

January 21, 2021

Andrea Reaney

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City of Toronto, City Planning
Scarborough District
Tel. (416) 396-7023

Dear Ms. Reaney

Re: Application # 20 209863 ESC 20 OZ

On behalf of the members of the Cliffcrest Scarborough Village SW Residents Association (the "Association"), I'd like to thank you for accepting our letter and supporting documentation in opposition to the proposed amendments to the Official Plan and rezoning of 2 and 4 Windy Ridge Drive. These comments are not exhaustive, and the Association reserves the right to make further comments.

The subject lands are unique in orientation and 2 and 4 Windy Ridge form an integral part of a well established neighbourhood with well-defined pre-existing form: 1 and 2 storey homes with generous front, rear and side yard setbacks to ensure a reasonable expectation of privacy and to enhance the walkability and character of the well-treed neighbourhood and gateway to the Doris McCarthy Trail and Waterfront Trail system.

Unlike much of Kingston Road, none of the subject lands are zoned commercial and the reasonable expectations of neighbourhood residents and related planning considerations are quite different.

The intent of the enclosed document is to provide you with a real sense for how the residents and visitors are currently experiencing life in our well established neighbourhood, and to present the many significant concerns the Association has with the current development application, which is nowhere close to a "fit" to the existing physical character of the neighbourhood and neither sensitive nor gradual to the area.

The City's own Avenues and Mid-Rise Buildings Study (2010) recommends against locating a condo development here. If approved, doing so would be in conflict with the City's Official Plan, in particular the infill requirements in neighbourhood policies, and with the Growth Plan for the Greater Horseshoe.

Finally, we wish to echo the five asks stated by our neighbouring Birchcliff Residents Association:

1. Prevent displacement of affordable housing
2. Stop encroachment and rezoning of residential streets
3. Limit the density, width and height of the development and future developments (in the case of the subject lands, to keep with 2-storey single family residential on Windy Ridge Drive and Medium Density Residential on 3291 Kingston Road)
4. Protect safe traffic flow and school intersections
5. Reduce the strain on environment and community infrastructure, including schools, public transit and traffic

We cordially request a formal response from City Planning to our submission and questions.

Sincerely,



Tom Kasanda, President,
Cliffcrest Scarborough Village SW Residents Association
tom@csvsw.ca

CC: Councillor Gary Crawford



**COMMUNITY CONCERNS
ABOUT LCH DEVELOPMENT
APPLICATION
(20 209863 ESC 20 OZ)**

3291 Kingston Rd., 2 and 4 Windy Ridge Drive

Cliffcrest Scarborough Village SW Residents Association
www.cliffcrestscarboroughvillagesw.ca / info@csvsw.ca

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EXECUTIVE SUMMARY

Based upon our review of the proposed application and the applicable decision framework, below is a summary of key issues raised in our review. These issues are not exhaustive and further detail supporting the arguments can be found in the documentation following this summary.

- 1. The subject lands are unique in orientation and 2 and 4 Windy Ridge form an integral part of a well-established neighbourhood with well-defined pre-existing form**, being 1 and 2 story homes with generous front, rear and side yard setbacks ensuring a reasonable expectation of privacy and enhancing the walkability and character of the well-treed neighbourhood. Unlike much of Kingston Road, *none of the subject lands are zoned commercial* and the reasonable expectations of neighbourhood residents and related planning considerations are quite different.
- 2. The Official Plan and zoning amendments that would be required for a poorly located development are contrary to recommendations contained in both the Official Plan and the Avenues & Mid-Rise Buildings Study.** The Avenues and Mid-rise Buildings Study contains a directive that states: *“While other land use designations on the Avenues, including Neighbourhoods, Apartment Neighbourhoods, Parks and Open Space Areas, and Natural Areas are not intended for intensification.”* The fact that two properties in the application require changes to the Official Plan and all three require zoning changes in order to build this particular project clearly indicate that this is not a location intended for a mid-rise condominium.

Further, the rezoning of 2 and 4 Windy Ridge drive would destroy the physical character of this established neighbourhood which is also a gateway to the Doris McCarthy Trail and the Waterfront Trail system, and would have a material impact on 3 and 8 Windy Ridge Drive and 4 Ravine Drive, in addition to a disproportionate impact on 6 Windy Ridge Drive, all contrary to good planning practice.

- 3. The proposed development is out of scale, so the impact of the proposed development is neither sensitive nor gradual to the neighbourhood**, including with respect to its lack of adherence to the neighbourhood’s pre-existing form, the resulting shade and wind issues, the loss of a substantial tree canopy, and the proposed addition of a commercial driveway on Windy Ridge with its resulting traffic, parking and safety issues.
- 4. The proposed development and main driveway onto Windy Ridge Drive would create havoc on local traffic, parking and safety:**
 - A commercial driveway on Windy Ridge Drive and resultant volume of vehicular traffic to and from the development would result in congestion and dangerous traffic flow, in particular as vehicles wait to turn onto Ravine Drive at the stop sign and then proceed onto Kingston Rd. To complicate the matter, there is considerable pedestrian traffic at the 5 point intersection generated by the students going to Bliss Carman Senior Public School, visitors to the Doris McCarthy Trail, cyclist following the Toronto Cycling Network, and also additional traffic from the Pioneer Gas station onto Ravine Drive.
 - The community has preserved the mature trees that line both sides of Windy Ridge Drive, hence there are no curbs and sidewalks on this local road.
 - There are no transit improvement or expansion planned for this area of Scarborough Village and it will continue to remain a predominantly car community. So, the proposed parking to resident ratio is too low and parking overflow would occur along Windy Ridge and Ravine Drives. Overflow parking is further complicated by the increased use of the Doris McCarthy Trail and increased parking and traffic along Bellehaven, Ravine and Windy Ridge Drives. The Toronto & Region Conservation Authority (the “TRCA”) has taken note of this concern and has flagged Doris McCarthy Trail access and parking considerations as important issues of consideration. The parking issues will further exacerbate traffic flow due to the narrow local roads and correspondingly increase related safety concerns.
- 5. This development would not help the City with affordable housing goals or addressing the “missing middle” and would be detrimental to the natural environment.**
 - The subject lands have 161 trees, almost half of the tree canopy is proposed for destruction.

- The proposed development is not family- or affordable housing-oriented - proposing to allocate 90% of the units to studio or one-bedroom apartments. In addition, allocating 6 studios is not an acceptable replacement for 2-or 3-bedroom units in the existing building at 3291 Kingston Road, and will displace families.

6. **Scarborough Village is an underserved area.** Increased demand on public facilities such as schools and other services should first be addressed, particularly given the number of proposed condo developments in the area. Scarborough Village, where this site is located, does not have adequate transit or community services - schools and daycares are at or near capacity. Bussing of students to out-of-area schools is not a solution. Because the City recognizes the lack of community services in this area, the Mid-Rise Buildings Study recommends against locating a condo development here.

7. **Many of the key underlying studies are inconsistent, rely on faulty assumptions and/or stale data.**

Contrary to the studies:

- Scarborough Village has a disproportionately high number of apartment buildings compared to the city average, as well as a lower-income demographic.
- There are no transit improvement or expansion plans on the segments of Kingston Road that lead to and pass-through Scarborough Village, and this is predominantly a car community.
- A traffic study conducted at the end of July (i.e., during summer peak vacation times and when schools are closed) is not reflective of normal traffic volumes on the local streets and Kingston Road.
- The soils and water are contaminated and must be treated. The development proposes a 2 to 3-storey deep underground parking garage, which requires that the soils be treated before going into Stormwater or to go into the Sanitary Sewer. Daily dewatering would be 149 m³ per day. It is unlikely that the local sanitary sewer has this capacity.
- Studies of the full impact of wind, shadow, air quality, and noise impacts to the immediate neighbourhood must be completed.

We hope that this report will result in further scrutiny of the viability of using this site for a condominium project. We know that this particular site would not be suitable for a development of this scale and would not be of benefit to the community, but rather would add several serious problems to the existing neighbourhood. The Official Plan and the Avenues and Mid-rise Building Study both recommend against this type of location and we hope that the planning department will agree that this application should be denied.

ARGUMENTS FOR OPPOSITION

OUR NEIGHBOURHOOD – RAVINE / WINDY RIDGE / KINGSTON / BELLAMY RD.

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We are located in Scarborough Village, a community of about 16,724 people roughly bounded by Bellamy Road and Bellamy Ravine Creek to the west, Scarborough Golf Club Road to the east, the Scarborough shoreline to the south and the CNR tracks to the north. Scarborough Village has been deemed as an underserved area by the City. Scarborough Village has a density of apartment buildings and low-income families that is significantly higher than the Toronto average.

The proposed development is out-of-scale and would adversely affect what is an established neighbourhood, zoned for single family residential executive lots, a gateway to the Doris McCarthy Trail, and a main access point to the waterfront shoreline and the Scarborough Bluffs

- This site is adjacent to a natural heritage system and further 3291 Kingston Road sits directly on archeological potential.
- The Bellamy Ravine creek conveys a substantial quantity of overland flow through the ravine to the water's edge, and five storm sewer outflows are located within the lower half of Bellamy Ravine.
- Bellamy Ravine – also known as Gates Gully – has long provided a link between the shoreline and the top of the bluffs by Indigenous peoples and the Euro-Canadian settlers.
- This site is also on the Waterfront cycling Trail.

The proposed Condominium lands at 3291 Kingston Rd., 2 & 4 Windy Ridge

- The subject lands are unique in orientation and 2 and 4 Windy Ridge form an integral part of a well-established neighbourhood with well-defined pre-existing form (1 and 2 storey homes with generous front, rear and side yard setbacks to ensure a reasonable expectation of privacy and to enhance the walkability and character of the well-treed neighbourhood).
- Unlike much of Kingston Road, none of the subject lands are zoned commercial and the reasonable expectations of neighbourhood residents and related planning considerations are quite different.
- In addition, the re-designation of 2 and 4 Windy Ridge would have a material impact on 3 and 8 Windy Ridge Drive and 4 Ravine Drive, in addition to a disproportionate impact on 6 Windy Ridge Drive, all contrary to good planning practice.

RECREATION IN SCARBOROUGH VILLAGE

The Scarborough Village's only Recreation Centre is located at 3600 Kingston Road, the only community centre in Scarborough that has a theatre. The centre offers a multipurpose room for rent and an indoor ice rink.

TRANSPORTATION IN SCARBOROUGH VILLAGE

The Eglinton GO Train station, located just west of Bellamy Road and a little over one kilometer from the subject site, provides commuters with train service to downtown Toronto's Union Station. The GO trip itself takes approximately 26 minutes. The Toronto Transit Commission also services this neighbourhood with bus routes located along Bellamy, Markham, and Scarborough Golf Club Roads as well as Eglinton Avenue. Without backtracking, the main bus route is the 102 Markham bus, which travels to the Warden TTC Station. During rush hour and before and after school, this route is regularly full and clearly not-sufficient to service the growing population density proposed between Markham Rd. and Bellamy Rd. There are no plans for a subway or light rail transit on Kingston Road, and no plans for improvements in surface transit routes in Scarborough Village.



Windy Ridge Drive looking toward Bellehaven Crescent.

Windy Ridge Drive is a local street with no curbs or sidewalks to protect the roots of the mature trees that provide a canopy along both sides of the street.



Windy Ridge Drive looking toward Kingston Road.

Above and to the left are photos of Windy Ridge Dr.

- Above photo taken towards Kingston Road
- Photo to the left looking up the street toward Bellehaven Cres. Windy Ridge is decorated with an Alley of Silver Maples.

With the proposed Condo Development, this “gateway” view will change forever with the loss of mature tree canopy, on street overflow parking and competing pedestrian, bicycle, and car uses that create traffic chaos. Experienced by so many local residents and visitors from across Toronto will lose this, one of the last areas of outstanding natural beauty in Scarborough. As stewards, we must preserve these lush areas for our next generations and new Canadians to enjoy.



Windy Ridge / Ravine / Bellamy / Kingston Rd. intersection

Photos above and to the right show the many visitors to the neighbourhood experiencing its outstanding natural beauty.

With 300+ additional vehicles daily, including service vehicles, this five-way intersection will become a congested bottle neck and safety hazard for pedestrians (including the students of Bliss Carman Senior Public School), cycling groups that use the Waterfront Trail, and visitors to the gas station and area, and of course, local residents.



Windy Ridge Drive looking toward Bellehaven Crescent.



Windy Ridge Dr. reduced to single lane – construction impact

During the 2 to 3-year period of construction, it will be impossible to contain the impact the development will have on the outdoor experience and safety for the residents and the many visitors of the Doris McCarthy Trail who walk and cycle the neighbourhood.

Post construction, we will see an estimated 600 – 800 new residents in the community to further complicate our visitors outdoor experience and the already fragile green space – 300+ resident automobiles, in addition to visitor, service and delivery vehicles will have a material adverse impact.

The outstanding natural beauty of this neighbourhood, gateway to the Doris McCarthy Trail and Scarborough Waterfront shoreline will change forever.



Doris McCarthy Trail looking up Bellehaven Crescent toward Hill Crescent.

Another busy day for the Doris McCarthy Trail and Scarborough Waterfront shoreline.

