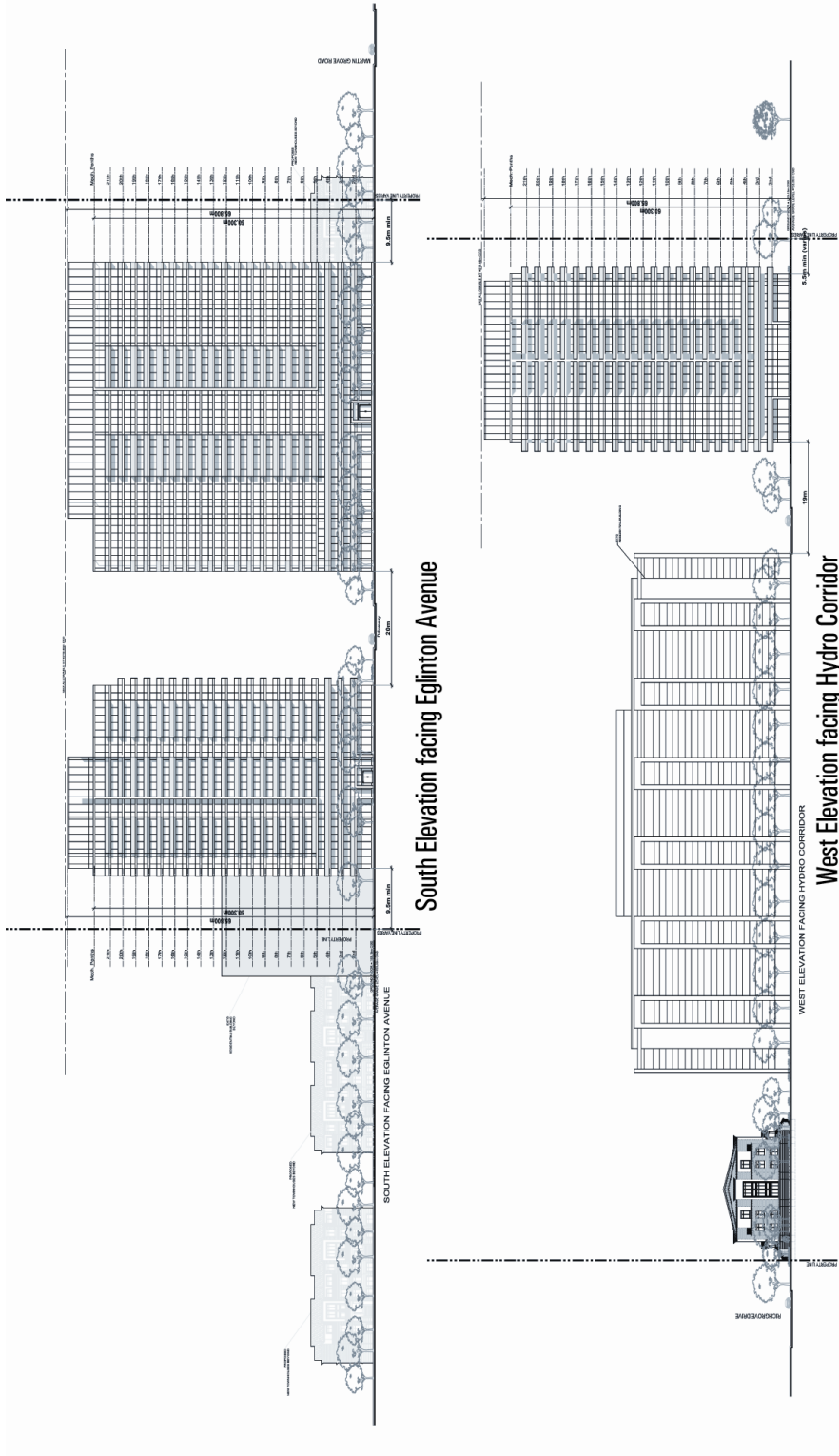
7-21 Richgrove Drive

Elevations

Applicant's Submitted Drawing

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