

A collage of photos illustrating impact and concern of  
**LCH Condo at 3291 Kingston Road & 2 and 4 Windy Ridge Drive**

LCH Developments is proposing to build an oversized (11 stories, plus mechanical) 309 unit condo at the south-east corner of Kingston Rd and Ravine/Windy Ridge Dr. (The current bylaw allows 6 stories maximum). The proposal encroaches into the residential neighbourhood – as 50% of the site eliminates two properties on Windy Ridge Dr (#2 and 4).

**Cliffcrest Scarborough Village SW Residents Association (CSVSWRA) is NOT against development.**

As a Party the RA will endeavour to ensure that **appropriately-sized development** occurs on the site and that **studies are completed** so the **FULL impact** of these developments is revealed.

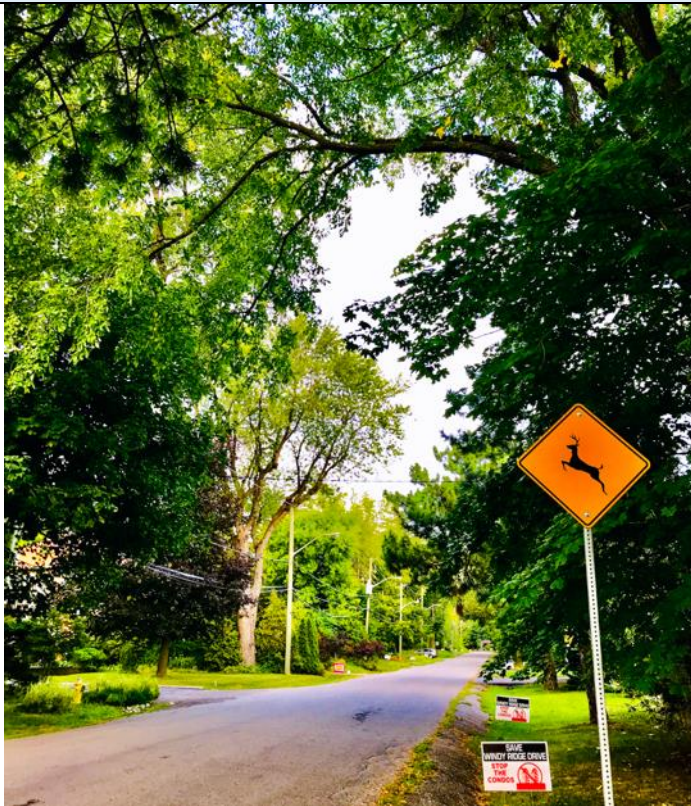




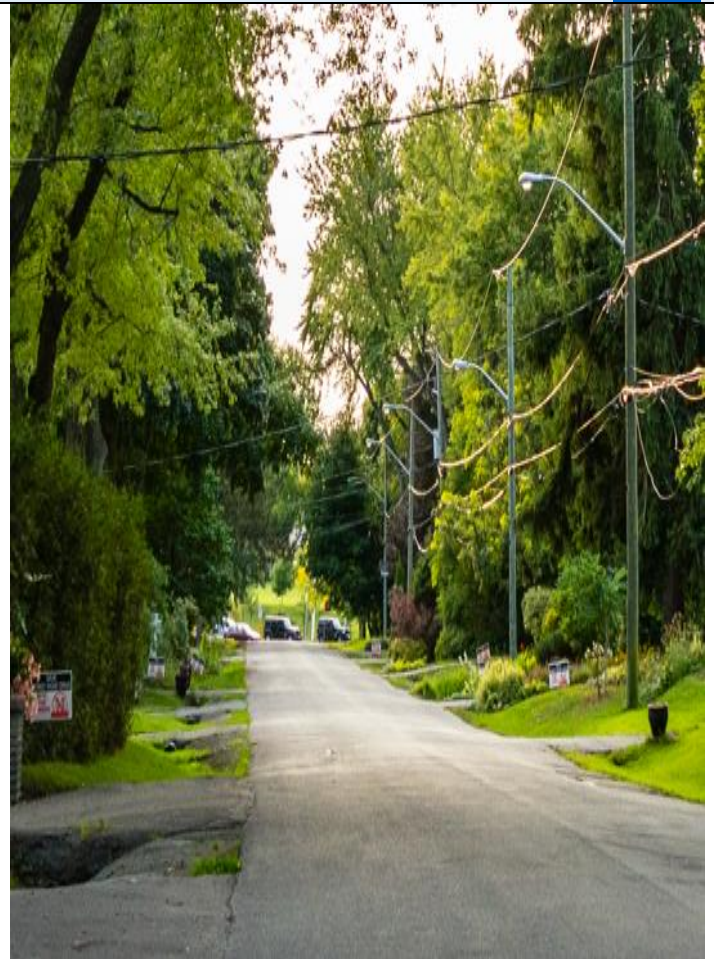
The development will destroy 80 mature trees - Urban Forestry finds this unacceptable. Every effort should be made to retain large-growing, long-lived shade trees, particularly those on City property and the outer edges of the site. Furthermore, the **environmental impact** on nearby Doris McCarthy trail and migratory birds has not been adequately assessed.