- Most days in the summer and this has extended across every season during COVID-19 outbreak, visitors to the Windy Ridge, Ravine/Bellehaven neighbourhood come from across Toronto to walk, cycle and hike the area.
- History and hiking tours of the Doris McCarthy Trail and the neighbourhood are scheduled most weekends during the summer months
- Overflow parking is common on Windy Ridge during peaks times.

The Avenues and Mid-rise Buildings Study contains a directive on: "Where the Recommendations of the Study Apply." It goes on to state: "The segments of the Avenues that are designated in the Official Plan as Mixed-Use Areas, Employment Areas, Institutional Areas and Regeneration Areas are the locations where Avenues are to be re-urbanized and targeted for growth." It continues to say that: "While other land use designations on the Avenues, including Neighbourhoods, Apartment Neighbourhoods, Parks and Open Space Areas, and Natural Areas are not intended for intensification." **The fact that all three properties in the application require changes to the Official Plan and zoning changes in order to build this particular project clearly indicate that this is not a location intended for a mid-rise condominium.**

The subject lands are designated Neighbourhoods within the Official Plan on the Map 20 Land Use Plan. **Neighbourhoods are described in the Plan as physically stable areas providing for a variety of lower-scale residential uses.** Policies and development criteria aim to ensure that physical changes to establish neighbourhoods be sensitive, gradual and generally "fit" the existing physical character.

Further policy direction is provided by Policy 4.1.9 – Neighbourhoods: "Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established Neighbourhoods will: have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties; provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed; front onto existing or new created public streets wherever possible, with no gates limiting public access; and, locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences".

The zoning changes and Official Plan changes that would be required for the proposed development are contrary to recommendations contained in both the Official Plan and the Avenues & Mid-Rise Buildings Study. These mid-rise buildings are not recommended in areas zoned residential and would require zoning changes to all 3 properties in order to accommodate the proposal. The rezoning of 2 and 4 Windy Ridge drive will destroy the physical character of this established neighbourhood and gateway to the Doris McCarthy Trail and Waterfront Trail system.

Contrary to good planning practice, the proposed rezoning of 2 and 4 Windy Ridge Drive and the corresponding proposal would have a disproportionate impact on the principal abutting residence (6 Windy Ridge Drive):

- (i) the lands subject to the proposal would abut 250' of 6 Windy Ridge's property lines, representing 50% of its perimeter - we have yet to discover another existing or proposed development with a similar impact, particularly in a 'Neighbourhood', where none of the subject lands were previously zoned commercial and given additional points (ii) to (iv);
- (ii) a commercial driveway, akin to a 'local road' would be built within ~10 meters of 6 Windy Ridge's deck and within ~13 meters of 6 Windy Ridge itself, representing a continuing nuisance;



- (iii) the building's massing and amphitheatre design represents a continuous invasion of privacy into 6 Windy Ridge's property and will materially adversely affect the property value and the homeowner's continued use of its property, in particular, its outdoor spaces;
- (iv) the outdoor amenity space (accessed by ~600 - 800 residents) should be internalized so as not to be in close proximity to neighbouring lands.

IMPACTS FROM OVER INTENSIFICATION AND DENSIFICATION

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Scarborough Village has been deemed as an underserved area by the City, and has a density of apartment buildings and low-income families that is significantly higher than the Toronto average.

According to the Toronto Population Density Map <https://www.arcgis.com/apps/webappviewer/index.html?id=1535b9fca54f46b3954bca6aaf3ab3f5> Scarborough Village has the highest population density among adjacent neighbourhoods in Scarborough (Woburn to the north) and the added population density will be on par with most Toronto neighbourhoods including Parkwoods-Donalds (401 & DVP S. area) and Englemount-Lawrence (Eglinton to 401 just east of Allen Expressway).

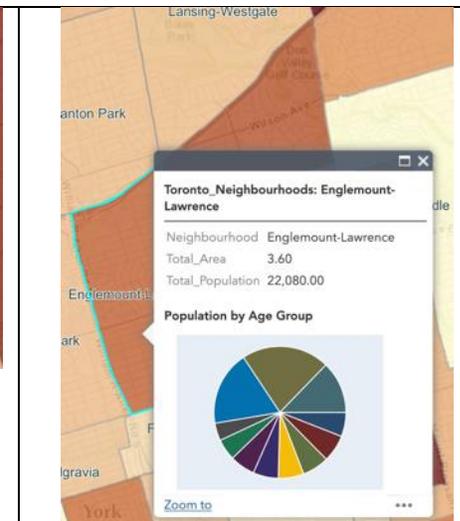
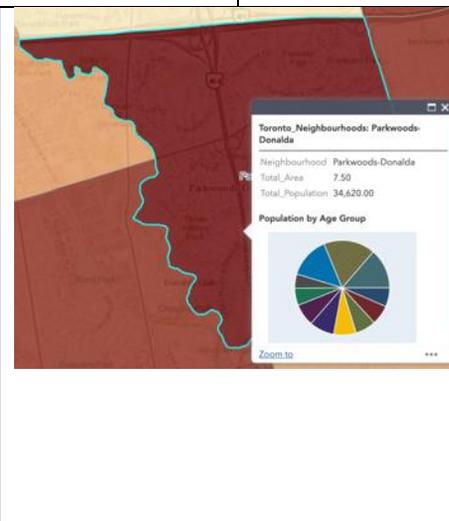
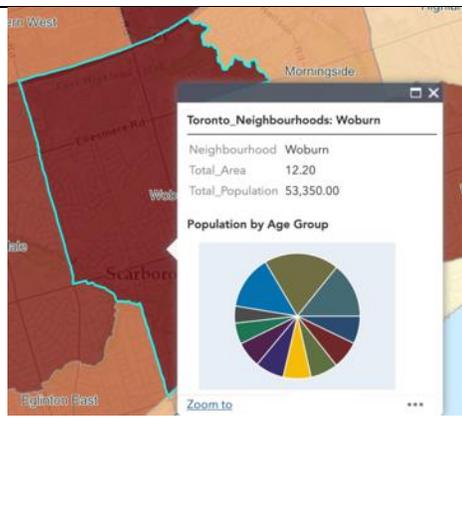
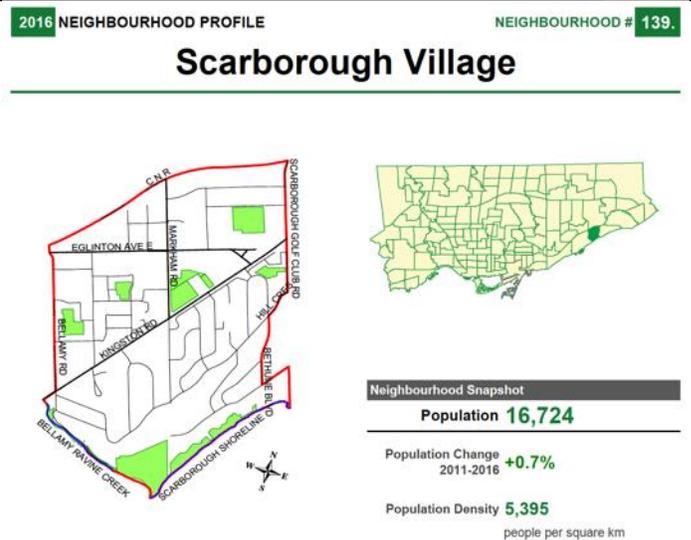
Population Density 2016 – 5,395 per sq. km.

Population Density with proposed Condo

- mean @ 600 residents - 5,588 per sq. km.
- high @ 800 residents – 5,653 per sq. km

With the addition of residents for the proposed developments @ 3310 Kingston Rd. and 3355 Kingston Rd. All 3 developments

- mean @ 1,467 residents – 5,868 per sq. km.
- high @ 1,969 resident – 6,030 per sq. km.

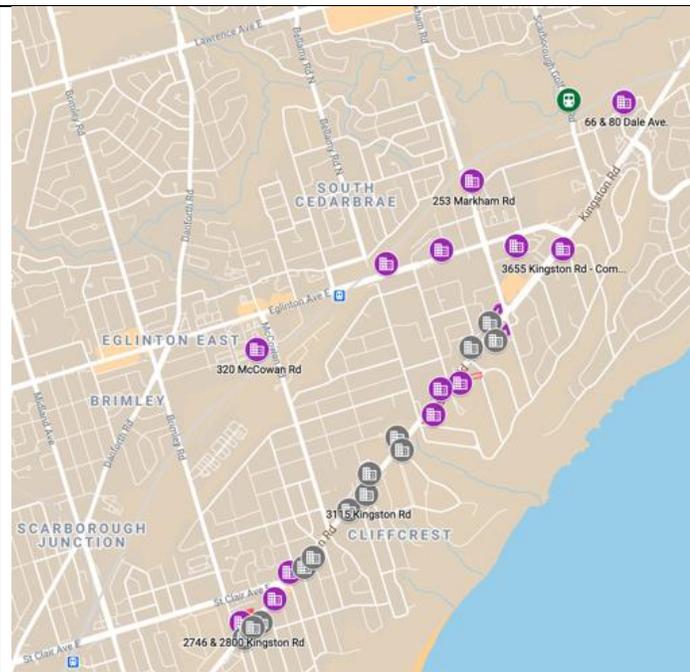


See 2016 Neighbourhood profile for Scarborough Village.

- Scarborough Village has disproportionately high number of apartment buildings, 67%, compared to city average 44%, as well as a lower-income demographic.
- There are no transit improvement or expansion plans on the segments of Kingston Road that lead to and pass-through Scarborough Village, and this is predominantly a car community.

This development will not help the City with affordable housing goals or addressing the “missing middle”. The proposed development is not family- or affordable housing-oriented - proposing to allocate 90% of the units to studio or one bedroom apartments and allocating 6 studios is not an acceptable replacement for 2-or 3-bedroom units in the existing building at 3291 Kingston Road, and will displace families.

Furthermore, contamination of soils and water exists on the subject lands. The development proposes a 2 to 3-storey deep underground parking garage, which requires that the soils be treated before going into Stormwater or to go into the Sanitary Sewer. Daily dewatering would be 149 m3 per day. It is unlikely that the local sanitary sewer has this capacity.



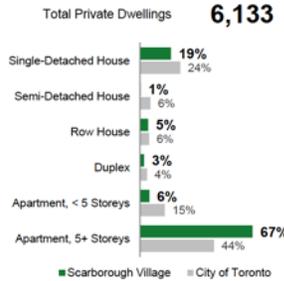
Map shows location of 28 development proposals in our surrounding area. To get more details on each site click on the building using the interactive map.

<https://www.google.com/maps/d/viewer?mid=1-V1dBgxR4GSIZBxOeVusDmb34ufJZlCP&usp=sharing>

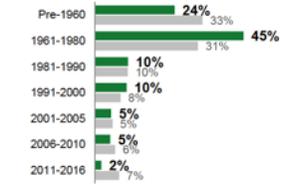
Analysis of chart shows 14 proposals currently being reviewed by the City that will bring total of 3382 units, with a median of 6552 or a high of 8808 new residents, with only 3489 parking spaces, including 521 visitor parking spaces.

Housing & mobility

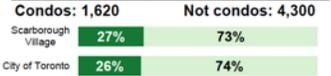
Private dwellings by structure type



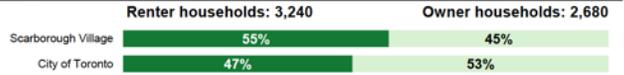
Period of construction



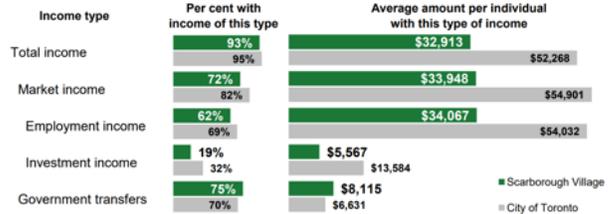
Occupied dwellings by condominium status



Households by tenure



Income sources, individuals age 15+



DEVELOPMENT ADDRESS	# Storeys	# of units		# Resident		# Parking Spaces	
		Total Units	Town Homes	Est. Residents	High limit	Total Parking	Bicycles
3291 Kingston Rd., 2 & 4 Windy Ridge Dr.	11	343		579	815	310	342
34 Annis Road, 3355, 3357, 3365 Kingston Rd.	12	309	18	590	800	318	228
2746, 2800 Kingston Rd.	11 & 22	439		815	1003	558	426
2799, 2815 Kingston Rd.	9	182		360	506	169	
2872, 2880, 2882 Kingston Rd.	10	143		244	317	145	114
3310 3312 3314 Kingston Rd.	Towns	101		267	354	123	78
3655 Kingston Rd.	10	104		177	229	87	115
3150 Eglinton Ave. E	12	132		244	339	136	104
3060 Eglinton Ave. e	4 5-storey Towns	76		170	238	76	62
320 McCowan Rd.	27 & 31	520		1012	1403	537	422
253 Markham Rd.	18 & 19+ Towns	616	97	1305	1747	589	485
66 & 80 Dale Ave.	7 & 12	285		545	733	305	290
3201 Eglinton Ave.	12	132		244	324	136	104
321 Scarborough Golf Club Rd.							
Metrolinx Project							
(Proposed on Toronto AIC) TOTAL		3382	115	6552	8808	3489	2770
Conceptual Development Sites							
3452 - 3490 Kingston Rd.	12	473		938	1300	425	
3463 - 3493 Kingston Rd.	12	561		1114	1542	504	
2779 - 2789 Kingston Rd.	8 to 10	138		274	380	123	
2903 - 2909 Kingston Rd.	8 to 10	117		232	322	106	
2915 - 2921 Kingston Rd.	8 to 10	115		228	316	104	
2733 Kingston Rd.	9	41		82	112	36	
2757 Kingston Rd.	7	34		67	93	30	
2759, 2761, 2763 Kingston Rd.	7	16		32	44	14	
3073 - 3107 Kingston Rd.	8	210		416	577	220	
3115 Kingston Rd.	8	84		167	231	100	
3148 - 3154 Kingston Rd.	8	84		167	231	100	
3220 Kinston Rd.	10	221		438	608	240	
3221 Kinston Rd.	9	193		384	530	200	
3406 Kingston Rd.	8	40		80	110	40	
(Conceptual Development) TOTAL		2327		4619	6396	2242	
(Toronto AIC + Conceptual Redevelopment) TOTALS		5709		11171	15204		2770

Adding the 14 sites that have been identified for potential development, (shown in grey on the map) will bring an addition 2,327 total units, with a median of 4,619 or a high of 6,396 new residents, with only 2,242 total parking spaces including visitor parking spaces.