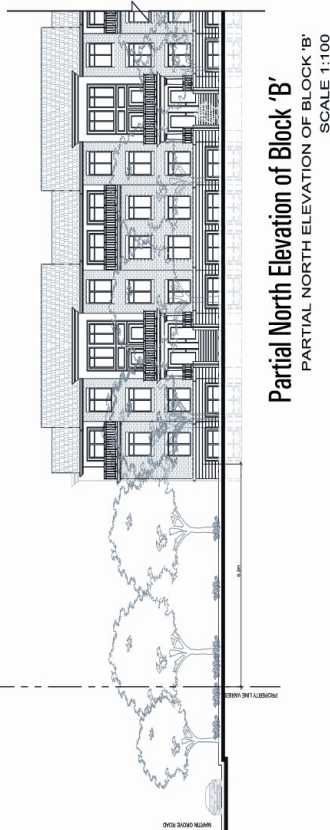
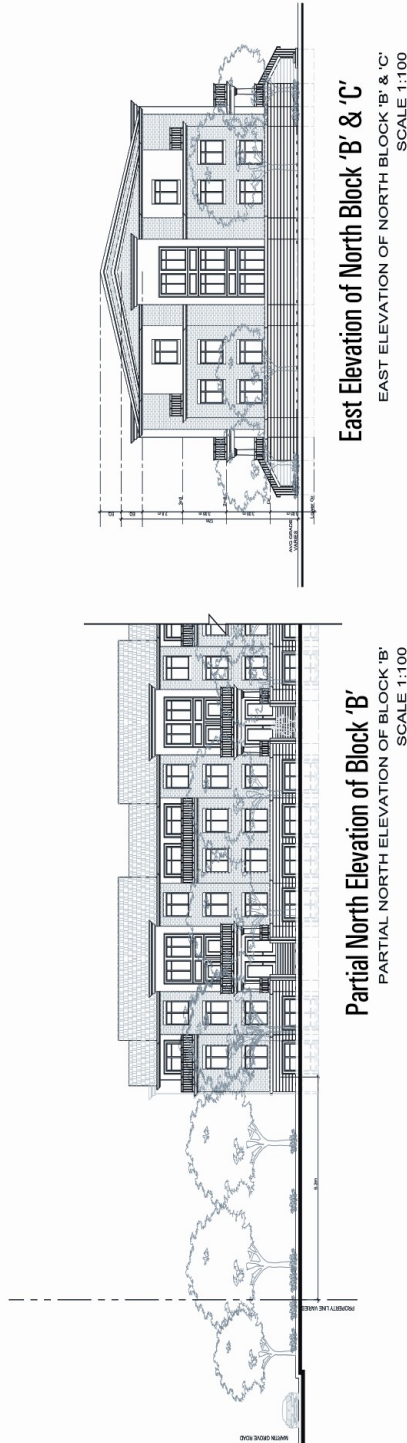
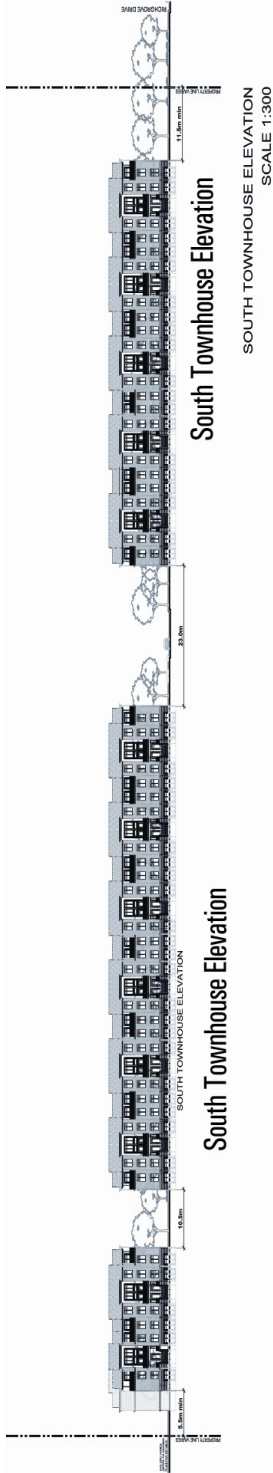
7-21 Richgrove Drive