The BIG PICTURE IS 5,709 units, with 11,171 to 15,204 with the Markham to Bellamy and Eglinton Ave. to Lake Ontario area.

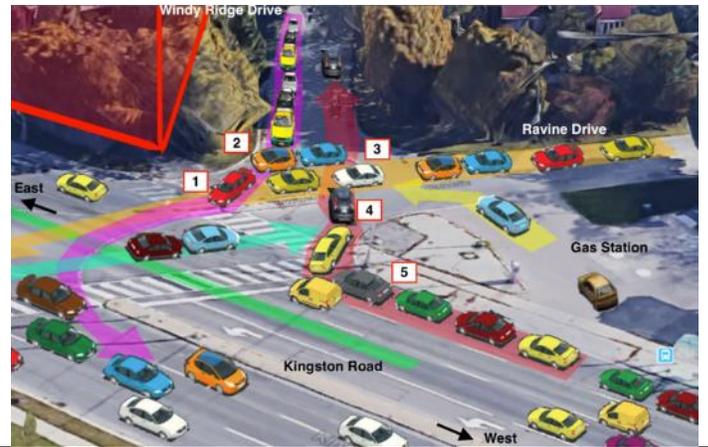
Transportation is not accurately addressed in the application. The proposed commercial driveway on Windy Ridge Drive, i.e., the entrance and exit to the parking area and building amenities, is far from a gradual change in a well-established residential single-family home neighbourhood. Such a driveway would result in dangerous traffic flow into and out of the neighbourhood and at a complicated five-way stop sign and traffic light intersection where cars, pedestrians, and cyclists wait to turn onto Ravine Drive at the stop sign and then proceed onto Kingston Rd. To complicate the matter there is considerable pedestrian traffic at the light generated by the students going to Bliss Carman and also additional vehicular traffic coming out of the Pioneer Gas station onto Ravine Drive. There have been several accidents and close calls at this intersection already without the additional traffic generated from the condo development. Vehicles turning onto Windy Ridge Dr. from Kingston Road are often blocked by cars stopped at lights on Ravine Dr. which cause a dangerous backup onto Kingston Rd. In addition, the traffic study was conducted during a period that is not reflective of normal volumes (i.e., during summer peak vacation times and when schools are closed).

The dramatic increase in bicycle use as proposed in the application is in reality a much different case. Riding downtown on Kingston Road would be a very dangerous journey. Traffic there is often in excess of posted speed limits and it has no bike lanes with a very narrow space that could accommodate bikes. Cycling to the GO Station on a windy, rainy or snowy day is a trip that most people will not make, while walking there is a 15 to 20-minute uphill journey that is most often done by car. However, the parking lot at the Eglinton GO station is nearing capacity and will soon not be available at certain times of the day.

Congestion and Increased Traffic

The traffic chaos that would occur at the intersections of Bellamy Road, Ravine Drive, Kingston Road, and Windy Ridge Drive would affect residents all the way out to Guildwood who use this route to access Kingston Road.

- 5-point intersection of Kingston Road, Ravine, Bellehaven and Bellamy South and the Pioneer Gas Station.
- Pioneer Gas Station, which some motorists use as an **illegal shortcut** to bypass the existing light on Kingston Road.
- The exit proposed for the condo is 9 cars from the stop sign of Windy Ridge Traffic will be backed up on streets as well as on condo site waiting to find an opening to exit.
- This condo development will add to the traffic pressure that has already developed as **more people seek access to the Doris McCarthy Trail**, to the Scarborough Waterfront shoreline and to the TRCA's future Waterfront Trail.
- This summer these roads were impacted by the construction of two new homes along Bellehaven with the many construction vehicles and cars from workers sending overflow to Windy Ridge, walkers and cyclist taking the bypass to Windy Ridge - what will be the impact of 600 to 800 new residents?
- Bliss Carman Students crossing Kingston Rd. to get to the school in the morning and leave in the afternoon will also complicate the increased traffic flow.
- Placing the main driveway on Windy Ridge Drive will add 300+ plus vehicles daily to the local streets and overflow parking, which our local streets are too narrow to accommodate. The increased

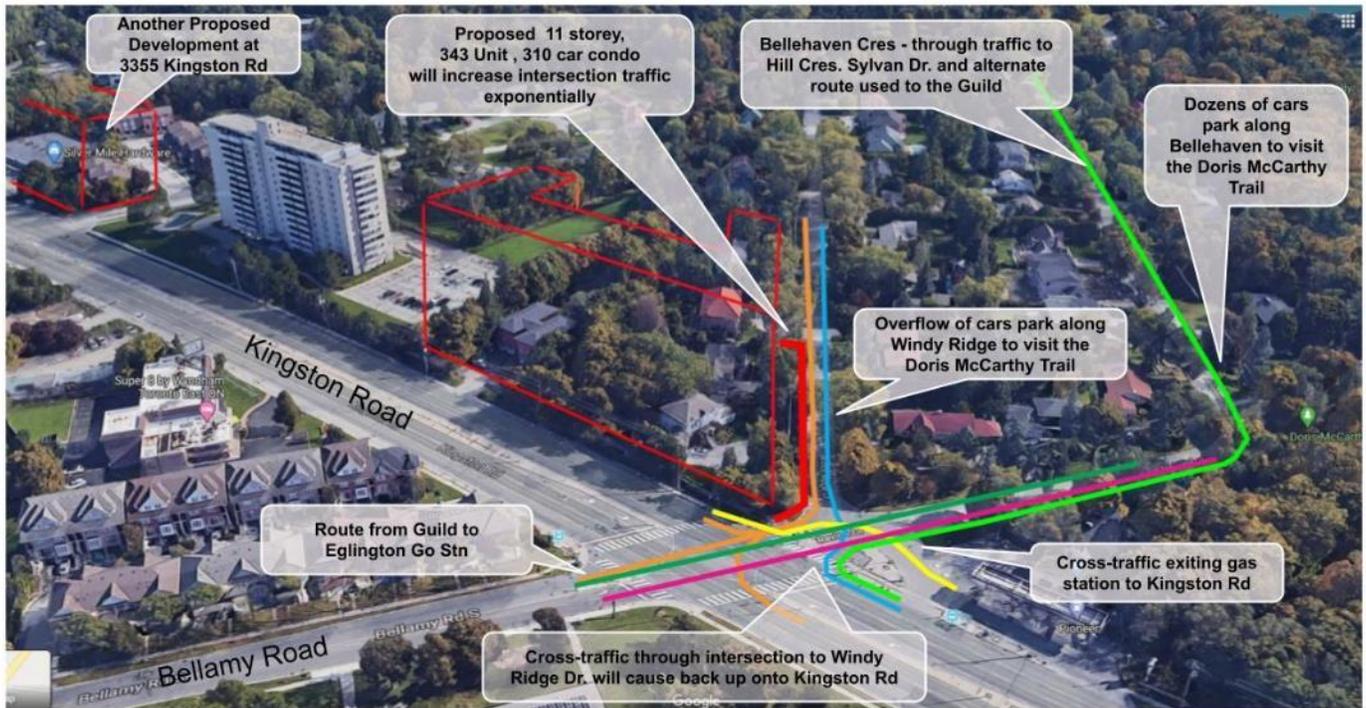
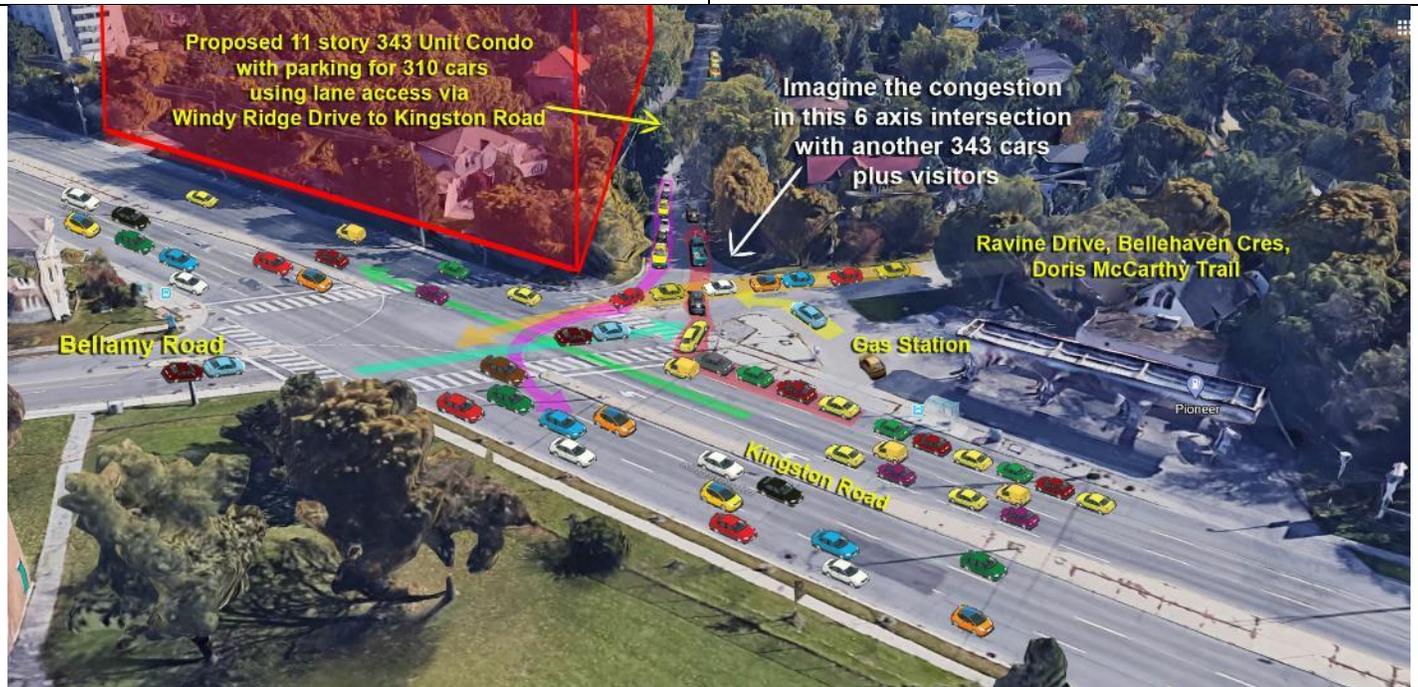


Windy Ridge Drive looking toward Kingston Road

As shown in the picture above, the neighbours of Windy Ridge Dr. staged a typical day during peak traffic hours. Our finding concluded that:

- Between the new developments eastern edge of their driveway to the stop sign at Windy Ridge Dr. and Ravine Dr. is only 9 car lengths
- The 10th car, if it a local resident, could possibly block the driveway.
- During peak traffic hours condo resident cars could be backed-up down the condo driveway.
- If traffic is still at a gridlock at the Ravine/Windy Ridge/Kingston Rd. intersection, Condo residents will consider taking an alternate route toward Bellehaven and through the neighbourhood towards Markham. Frustrated drivers tend to speed and create a serious hazard for morning walkers and cyclists.
- Considering the condo driveway is directly across from the #3 Windy Ridge driveway, residents at #3 Windy will have significant difficulty and issues leaving their driveway – either left or right.
- Considering the condo driveway is about 4 meters from #6 Windy Ridge and along the length of the property, daily use by 300+ resident vehicles plus delivery and service vehicles will have a material and disproportionate adverse impact on the residence relating to safety, noise, pollution, privacy and nuisance.
- With the increased gridlock during peak hours, there could be a significant issue with emergency vehicles, Fire, Ambulance and Police entering the neighbourhood for emergency response.

popularity of the Doris McCarthy Trail further exacerbates this situation.



IMPACT STREET PARKING

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Excess parking from the condo project would occur along Windy Ridge and Ravine Drives, increasing congestion and traffic safety for drivers, pedestrians, and bicycles, as well as the new residents turning into and out of the proposed main driveway on Windy Ridge Drive.

Increased and Congested Parking

- On residential streets from vehicle overflow of 600 - 800 plus additional residents, their guests, condo service utilities and visitors to Doris McCarthy Trail.
- **Currently the parking at Ravine and Bellehaven is not sustainable for where the TRCA's pedestrian pathway starts and the overflow parking frequently spills to Windy Ridge Drive and Hill Street.**
- There is currently no provision for additional parking at Ravine and Bellehaven. The need for parking will increase as the TRCA moves forward with the future Waterfront Trail Project.
- Parking solutions for the visitors on Windy Ridge Drive and Ravine Drive needs serious and thorough review.
- **The Environmental Assessment for the Scarborough Waterfront Project specifically acknowledges the lack of parking at the Doris McCarthy Trail entrance** (s.4.3.2 of its executive summary, s 2.5.2.2. of main body and others)

Access

- Currently there are only 4 public access points to the Scarborough Waterfront shoreline: Doris McCarthy Trail, Guild Park (often congested by the spots allocated by the Guilds Inn Private Guests for Private events), East Point Park, and Bluffers Park (already grossly overly congested).
- **The TRCA confirmed concerns with the proposed development:**
 - Concerns regarding proposal impacts were shared with the TRCA who confirmed they have taken note of this concern and have flagged the Doris McCarthy Trail and parking considerations as important issues of consideration with the planning lead at the City.

***Reminder of Bluffer's Park congestion. Only one route to access and exit. No alternate plan?**

- This year the overflow went to the Guild, East Park, Doris McCarthy Trail etc., creating cascading problems east of the bluffs.
- Increased costs of increased supervision by 311 and police as we experienced at our adjacent park.



Alley way parking to the east of 2299 Kingston Road



Alley way parking to the east of 2299 Kingston Road

The road to the east of 2299 Kingston Rd. condominium is used as a parking area for condo residents with no space for 2 vehicles to pass.

In comparison to 3292 Kingston Rd., Windy Ridge Drive is a narrower local road, with no curbs as the street is lined with large mature trees whose roots need protection. Furthermore, the proposed condo and main driveway are located in close proximity to a stop sign and five-way intersection. The traffic and parking situation would pose numerous safety issues for local residents, visitors, pedestrians and cyclists. Street parking enforcement will not mitigate these risks as parking enforcement is triggered only when residents complain and will penalize local residents from utilizing the street for occasional parking when absolutely necessary.



Ravine Drive looking toward Doris McCarthy Trail



Bellehaven Crescent looking westerly toward Hill Street toward Doris McCarthy Trail



Doris McCarthy Trail looking up Bellehaven Crescent toward Hill Street.

Currently the parking at Ravine and Bellehaven is not sustainable for where the TRCA's pedestrian pathway starts and the overflow parking frequently spills to Windy Ridge Drive and Hill Street.

There seems to be no future provision for additional parking at Ravine and Bellehaven. The need for parking will only increase as the TRCA moves forward with the future Waterfront Trail Project.

IMPACT TO SAFETY

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- Safety for students going to and from Bliss Carmen school, plus others who cross the five corners of Kingston Road, Ravine, Bellehaven and Bellamy South will become a serious concern.
- Safety concerns extend to foot traffic, cyclists and vehicles, including visitors and parents dropping their children off and the related traffic issues.
- Safety concerns further extend to vehicle access to and from the Pioneer Gas Station, which some motorists use as an illegal shortcut to bypass the existing light on Kingston Road.
- There are no sidewalks along Ravine and Bellehaven.
 - 20 years ago, the City wanted to put up curbs and sidewalks. The City policy at the time was that if 75% of the local residents signed a petition in opposition, the City would not build same. 90% of home owners signed against the sidewalks. One of the many material beneficial reasons for not putting in curbs or sidewalks is the resulting material impact to the root system of the mature local City tree canopy.
 - Material additional traffic by service and delivery vehicles accessing the new condo should be noted.

<https://toronto.ctvnews.ca/girl-5-struck-by-garbage-truck-could-have-been-anyone-s-child-mother-says-1.1187377>

"The mother of a five-year-old Toronto girl who was struck and killed by a garbage truck says she's still trying to understand how the tragedy occurred. Jessica Belanger said Friday her daughter, Kayleigh Callagan-Belanger, was a smart child who knew to be careful and hold someone's hand while crossing a street. "I'm just trying to understand how exactly this happened at a four-way stop sign street right after school when kids are walking...it could have been anyone's child," a tearful Belanger told CTV Toronto Friday."



Google Maps view of Bliss Carmen School

Parents waiting to pick up their children from Bliss Carman School

SAFETY

Following charts show historic collision volumes surrounding Kingston Rd & Bellamy Rd S within 500 metres of the intersection. Please note occurrences where the geo-locating process was unsuccessful have been excluded from these results and figures include all collision types:

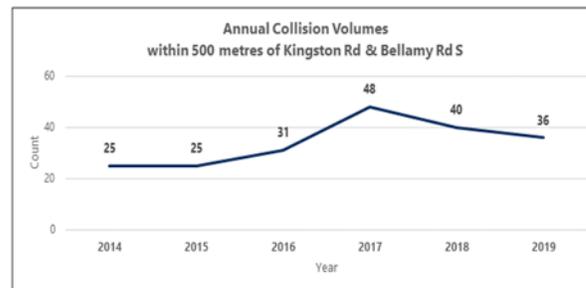
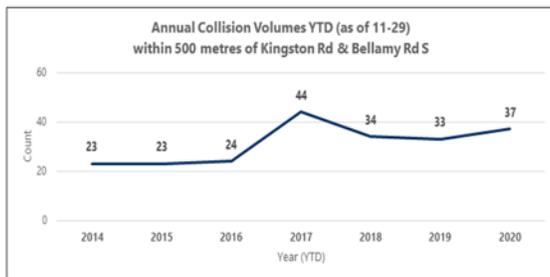
- Fatal Collisions
- Personal Injury Collisions
- FTR/FTS/H&R Collisions (Fail to Remain/Fail to Stop/Hit & Run)
- Property Damage Collisions
- Non-Reportable Collisions

Below are YTD Figures from 2014-2020 as of 11-29

YTD	# of Collisions with 500m
2014	23
2015	23
2016	24
2017	44
2018	34
2019	33
2020	37

Below are Year-End Figures from 2014-2019

Year-End	# of Collisions with 500m
2014	25
2015	25
2016	31
2017	48
2018	40
2019	36



IMPACT TO ENVIRONMENT

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The environmental issues addressed in the application show a lack of detail concerning this particular site and the effects of this proposal. Shade, wind and the loss of numerous mature trees, as well as contaminated soils and stormwater run-off, are all serious concerns that will dramatically affect the surrounding area if approved.

- The removal of numerous mature trees in order to accommodate this proposal is particularly concerning for the community even though the application suggests leaving the perimeter trees intact. However, the storage of building materials at the apartments to the east as suggested by the developer would require the removal of several of these trees as well. Although several smaller trees would likely be planted after the development is completed it would require years of growth to replace the many mature specimens that would be cut down.
- The north sidewalk along the site is seldom used as it is on the shady side of the street and links to very little of interest. The proposal to add a tree lined pedestrian sidewalk to the front of the condo project would be primarily of cosmetic value and benefit the look of the project to enhance the street view and thus condo sales. The trees would be in a wind-swept, shady location and would suffer from the application of salt both from Kingston Rd. and from the sidewalk winter maintenance. Also, this area has mechanical sidewalk clearance in the winter that would pile snow on this planting and may even damage the tree bark. It will be a very difficult site to grow significant trees that will add to the missing canopy once located nearby.

Doris McCarthy Trail TRCA Land

The Doris McCarthy trail has seen a recent dramatic increase in foot traffic that will eventually impact the natural beauty of this ecologically sensitive link to the bluffs and Lake Ontario. Homes in the neighbourhood have deeper lot sizes to give extra space for water run-off for most of the Spring after the thaw. That water travels directly to the Bellamy ravine. Attention should be given to putting a large 11 story structure with 2 to 3- stories of underground parking right at the top of these water ravines. Surface and ground water flows in a south-west direction from the subject site and directly into the Bellamy Ravine Creek, which conveys a substantial quantity of overland flow already through the ravine to the shoreline and the top of the bluffs. Five storm sewer outflows are located within the lower half of Bellamy Ravine. This is the Doris McCarthy Trail. The proposed development includes the excavation of a 2 to 3-storey deep parking garage on 40% of the subject site, promising a material impact on surface and sub-surface water flow and volumes, and on the local watershed. Further, the subject site sits on contaminated soils.

TRCA Protected Lands

- The proposed site is located at the **gateway to the Doris McCarthy Trail**, which is of recreational, natural and historical significance and is one of only four access points for the **Scarborough Waterfront Trail on the list of Toronto Region and Conservation Authority's erosion protection projects**.
- The Bellamy ravine is a collection spot for a number of underground water migration paths that travel through the area. It also is the main collection point for storm water for the area.
- Thorough investigation is needed to assess the impact of drilling 2 storeys underground at this location on the local watershed and TRCA lands.
- Refer to attached for more details <https://trca.ca/app/uploads/2018/06/SWP-EA-FINAL-Chapter-03.pdf>

3.14.1 Deep Ravines

The water within the channels of the deep ravine systems (most prominently Bellamy Ravine and Grey Abbey Ravine) are fed primarily by storm water discharge from outfalls (see Figure 3-7 for outfall locations). Flow conditions within these outfall-fed channels have relatively higher flow volumes as compared to the other water features within the Project Study Area, such as open water channels or marshes, which are not directly connected to the municipal storm system. The outfall-fed watercourses in the ravines are more prone to erosion due to higher velocity of the water flow.

- At 46 Meadowcliff a massive 60-foot-wide home was built with a deep basement. The other neighbour built another massive home on his east side. Together they caused the loss of 60-80 feet of Meadowcliff's bluff edge property. The reason was that the large mass of properties caused a displacement of the natural underground waterways. The water flows to an area of least resistance or lower grade away from the structure to the adjacent lower areas. Thorough investigation to the impact of drilling 2 stories underground at this location.
- Below shows photos of construction underway October 2020 at 17 Bellehaven Crescent under construction where the builders had apparently hit the water table and according to neighbours had pumped water for 3 days, several concrete trucks later poured cement and closed the area. These out-of-scale proposals do not fit the character of neighborhoods or damage the ecosystems and forests that residents so value. The large trees that help provide oxygen, soil stability, flora and fauna habitat take many decades to replace and need to be protected now.
- January of this year a hole appeared on the face of the bluffs just below Fools Paradise just next to a new development. This could be due to displacement of natural underground waterways, possibly to an area of least resistance or lower grade away from the structure.



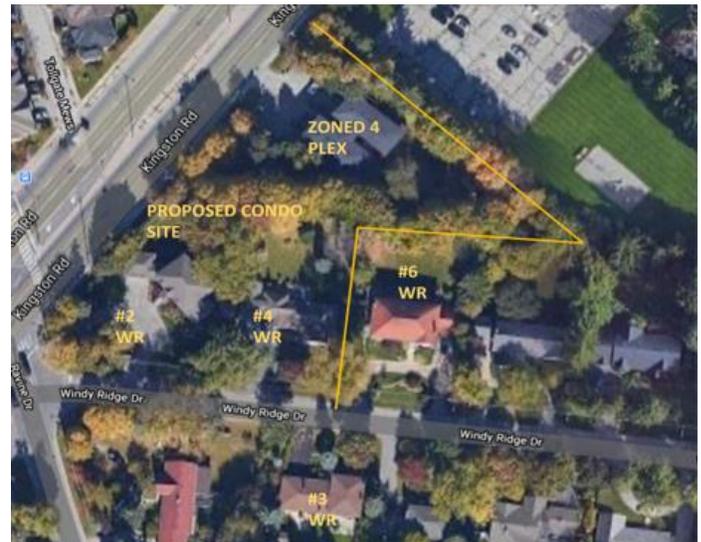
IMPACT TO TREES AND LOCAL TREE CANOPY

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There are 161 trees that will be impacted at this site, including a number of trees that are larger than 30cm diameter at breast height (DBH) and are protected within the City of Toronto Municipal Code Chapter 813, Article III, Private Tree Protection (the Private Tree Bylaw). Adjacent to the properties there are a number of city-owned boulevard trees, particularly along Windy Ridge. These trees are all on the municipal right-of-way and are therefore protected under the City of Toronto Municipal Code Chapter 813, Article II, City Street Tree By-Law. Furthermore, mature trees line the length and width of the adjacent property on 6 Windy Ridge Drive and are in danger of root damage/tree destruction if the development proceeds as planned.

This entire proposal puts at risk the tree canopy on the development site as well as in the neighbourhood along the length of the local roads (Windy Ridge Drive and Bellehaven Crescent). The removal of numerous mature trees in order to accommodate this proposal is particularly concerning for the community even though the application suggests leaving the perimeter trees intact. The storage of building materials at the apartments to the east as suggested by the developer would require the removal of several of the perimeter trees as well. Although several smaller 50 to 70mil trees would likely be planted after the development is finished it would require years of growth to replace the many mature specimens that would be cut down.