Elevations

Applicant's Submitted Drawing

Not to Scale
06/16/08

File # 07_258892



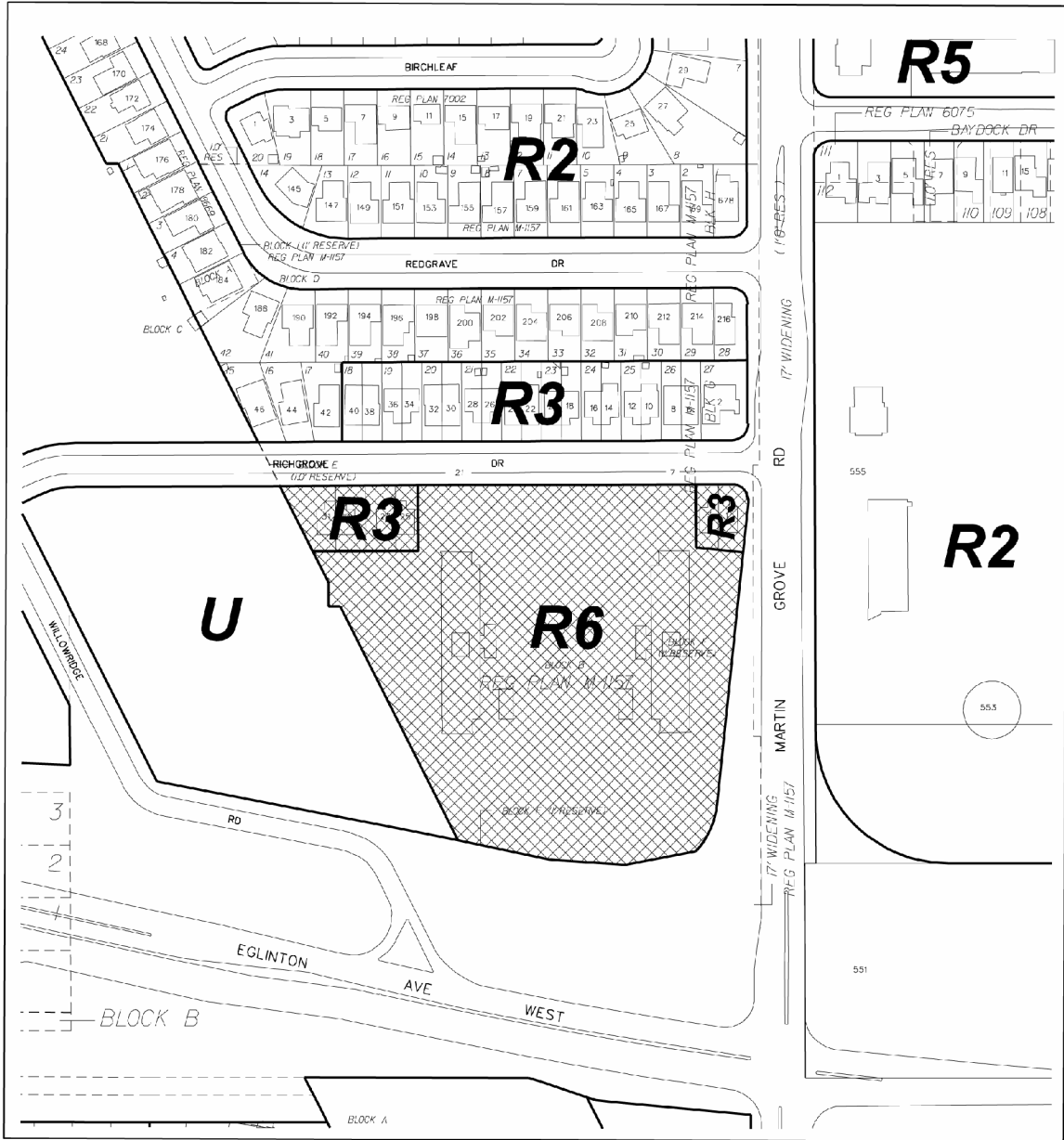
7-21 Richgrove Drive

Applicant's Submitted Drawing

Not to Scale
06/16/08

File # 07_258892

Attachment 3: Zoning



7-21 Richgrove Drive

File # 07_258892

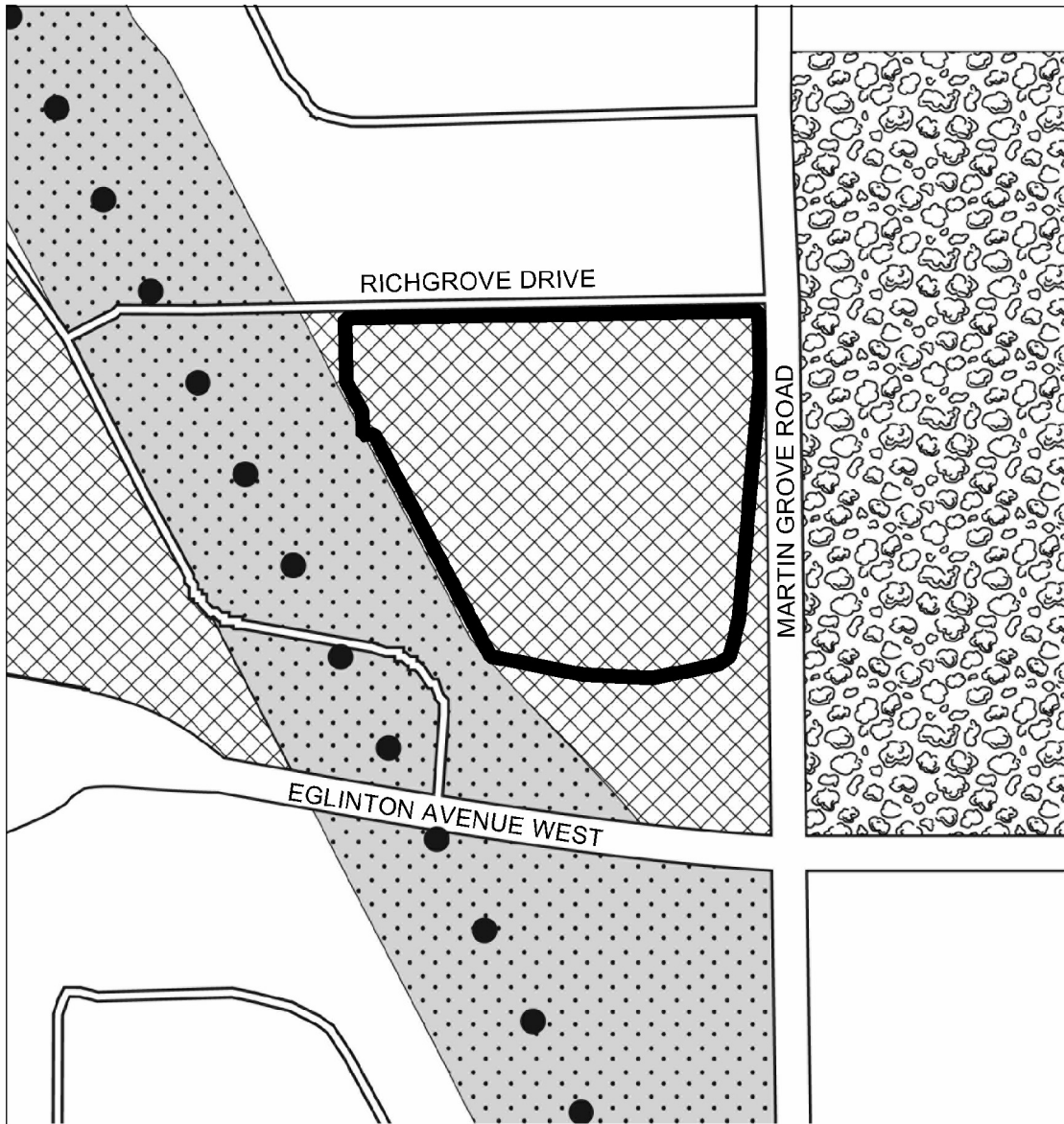
R2 Residential Second Density
 R3 Residential Third Density
 R5 Residential Fifth Density

R6 Residential Sixth Density
 U Utilities



Not to Scale
 Zoning By-law 11,737 as amended
 Extracted 09/27/07 - RZ

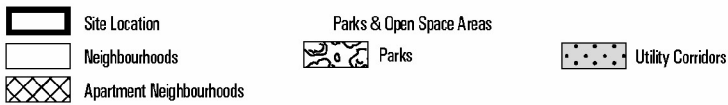
Attachment 4: Official Plan



Toronto City Planning
Official Plan

7-21 Richgrove Drive

File # 07_258892



↑
 Not to Scale
 09/28/07

Attachment 5: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	07 258892 WET 04 OZ
Details	Rezoning, Standard	Application Date:	September 5, 2007
Municipal Address:	7-21 RICHGROVE DR		
Location Description:	PL M1157 BLK B **GRID W0401		