The north sidewalk along the site is seldom used as it is on the shady side of the street and links to very little of interest. The proposal to add a tree lined pedestrian sidewalk to the front of the condo project would



be primarily of cosmetic value and benefit the look of the project to enhance the street view and thus condo sales. The trees would be in a wind-swept, shady location and would suffer from the application of salt both from Kingston Rd. and from the sidewalk winter maintenance. Also, this area has mechanical sidewalk clearance in the winter that would pile snow on this planting and may even damage the tree bark. It will be a very difficult site to grow significant trees that will add to the missing canopy once located nearby.

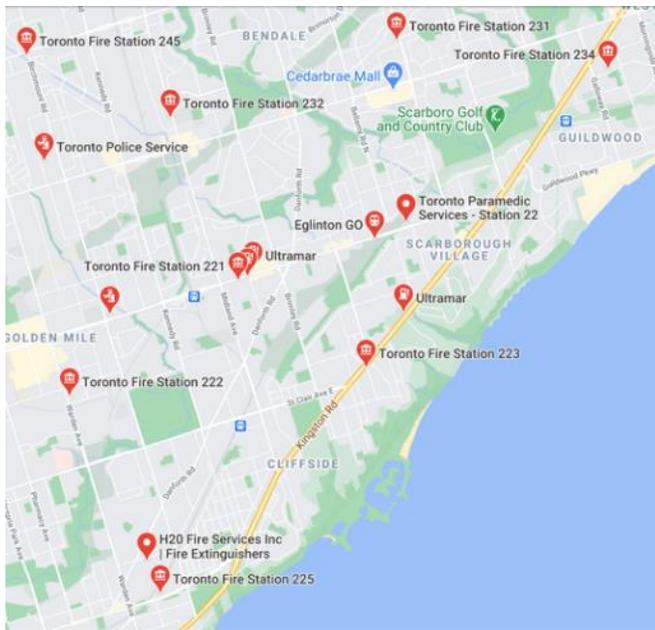
Arborist's report indicates a mature American Elm will be removed because it's in the way of construction. The University of Guelph is interested in elms that weren't wiped out by Dutch elm disease, because of disease resistance. The large trees that help provide oxygen, soil stability, flora and fauna habitat take many decades to replace and need to be protected now.

- Because native soil is removed the life span is 15 years for any trees planted by the developer.
- Developer replacement trees are generally 50 to 70mil trees and very rarely 80mil. These trees will take considerably long to grow to a level where they are useful for noise protection.



COMMUNITY SERVICES IMPACTS

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Scarborough Village, where this site is located, does not have adequate transit or community services. As of 2005 Scarborough Village was designated one of 13 “priority neighbourhoods” in the former cities of Scarborough, North York, and Etobicoke by the City of Toronto for special attention to address a lack of community services. In 2014 the City kept the designation but changed the title to a Neighbourhood Improvement Area. Because the City recognises the lack of community services in this area, the Mid-Rise Buildings Study recommends against locating a condo development here.

Do the 3 Fire Stations in the area have sufficient capacity and equipment to support Scarborough Village with the proposed increase in condo developments and population density?

Fire Station Locations

Station 223 – 116 Dorset Rd.

Station 231 – 740 Markham Rd.

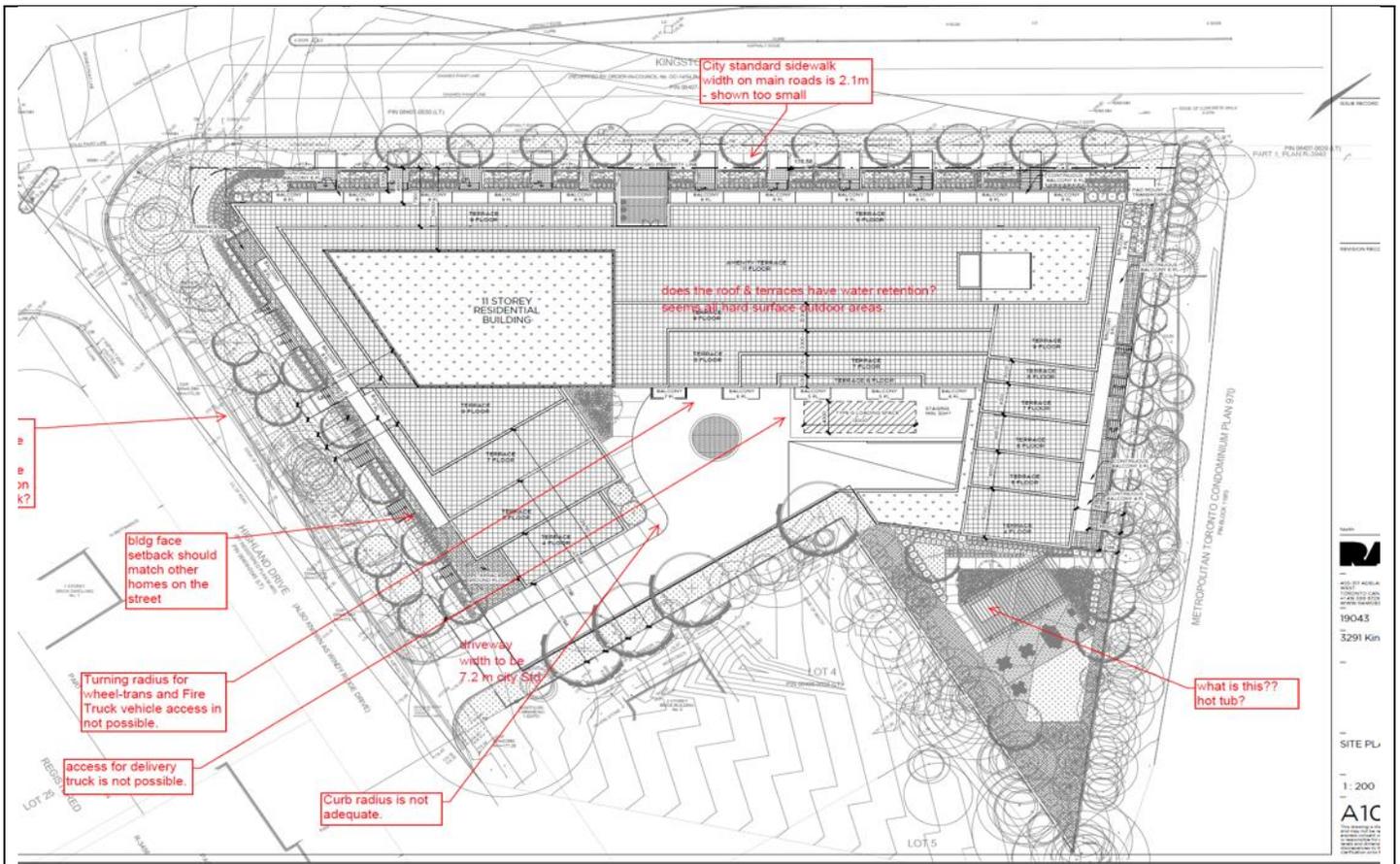
Station 221 – 2575 Eglinton Ave. E

Toronto Paramedic Service Station 22 – 3100 Eglinton Ave E.

LCH APPLICATION SUBMISSION REVIEW (20 209863 ESC 20 OZ)

COVER LETTER and APPLICATION FORM		
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Reference:	Original Text	Comments
Proposal Details, #1	1. Have the subject lands ever been subject of an application under the Planning Act for approval of a Draft plan of Subdivision, Draft Plan of Condominium, Consent, Zoning By-law Amendment, Official Plan Amendment, Minor Variance or Site Plan control application (s)?	<p>The proposal application incorrectly states NO. In 1999, https://www.toronto.ca/legdocs/1999/agendas/committees/sc/sc991109/it007.htm</p> <p>In October 2002, the application in respect of 3291 Kingston Rd was denied. The Scarborough Community Council, at its meeting held on September 14, 1999, after considering the deputations and based on the finding of fact, conclusions and recommendations contained in the report, dated June 4, 1999, from the Director of Community Planning, East District, concluded the Public Meeting under the Planning Act, and at its meeting held on November 9, 1999, deferred sine die the Director's recommendations until such time as the applicant should request that the matter be reconsidered.</p> <p>The Scarborough Community Council recommends:</p> <p>(1) that the recommendations in the report (June 4, 1999) from the Director of Community Planning, East District, be struck out; and</p> <p>(2) that the applications by George and Cindy Samonas be refused for the following reasons:</p> <p>(a) the proposed uses, and the day nursery space in particular, are inappropriate in such close proximity to the abutting residences;</p> <p>(b) the in-right, out-right access to Kingston Road is potentially unsafe; and</p> <p>(c) the lot size and configuration are inadequate to provide the necessary parking requirements in accordance with City parking standards.</p> <p>https://www.toronto.ca/legdocs/2002/agendas/council/cc021029/sc9rpt/cl012.pdf</p>
ARBORIST REPORT		
Back to top		
Reference:	Original Text	Comments
p. 2 section III	"...due to the size of the development, it is impossible to preserve all trees on the site and within the city-owned right of way."	<p>The proposed development is disproportionately out-of-scale and not "fit" for the existing physical character of the neighbourhood. The physical changes, including removal of 77 trees is neither sensitive nor gradual to the neighbourhood or protecting the current natural system and the City's tree canopy.</p> <p>Tree 24 is an American Elm which lies along Kingston Road on #2 Windy Ridge Drive. American Elm are rare but not protected, and of interest to the University of Guelph for cataloguing.</p> <p>See also Tree Preservation Plan.</p>
	<p>Trees 64 to 67 are subject to removal but located within tight proximity of protected trees on 6 Windy Ridge Drive.</p> <p>Trees 99 to 161 were on private neighbouring properties and could not be fully accessed for measurements.</p> <p>The measures described in this report should also be read in conjunction with the tree protection plan provided by Adesso Design Inc., September 2020</p>	
ARCHITECTURE PLANS		
Back to top		
Reference:	Original Text	Comments
Trees	Drawings	Trees depicted in the drawings that are new actually represent mature trees 30 + years down the line.

		Today's mature trees (see Arborist Report) which present privacy screen for 6 Windy Ridge Drive are in danger of damage due to close proximity of the driveway and sound or visual barrier that will need to be erected should the development go forward.
Site coverage data	Drawings	The Architectural Plans have missing site coverage data for hard and soft surfaces. The building alone is 49% of the site area, not including entry decks, sidewalks, and asphalt paving. Looks more like 60% site coverage in total.
Parking	Drawings	The plan shows 25 on the ground parking spots, while the cover indicates 30.
Sidewalk on Kingston Road	Drawings	City sidewalk standard width on main roads is 2.1 meters and shown too small in the plan.
Sidewalk and setback on Windy Ridge Drive	Drawings	There is no room for the snowplows to pile the snow. Would this be on the sidewalk? If so, contrary to accessibility standards and the Accessibility for Ontarians with Disabilities Act. Building face setback should match other homes on the street.
Condo Driveway	Drawings	Driveway width is to be 7.2 meters city standard. Curb radius of sidewalk along driveway is not adequate. Access for delivery truck is not possible. Turning radius for wheel trans and fire truck vehicle access is not possible.
Water Storage Tanks	Drawings	Drawings do not show water storage tanks shown in storm water report.
Storm water Runoff	Drawings	The roof appears all a hard surface. Does the roof and terrace have water retention?
Outdoor amenity space	Drawings	Is there a hot tub on the back deck? In October 2002, the application was denied. The Scarborough Community Council, at its meeting held on September 14, 1999, after considering the deputations and based on the finding of fact, conclusions and recommendations contained in the report, dated June 4, 1999, from the Director of Community Planning, East District, concluded the Public Meeting under the Planning Act, and at its meeting held on November 9, 1999, deferred sine die the Director's recommendations until such time as the applicant should request that the matter be reconsidered. The Scarborough Community Council recommended that the applications by George and Cindy Samonas be refused for the following reasons: (a) <i>the proposed uses, and the day nursery space in particular, are inappropriate in such close proximity to the abutting residences;</i> (b) the in-right, out-right access to Kingston Road is potentially unsafe; and (c) the lot size and configuration are inadequate to provide the necessary parking requirements in accordance with City parking standards. https://www.toronto.ca/legdocs/2002/agendas/council/cc021029/sc9rpt/cl012.pdf
Loading space	Drawings	The loading space is disconnected from the elevator and moving room.
Waste room	Drawings	Indoor waste room with single door will not work with bins.



AVENUE SEGMENT REVIEW

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Reference	Original Text	Comments
4.5.4 Subsegment 4	Lastly, the strip retail malls and vacant lot addressed to 3355, 3357 and 3365 Kingston Road respectively are not a corner lot where full moves access can be provided and is not a Redevelopment Site or a Soft Site.	<p>34 Annis Road, 3355, 3357, 3365 Kingston Rd. https://aic.to/3355KingstonRd</p> <p>DATE SUBMITTED: September 3, 2020 APPLICATION REC'D: October 14, 2020</p> <p>The proposed development consists of a new 11-storey (plus mechanical penthouse) mixed-use building along Kingston Road, with flexible work space for artists and musicians on the ground floor and residential uses above, along with a row of townhouses oriented along a pedestrian walkway on the Annis-fronting property. Parking is proposed to be accommodated in one underground level and above-grade on levels 1 through 4, which would be screened from view by dwelling units. The existing buildings on the subject site are proposed to be demolished.</p> <p>The Proposed Development includes the provision of 291 new residential dwelling units contained within a 12-storey mixed use building along Kingston Road, and 18 three-storey townhomes on the 34 Annis Road property. The Proposed Development has been designed in keeping with the City of Toronto Avenues and Midrise Buildings Study, and proposes setbacks, stepbacks, and building heights that are generally consistent with the guidelines. In support of the application, please find enclosed the following materials:</p>
4.5.4 Subsegment 5	This subsegment is bounded in the west by Parkcrest Drive on the southside and Lochleven Drive on the north side of Kingston Road and in the east by Markham Road, which is an	3452 - 3490 Kingston Rd. and 3463 - 3493 Kingston Rd. referencing WND Avenue Segment Report Estimates

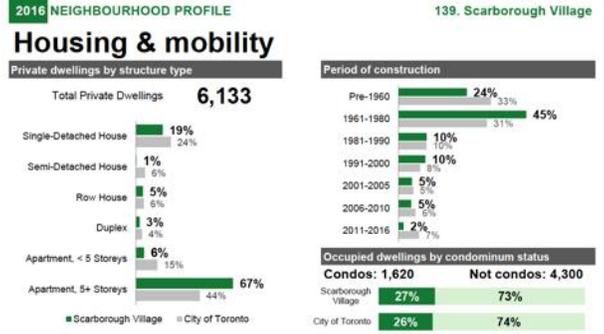
	arterial road. There are no Redevelopment Sites or Soft Sites identified in this subsegment.	
8.1 Traffic Impact Analysis	"The protection of this corridor will support development and growth through planned rapid transit networks being given priority and transit improvements being implemented along the corridor over the longer term."	There is no rapid transit in place or planned along Kingston Road to support this development.
9.0 Conclusion	"The conceptual development proposal provides for generous setbacks to property lines and gradual stepping down of the built form abutting lands..."	The proposed development is a disproportionately out-of-scale building mass beside and in front of two-storey homes. In addition, the placement of a commercial driveway akin to a 'local road' that will have 10-20x more daily traffic than Windy Ridge Dr. itself immediately beside and directly across from 6 and 3 Windy Ridge Dr., respectively, is not a gradual transition into this neighbourhood and not 'generously' setback from the noted properties.
Context Map	Figures 1 to 10.	Correction. 2 and 4 Windy Ridge Drive are not in the Segment Study area.
COMM SERVICE and FACILITIES		
Back to top		
Reference	Original Text	Comments
4.0 Methodology	Baseline used for proposed developments uses apartments as housing type; 1.74 PPU, which generates a projected population of 597 people	This is an inappropriate baseline for this site and single-family residential neighbourhood on Windy Ridge Drive.
5.0 Demographic Profile Analysis, Study Area and City	The distribution age demographic shows children and young adults ranging from ages 0 to 19 years old are significantly higher in the study area than the City of Toronto; demographics of 45 to 69 years of age is also higher. The study area also has a higher number of married families with children than married couples without children.	Going to Midland Avenue is way outside the Scarborough Village Demographic Area - this will not be accurate demographic profile analysis of the study area; the numbers will be wrong.
p. 9	Table 5, a comparison of dwelling types in the study area compared to the City of Toronto	As an example of the inaccuracy of this demographic study: apartment buildings that are 5 or more storeys within Scarborough Village account for 61% of the dwelling types, compared to the City of Toronto (see figure 1 below), not 45%.
5.4 Level of development Activity	Table 6, "Given the information presented in the table above and where the number of dwelling units is provided on the City of Toronto website, an absolute minimum of 3,983 new medium and high-density units are currently being proposed in the Study Area."	This shows Scarborough Village is meeting the provincial mandate to increase housing without over intensifying. The table does not include development applications for 3365 Kingston Road (at Annis). The proposed development on 3365 Kingston Road is 450 meters from 3291 Kingston Road and consists of a new 11-storey (plus mechanical penthouse) mixed-use building along Kingston Road.
5.1 Demographic Profile Summary and Analysis	"Given the above, these findings would indicate that the study area needs community services and facilities which provide assistance and programing for families with children, seeking post-secondary education opportunities and employment assistance. "	So why add more to the problem?
6.1 Elementary and Secondary School Capacity	"Correspondence with the TDSB, yielded up to date capacities and enrollment in all schools in the Study Area for the 2019 school year as well as the projected number of students the proposed development would yield. TDSB staff calculated that the proposed development is projected to generate 62 elementary students and 35 secondary students. Therefore, the trends within Table 13 show that elementary school numbers have a generally low utilization rate and can accommodate an increase in population, however, the Study Area could benefit from additional TDSB high schools given the 100% enrollment rate."	Absolutely not. Must look at absolutes not rates: the capacity is close to limit for elementary schools - e.g., public school only room for additional 43 students. The stats in the study demonstrate how all the high schools are oversubscribed. Given this application and the other currently proposed applications, how can this problem be addressed?
6.3 Childcare Centres	shows a list of childcare centres, shows mostly no vacancies and the study area could benefit from additional daycare services	Childcare centres have wait lists that - precovid - can be 5 years +

6.5 Parks and Open Space	Table 18	There is no playground or ballpark within safe walking distance from development.
7	"The study area is served by 3 public schools and 5 Catholic schools with capacity within the public- school system. Given the proposed residential development, the existing school system should accommodate the projected student yield. Additionally, parents may also choose to enroll their children in the private school system which would further reduce the impact on the public-school system."	<p>Note no vacancy in schools (or child care). All at or above capacity.</p> <p>If this is an affordable housing option, how are private schools relevant? The closest private school is at Kennedy and Sheppard, more than 10 km away; the next closest are in downtown Toronto.</p>
8.0 Comprehensive Analysis and Conclusion	"Based on the inventory collected above, the Study Area is adequately serviced by existing community services and facilities."	<p>Not true for child care or playground within walking distance from development.</p> <p>Furthermore, Scarborough Village, where this site is located, does not have adequate transit or community services. As of 2005 Scarborough Village was designated one of 13 "priority neighbourhoods" in the former cities of Scarborough, North York, and Etobicoke by the City of Toronto for special attention to address a lack of community services. In 2014 the City kept the designation but changed the title to a Neighbourhood Improvement Area. Because the City recognises the lack of community services in this area, the Mid-Rise Buildings Study recommends against locating a condo development here.</p> <p>At the bottom of the Executive Summary page the study addresses the issue of: "Where the Recommendations of the Study Apply." It goes on to state: "The segments of the Avenues that are designated in the Official Plan as Mixed-Use Areas, Employment Areas, Institutional Areas and Regeneration Areas are the locations where Avenues are to be deurbanized and targeted for growth. It continues to say that: "While other land use designations on the Avenues, including Neighbourhoods, Apartment Neighbourhoods, Parks and Open Space Areas, and Natural Areas are not intended for intensification."</p>
	"Based on the findings of this study, the proposed development can be accommodated by the existing community facilities and services within the study area. The proposed residential development would not create unmanageable pressures on the existing community facilities and services."	Not true, the study area lacks sufficient community facilities and services, and the proposed development would create unmanageable pressures on the existing community facilities and services.

Dwelling Type	Study Area	City of Toronto
Single-detached house	4,485 (37.99%)	269,675 (24.23%)
Apartment; building that has five or more storeys	5,315 (45.02%)	493,280 (44.32%)
Movable dwelling	0 (0.00%)	95 (0.01%)
Row house	705 (5.97%)	61,630 (5.54%)
Semi-detached house	85 (0.72%)	71,230 (6.40%)
Apartment; duplex	640 (5.42%)	48,540 (4.36%)
Apartment; building that has fewer than five storeys	515 (4.36%)	165,625 (14.88%)
Other single-attached house	60 (0.51%)	2,860 (0.26%)

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see
following
attached
below

Table 5: Dwelling type composition in Study Area and City of Toronto



The above chart is from the 2016 Neighbourhood Profile for Scarborough Village compared to the 2011 data that was presented in LCH's Avenue Segment Report.

Incorrect data was submitted on 2 levels within the chart as well as the raw data presented in the adjacent table.

Follow the link below for further information for the Scarborough Village Neighbourhood Profile
<https://www.toronto.ca/ext/sdfa/Neighbourhood%20Profiles/pdf/2016/pdf1/cpa139.pdf>

139. Scarborough Village

(Note: These are initial neighbourhood estimates and are subject to change.)

Private Dwellings by Structure Type

Total Number of Private Dwellings: 5,910

Structure Type	Percentage
Single-Detached House	18%
Apartment, 5+ Storeys	69%
Apartment, < 5 Storeys	41%
Semi-Detached House	1%
Row House	7%
Duplex	4%
Apartment, < 5 Storeys	6%

5.4 Level of Development

CONTEXT PLAN

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Reference	Original Text	Comments
	The Context Plan points solely to commercial uses and only along Kingston Road. The Context Plan ignores:	
	- the neighbourhood within which this development is proposed, namely the Windy Ridge Drive, Ravine Drive, Bellehaven Crescent neighbourhood	
	- the Waterfront Trail & cycling route	
	- 2 new condo developments immediately east of the proposed site	

Context Plan



Subject Lands

3291 Kingston Road,
2 Windy Ridge Drive and
4 Windy Ridge Drive

— TTC Bus Transit Routes
— Cycling Network Map

- ① 5 storey Apartment
- ② Commercial
- ③ Bliss Carman Senior Public School
- ④ 3 storey Hotel
- ⑤ 14 storey Apartment
- ⑥ 12 storey Apartment
- ⑦ 7 storey Apartment
- ⑧ 7-8 storey Apartment
- ⑨ Mason Road Jr. Public School
- ⑩ 7 storey Apartment
- ⑪ 7 storey Apartment
- ⑫ 16 storey Apartment
- ⑬ Eglinton GO Station

NTS September 16, 2020



DRAFT OP AMENDMENT

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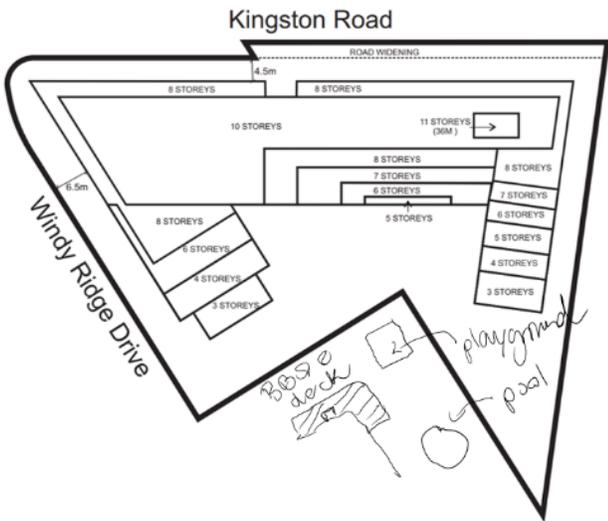
Reference	Original Text	Comments
		We do not agree with the proposed Official Plan amendment.

		<p>2 and 4 Windy Ridge Drive are not mixed-use areas. They are neighbourhoods, and zoned as single-family homes.</p> <p>In addition, contrary to good planning practice, the proposed rezoning of 2 and 4 Windy Ridge Drive, and the corresponding proposal, would have a disproportionate impact on the principal abutting residence (6 Windy Ridge Dr ("6WR")): (i) the lands subject to the proposal would abut 250' of 6 Windy Ridge's property lines, representing 50% of its perimeter - we have yet to discover another existing or proposed development with a similar impact, particularly in a 'Neighbourhood', where none of the subject lands were previously zoned commercial and given additional points (ii) to (iv); (ii) a commercial driveway, akin to a 'local road' would be built within ~10 meters of 6WR's deck and within ~13 meters of 6WR itself, representing a continuing nuisance; (iii) the building's massing and amphitheatre design represents a continuous invasion of privacy into 6WR's property and will materially adversely affect not only its property value, but the homeowner's continued use of its property, in particular, its outdoor spaces; (iv) the outdoor amenity space (accessed by ~500 residents) should be internalized so as not to be in close proximity to neighbouring lands.</p>
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DRAFT ZONING BYLAW AMENDMENT

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Reference	Original Text	Comments
	"Whereas Council has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act..."	Information provided was inaccurate as per the comments provided in this document.
Site Specific Provisions	"(F) No building or structure may penetrate a 45-degree angular plane projected from 0.1 metres above the average elevation of the ground along the rear lot line. The following elements of a building or structure may penetrate the angular plane as follows: a. Parapet walls, privacy screens, planters, stairs, wind mitigation elements, trellises, guards, guardrails, outdoor amenity space elements, landscape features and green roof elements."	a. should be deleted.
	"(G) A building or structure must be setback a minimum of 4.5 metres from Kingston Road and 6.5 metres from Windy Ridge Drive;"	<p>(G) A building or structure must be setback a minimum of 4.5 metres from Kingston Road and 6.5 10.7 metres from Windy Ridge Drive;</p> <p>This should read 10.7 meters to comply with current Zoning By-law setback requirement as residences on Windy Ridge Drive.</p>
	"(J) Parking spaces must be provided at a minimum rate of 0.75 spaces for each dwelling unit;"	<p>Should be 1 per unit since this is a car-oriented community.</p> <p>This development is located 5 to 8 km from Warden subway station (depending on route taken) and a little over 1 km from the GO Station, which is beyond usual walking distance. Most amenities are driving distance and require a car. Therefore 1 space per dwelling unit plus visitors parking must be provided. A typical suburban ratio is 1.2</p>



NOTE: H denotes height above grade. Applicant submitted drawing.