Project Description:	To propose residential intensification development consists of 3 blocks of townhouses with frontage on Richgrove Dr, and two 22-storey residential buildings on the southern portion of the site. The total development including two existing 11-storey rental apartment buildings, will have a total of approx 808 units.		

Applicant:	Agent:	Architect:	Owner:
MINTO RICHGROVE LAND CORP			M RICHGROVE CORP

PLANNING CONTROLS

Official Plan Designation:	AN	Site Specific Provision:	878-2001
Zoning:	R3 R6	Historical Status:	
Height Limit (m):		Site Plan Control Area:	

PROJECT INFORMATION

Site Area (sq. m):	27877	Height:	Storeys:	21
Frontage (m):	207.31		Metres:	61.8
Depth (m):	139.41			
Total Ground Floor Area (sq. m):	6,720			Total
Total Residential GFA (sq. m):	75530		Parking Spaces:	977
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	75530			
Lot Coverage Ratio (%):	25			
Floor Space Index:	2.71			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	75,530	0
Bachelor:	3	Retail GFA (sq. m):	0	0
1 Bedroom:	252	Office GFA (sq. m):	0	0
2 Bedroom:	303	Industrial GFA (sq. m):	0	0
3 + Bedroom:	227	Institutional/Other GFA (sq. m):	0	0
Total Units:	785			

CONTACT:	PLANNER NAME:	Matthew Premru, Planner
	TELEPHONE:	(416) 394-6004