3291 Kingston Road
2 Windy Ridge Drive
4 Windy Ridge Drive



The current view – January 2021



Post construction view

All balconies face onto 6 Windy Ridge Drive side and back yard, i.e., an amphitheatre onto the backyard.



As evidence by these renderings, the proposal is clearly neither sensitive nor gradual to the existing neighbourhood





The decisions that are made today will bring irrevocable change to all of these neighbourhoods.

ENERGY STRATEGY REPORT

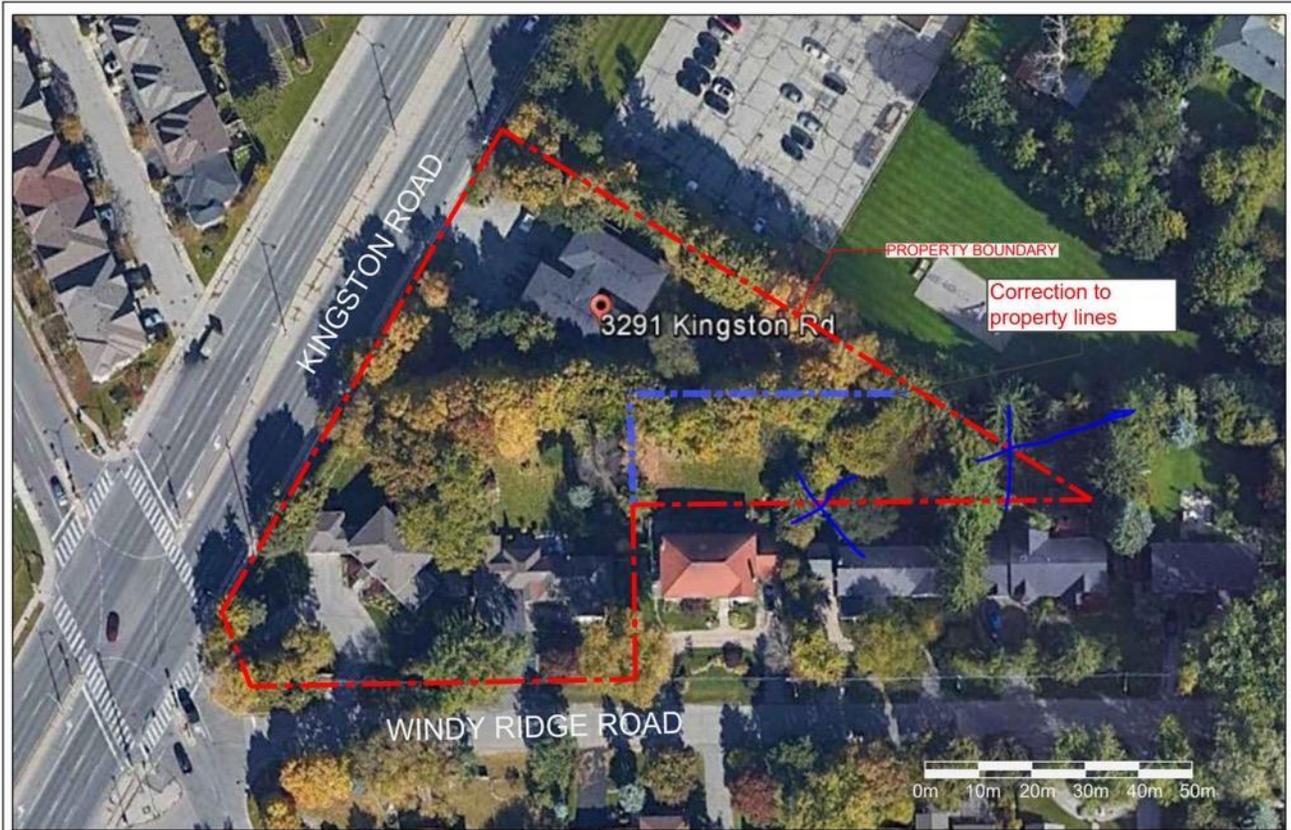
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Reference	Original Text	Comments
<p>This document outlines that LCH will be meeting Toronto Green Standard Tier 1, which is mandatory.</p>	<p>Through the use of a high performing envelope and high-efficiency HVAC equipment, carbon, thermal demand, and energy use minimum (TGS v3 Tier 1), performance targets will be achieved utilizing the absolute performance path.</p> <p>The project team is determined to explore the use of geothermal energy for this building, to ensure improved energy efficiency, and to leave roof space available for amenity and green areas.</p>	<p>Question to LCH: What is the location and orientation of the geothermal system?</p> <p>The building and underground garage are designed to take up about 60% of the land. A geothermal system would in all likelihood require vertical loops. Technically would need to go below the 2 to 3 storey below-grade garage - You must apply for an Environmental Compliance Approval (ECA), including a work plan if the vertical closed loop geothermal system you plan to install extends more than 5 metres below</p>

		the ground immediately report hazardous gas, if encountered during construction. If you don't follow the rules, you can be fined and/or charged (https://www.ontario.ca/page/installing-vertical-closed-loop-ground-source-heat-pumps#section-1)
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ENV IMPACT PH #1 [Back to top](#)

Reference	Original Text	Comments
	The study has only one interviewee, George Samonas.	Given that he is putting forward the application, does this not present a conflict of interest and question the reliability of information? The study demonstrates clearly the potential of soil contamination - what are the next steps?
P. 37	Boundary lines of development site.	Wrong boundary line of adjacent properties, see Figure 1 below.



FISHER	NORTH	LEGEND	PROJECT NAME AND ADDRESS	PROJECT NO. FE-P-19-0651	FIGURE 1	SHEET NO.
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ENV IMPACT PH #2 [Back to top](#)

Reference	Original Text	Comments
Recommendations	"Based on the current surface investigation, it is concluded that no evidence of soil and groundwater contamination has occurred at the selected sampling locations. No further investigation is recommended at this time."	The Fischer hydro-geological report shows contamination of soil and water does exist. It contradicts what is stated in this report.

GEOTECH STUDY [Back to top](#)

Reference	Original Text	Comments
7.2 Foundation Considerations	Dewatering will be required to bring the wet soils into moist state prior to any excavations into them for foundations.	The Fischer hydro-geological report shows contamination of soil and water exists. The architectural drawings show storm water retention tanks in the basement, while landscape drawings show these below the outdoor patio area behind 6

	The base conditions at the footing founding levels should be observed by a soil engineer from our office prior to pouring concrete, to ensure that the design bearing pressures are being attained and subsoils are in undisturbed state.	and 8 Windy Ridge Drive. Further, the proposal contemplates a geothermal system. Where would this go, how deep, and what are the ramifications for disturbing contaminated soils?
7.4 Underground Parking Garage	<p>The entire drainage system should be designed by competent professionals, to ensure its capacity and effectiveness concerning the efficient transmittal of volume of water generated without any migration of fines from the surrounding soils.</p> <p>In the event of power or mechanical failure, a backup system should be designed for pumping/dewatering operations. Water relief valves/plates may be installed in the garage floor slab to relieve any excess hydrostatic pressure in the event of malfunction of the drainage system. The floor slab should also be designed to accommodate the maximum allowable pressure for relief valves.</p>	

HOUSING ISSUES

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Reference	Original Text	Comments
p. 6, Background	Immediate Surrounding Land Use and Official Plan status	Is missing any reference to 6 Windy Ridge Drive and existing 2 storey home.
p. 13, Summary	"As noted above, all regulatory requirements can be met and the proposed planning applications will have the effect of maintaining, and in part renewing, the rental housing stock in the City and is appropriate given the redevelopment of the lands."	All regulatory requirements will not be met if requires rezoning and Official Plan amendment.

HYDRO GEOLOGICAL

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Reference	Original Text	Comments
p.15, 8. Discussion	"The groundwater quality determined by laboratory analyses revealed exceedances of storm limits for some parameters and consequently pre-treatment of the water will be required before it can be discharged in the public storm sewer."	<p>This report shows that contaminated soils need to be treated before going into Storm water or go into Sanitary Sewer.</p> <p>Dewatering zone of influence is 57 meters. 6 Windy Ridge home will be within the impacted zone of influence.</p> <p>Daily dewatering of 149 m3 per day. Does the local sanitary sewer have this capacity?</p> <p>Sketch shows permanent drainage system for foundation, no storage tank.</p>

HYDROLOGICAL

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Reference	Original Text	Comments
All requirements listed must be included in hydrological review. The grey shaded boxes will require a consistency check by the ECS Case Manager		

LANDSCAPE AND LIGHTING

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Reference	Original Text	Comments
Landscape and Lighting Plans	Common outdoor amenity	No children outdoor area with play equipment
	Trees	Existing trees along Windy Ridge Drive not accurately shown to scale and location per survey plans.
	Trees	Missing existing large tree (between 4 and 6 Windy Ridge Drive) shown on survey plan.
	Trees	Should not show colour on neighbour trees, as it looks as if the developer has planted these. Misleading.
	Common outdoor amenity	The tree roots of the trees along the back of the fence and belonging to 6 Windy Ridge Drive are the same size as the canopy and will be damaged by construction underground.

MASSING PLANS

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Reference	Original Text	Comments
Massing Plan		The proposed building is not setback on Windy Ridge Drive the same as the homes along the street. In addition, development on 2 and 4 Windy Ridge does not respect existing built form (i.e. no greater than 2 storeys) within the Neighbourhood.
		The Drawing is not the same as the Architectural plans.

NOISE IMPACT

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Reference	Original Text	Comments
2.4.2 Outdoor amenity area	"Sound levels are predicted to be below 60 dBA at all outdoor amenity spaces; therefore, physical noise control measures are not required."	Are 56dBA generated on site or is this at receptor level?
4. Impact on Surrounding Properties	"Potential impacts should be assessed as part of the final building design."	More detailed acoustic study is required on adjacent properties, due to building "C" configuration and this layout will cause noise concentration from the vehicular and building entrance in the courtyard created, and would impact the adjacent property. Also need an assessment of the impact of building mechanical units on the adjacent property.

PARKING

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Reference	Original Text	Comments
P. 4	" A total of 52 visitor parking spaces would be provided with 25 spaces provided at-grade and 27 spaces within the first underground level. "	Do not see 25 spaces at grade in the plans.
P. 7	"This road forms an unsignalized tee intersection with Ravine Drive with the Windy Ridge Drive approach to Ravine Drive operating under stop control;"	There is a multi-way intersection at Kingston, Ravine, Windy Ridge and the gas station, which during pre-COVID rush hour becomes a bottleneck for cars turning West onto Kingston Road, also in competition with student crossings to Bliss Carman junior high. The narrow local streets (Windy Ridge, Bellehaven, Hill Crescent) are also part of the Waterfront Trail and used by cyclists and pedestrians.
p. 10, 3.3.1 Cycling	"The residents of the proposed development are more likely travel by bicycle mode and in turn take advantage of the existing underutilize capacity in the City' cycling infrastructure."	This contradicts what was stated before, that it is a car community, as stated a few sentences earlier: "Within the surrounding community, the bicycle mode share is low. This is attributed to the historical reliance on the private automobile. "
P. 11	Table 3.1 Turning Movement Count Data Summary	The study uses outdated 10-year old data assumptions.
p. 12, 3.4.1 Existing Traffic Volumes	"It is noted no count data was available for the Ravine Drive/Windy Ridge Drive intersection. As such volumes along Windy Ridge Drive were developed via a first principles approach. Approximately 30 detached single-family homes would likely utilize Windy Ridge Drive to/from Kingston Road."	Wrong assumption. Windy Ridge is also used as a shortcut for Hill Crescent and Guildwood residents.
p. 12, 3.5 Traffic Observations	"Paradigm staff conducted a site visit on Wednesday 31 July 2019 during the AM peak period (8:00 AM – 9:00 AM) to make observations of traffic conditions and to collect and gather sight distance measurements."	These are lowest summer volumes and not an accurate ore representative time of the year when residents are away on vacations and school is out.
P. 13	"Furthermore, northbound motorists along Ravine Drive were often observed to provide courtesy gaps allowing motorists to enter and exit to and from Windy Ridge Drive; and During the morning peak period, there was minimal delay and queuing observed for vehicles exiting from Windy Ridge Drive onto Ravine Drive. "	This will not happen with increased traffic volumes. In fact, when turning left onto Kingston Rd via Windy Ridge to Ravine, the norm is for all Bellehaven/Ravine flow to first turn left and only then for cars to proceed from Windy Ridge. This is primarily due to the fact that cars also proceed North to Bellamy or right onto Kingston.

P. 15	"No cycling trips were reported for all time periods and directions in and out of the subject zone. This reflects the lack of dedicated cycling infrastructure available."	This is inaccurate. There are large cycling groups and individual cyclists that use both Bellehaven and Windy Ridge Drive across all seasons but winter.
P. 47	Table 7.3 Summary of Parking Rationale	The reported TTS vehicle ownership rate are not representative of the development that is planned. Buildings along the south side of Kingston Road in the study area are occupied by lower income and older tenants, not representative of the population segments targeted by the new development.
P. 48	8.1 Site Access	<p>The proximity of a commercial driveway with the use of over 300 vehicles plus deliveries, garbage collection and utility vehicles, about 3 meters away from private property and about 13 meters from the residence itself at 6 Windy Ridge Drive and facing directly into the living room of 3 Windy Ridge Drive, is not sensitive or gradual to the neighbourhood as it would generate light and air pollution, noise, and a hazard to pedestrian safety on a daily basis.</p> <p>In addition, the location of the driveway and fewer than one parking spot per unit will create parking overflow onto Windy Ridge Drive and Ravine, which are local streets that are too narrow to accommodate street parking and two-way traffic. The increased popularity of the Doris McCarthy Trail further exacerbates this situation on weekends and Holidays.</p>
Conclusion	<p>"With the addition of the proposed residential development, the 2024 and 2029 total traffic conditions (with the subject development), all study area intersections are forecast to operate at acceptable levels of service and within capacity; The previously identified critical movement would be further exacerbated with the addition of site generated traffic;</p> <ul style="list-style-type: none"> - The overall impact of the residential development is anticipated to be minimal. The development is conservatively estimated to generate and add a total of 93 and 106 vehicle trips to the adjacent transportation network during the AM and PM peak hours, respectively. The additional traffic would be representative or potentially less than the daily traffic variations typically experienced; <p>...</p> <ul style="list-style-type: none"> - Rationale has been provided to demonstrate the proposed parking rates/proposed parking supply will adequately serve the anticipated parking demands. Justification is provided through average vehicle ownership rates, proxy site survey data, the availability of higher order transit services and future transit opportunities, the well-connected sidewalk network, and the implementation of the proposed TDM measures/initiatives which would further reduce the on-site parking demands;" 	There is no future transit planned on Kingston Road. The development is proposed to be completed in 2024. The study is flawed in that it assumes additional transit opportunities and infrastructure, which are not planned.
P. 9	"It is noted that Kennedy Station (TTC) is accessible from the subject site via the local transit available. With the completion of the Crosstown anticipated by 2022, the availability of this new transit infrastructure and service will help to further reduce automobile congestion."	It takes about 15 minutes (without traffic) to get to Warden Station. It is unrealistic to think that residents will travel to Kennedy Station because a person must backtrack to Markham Road and transfer at least once or transfer twice by going to McCowan and then Eglinton, taking double the time.
PEDESTRIAN LEVEL WIND		
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Reference	Original Text	Comments
		Missing study of emergency generator fumes on adjacent properties.
p. 4, 1.2. Proposed Development	"The main residential entrance is located on the middle of the north façade, on Kingston Road, with a second main entrance in the middle of the south façade."	Wrong. The proposal is for a main entrance off Windy Ridge Drive.

p. 4, 1.3	Areas of Interest	Areas of interest for pedestrian wind condition do not include adjacent properties, in particular 6 Windy Ridge Drive
p. 13		Increased impact on adjacent property not noted.
PLANNING RATIONALE		
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Reference	Original Text	Comments
p. 3, Rental Housing Demolition	"the proposal includes the replacement of six (6) rental units..."	Will these be 2 or 3 bedroom units and proportionate to the existing space currently enjoyed by existing residents of 3291 Kingston Road? Allocating 6 studios is not a 'replacement'. In fact, given the number of mailboxes outside of 3291 (and parked cars), there are likely more families that will be displaced.
p. 4, Development Proposal and Description		Building orientation is not appropriate and was designed to maximize space usage with little to no regard to invasions of privacy. Again, due to the building's proposed "C" orientation, many units (floors 1-6 within the "C", will have nowhere to look, but onto 6 Windy Ridge, and given the built form of the Neighbourhood and corresponding reasonable expectations of privacy, represents a continuing invasion of privacy and a perfect storm for future snooping which is actionable at law and contrary to good planning practice.
p. 4, Development Proposal and Description	"The ground floor is comprised of twenty-nine (29) grade related units, all of which have private amenity via raised patios and direct entrances from either Kingston Road or Windy Ridge Drive."	Units on Windy Ridge Drive are not in keeping with single residential exclusive lots. Considering these 29 ground units have direct entrances from Kingston Rd. and Windy Ridge, out of convenience, there is the potential that these residents and/or visitors will park their cars on the street. As well, it will permit an easy access for unloading groceries and for truck delivery unloading small and large appliances and furniture. Presenting safety and parking congestion and could contribute to traffic gridlock.
p. 4, Development Proposal and Description	"The common outdoor amenity is contemplated at the rear of the property as well as the tenth (10th) floor rooftop ...".	These are overlooking residential homes losing privacy.
p. 4, Development Proposal and Description	"As part of the streetscape improvements, new sidewalks are proposed on both Kingston Road and Windy Ridge Drive."	Windy Ridge residents previously fought conversion of street to curbs and sidewalk and got 90% agreement to not allow it. The key reason was to not damage the roots of the mature tree canopy that lines Windy Ridge Drive on both sides.
p. 5	"The tenth (10th) floor rooftop is proposed to have green roof elements incorporated into the design."	No green roof is noted in the design.
p.12	"The proposed development is on lands that are intended for intensification..."	Not true, only applies to 3291 Kinston Rd, not 2 and 4 Windy Ridge Drive. Although 2 Windy Ridge's rear lot line is on Kingston Road its main entrance and address are on Windy Ridge and form an integral part of the neighbourhood and should be treated as such.
p. 18	"The proposed development will improve climate change resilience and integrate storm water management approach that employs appropriate low impact development measures."	Not clear how it is contributing to climate change resiliency. Foundation weeping tile water is contaminated and adding unneeded load to City Sanitary System.

p. 22	"The proposed condominium apartment units would allow for a more equitable distribution of housing units and opportunity to live in the Scarborough Village Community, which is predominated by less affordable single-family homes."	Scarborough Village has disproportionate high number of apartments compared to city average, and most of the apartment are low income.
p.29	"The redesignation of a portion of the Subject Lands to Mixed Use Areas would create no greater impact or incompatibility then the redevelopment of the balance of Kingston Road already designated Mixed Use Areas."	Not true. The subject lands are unique in orientation and 2 and 4 Windy Ridge form an integral part of a well-established neighbourhood with well-defined pre-existing form (1 and 2 story homes with generous front, rear and side yard setbacks to ensure a reasonable expectation of privacy and to enhance the walkability and character of the well-treed neighbourhood). Unlike much of Kingston Rd, none of the subject lands are zoned commercial and the reasonable expectations of neighbourhood residents and related planning considerations are quite different. In addition, among other factors discussed throughout, the redesignation of 2 and 4 Windy Ridge would have a disproportionate impact on 6 Windy Ridge Drive contrary to good planning practice.
p.29 and 33	".confirms that adequate sunlight can be maintained."	Not true - see Sun Shadow study.
p.29 and 30	"The shortest route to the City's arterial road network at Kingston Road is via Windy Ridge Drive and Ravine Drive where the Subject Lands have frontage and future residents would not intuitively be encouraged to use the local road network." "The TIP study confirms that through traffic on local roads is not anticipated from the trips generated from the proposed development."	Not true. Due to the nature of the nearby intersection, in order to turn left onto Kingston Road, Windy Ridge drivers must first wait for all traffic from Bellehaven/Ravine to do so first. From local experience, during morning rush hours (7 to 8:30 a.m.) one (sometimes two) cars from Windy Ridge are able to turn left onto Kingston on any given green traffic light. The traffic study was conducted during a period that is not reflective of normal volumes (i.e. during summer peak vacation times and when children are not at school). Contrary to good planning practice, the result will be that the Windy Ridge, Bellehaven, Ravine loop will become a roundabout in order to turn left onto Kingston Road during morning rush hour traffic raising material traffic and safety concerns. Similarly, during evening rush hour, turning right onto Ravine from Kingston (via downtown) and then immediately left onto Windy Ridge will cause a significant bottleneck on Kingston Road itself. Drivers will be encouraged to use the gas station as a short cut (this happens today and will only be exacerbated by this proposal).
p. 43 Summary	"The Official Plan amendment to redesignate a portion of the subject lands to Mixed Use Areas meets the overall goals and intent of the City of Toronto Official Plan."	Development is not in alignment with the existing community.
p.43 Summary	"The work carried out by the consultant team demonstrates that the proposed development is feasible and appropriate for the Subject Lands."	Not so; lacking in many ways.
Figure 4	Conceptual Landscape Plan	Should not show adjacent property trees. Show development trees. This is deceiving.
PROJECT DATA SHEET		
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Reference	Original Text	Comments
Project Data Sheet		The number of units on the form does not add up. The proposal is for 343 units total. BUT adding these # on the Project Data Sheet form 22+210+81+33 = 346 units.

PUBLIC CONSULTATION

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Reference	Original Text	Comments
	<p>"As part of the application process, one Public Open House meeting was held on July 30, 2020 prior to submitting applications to the City and one Community Residents Association meeting with the immediate property owners was held on November 10, 2020 after submitting the applications."</p> <p>"... the Community Residents Association meeting was coordinated through direct communication with the owners."</p>	<p>Both the July 30th and the November 10th meetings were one-way presentations from the developer and should not meet the obligation of consultation by the developer.</p> <p>The "Community Information meeting" on July 30th, 2020 was identified by LCH as outside of any requirement by the City. The invitations were distributed one week in advance. The information meeting was held at the most inconvenient time when people are away at cottages or vacation - July 30. In addition, this was a one-way presentation by the consultant with no opportunity for the community to ask questions, voice concerns, or receive answers.</p> <p>At the meeting on November 10th with representatives of the Cliffcrest Scarborough Village SW Residents Association and Councillor Crawford and his staff, LCH presented the details of their development application. Association members posed a few technical questions and stated why the development, as proposed, is unreasonable and inappropriate and that the Residents Association will oppose it.</p> <p>There have been no meetings with the immediate property owners (6 Windy Ridge Drive). LCH has at no point approached the home owners of 6 Windy Ridge Drive directly to discuss their concerns.</p>

SERVICING REPORT GROUNDWATER

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Reference	Original Text	Comments
		No comments at this time.

STORMWATER MANAGEMENT

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Reference	Original Text	Comments
		There is no mention of storm water management during construction.
iii, Executive Summary	<p>Sanitary Sewers</p> <p>"Under Dry and Wet-weather, post-development conditions, the maximum downstream capacity of sanitary sewer network will slightly be affected by the proposed development and the existing infrastructure will be able to support it."</p>	What does slightly mean in numbers?

SUN SHADOW STUDY

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Reference	Original Text	Comments
		The study is missing a December 21 shadow study
		The study is missing shadow in summer July 21 at 8:30 pm when we have the longest daylight days
	In March at 6:18 pm the shadow affects 4 existing residences along Windy Ridge Drive (#6, 8, 10, 12)	<p>The orientation of the building does not provide adequate sunlight to the adjacent and surrounding properties. This includes the full frontage of the building on Kingston Road, which would be in shade all morning (as the drawings show), and significant reduction in the morning sun for the townhomes on the north side of Kingston Road.</p> <p>According to the Official Plan, "Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established</p>

		Neighbourhoods will ... b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings ..."
	In September at 6:18 pm the shadow affects 6 existing residences along Windy Ridge Drive (#6, 9, 10, 12, 14, 16) and residences just to the north.	The Planning Justification Report 'confirms that adequate sunlight can be maintained' – not true. Adequacy/Reasonableness should be determined in the context of what the current Neighbourhood currently enjoys, which, for the most part, is continuous sunshine throughout the year. In addition, people work for a living and, arguably, the most important sunshine hours during the work week are before (early morning until 8:30 a.m.) and after work hours (5:30pm onwards) - to entirely shadow out multiple homes during these periods is not reasonable and adequacy of light should be interpreted, at a minimum, in the context of when such light can be enjoyed.
	June and September study	Much of 6 Windy Ridge is already in shade at 5:18pm, meaning that such shading begins likely before 5pm which is not reasonable for a property that would otherwise have full sunshine throughout the day. In addition, sunset on such day is ~9pm - to completely shadow in a property for the 4 hours that are arguably the only 4 hours that can be enjoyed by a homeowner (due to work etc.) is not reasonable. This also holds true for 8, 10, 12, 14 and 16 Windy Ridge.

SURVEY PLANS

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Reference	Original Text	Comments
Drawing	#8 Windy Ridge	This is a 2-storey building, not one storey.

TORONTO GREEN STD FORM, CHECK LIST

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Reference	Original Text	Comments
		Toronto Green Standard Form is incomplete.
		Toronto Green Standard Checklist form is incomplete.

TREE PRESERVATION

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Reference	Original Text	Comments
Tree Preservation Plan		There will be a major impact to the city of Toronto tree canopy with the removal of 77 trees.
		There are grave concerns regarding excavation below grade (3 floors or 2 parking) in constructing driveway and underground parking garage in such close proximity to abutting residence and its mature trees.
		Tree 24 is an American Elm which lies along Kingston Road on #2 Windy Ridge Drive. American Elm are rare but not protected, and of interest to the University of Guelph for cataloguing. Dutch Elm Disease has reduced our classic urban shade tree relic survivors. Young and medium-aged trees can still be found in the wild covering all of southern and central Ontario, north to Timmins and west to Kenora. The American elm was one of our largest native trees before the disease, and most adaptable to rural and urban life. The University of Guelph Arboretum has been identifying large survivors and assembling a gene bank for breeding resistance.