All conceptual images in this document are artist impressions.



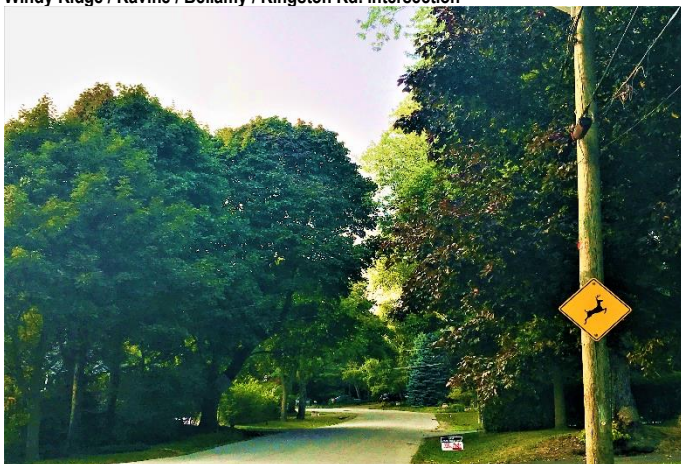
Windy Ridge Drive looking toward Bellehaven Crescent.  
Windy Ridge Drive is a local street with no curbs or sidewalks to protect the roots of the mature trees that provide a canopy along both sides of the street.



Windy Ridge Drive looking toward Kingston Road.



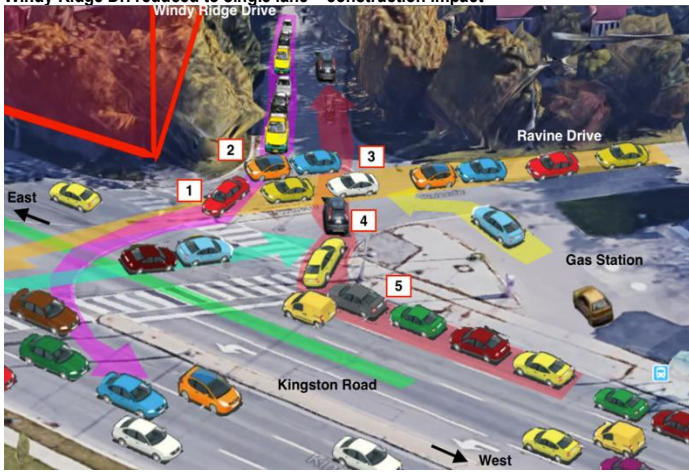
Windy Ridge / Ravine / Bellamy / Kingston Rd. intersection



Above, Windy Ridge Drive in front of #4  
Left photo, top of Windy Ridge



Windy Ridge Dr. reduced to single lane – construction impact



Complicated 5-point intersection of Kingston Road, Ravine, Bellehavan and Bellamy South and the Pioneer Gas Station, which some motorists use as an illegal shortcut to bypass light on Kingston Road. The **Traffic** report submitted by the Applicant was done on **July 31<sup>st</sup>** when the entire world was dealing with the Pandemic and residents are normally out of school/ town. It is unclear how the observations can reflect the traffic reality of a post-pandemic regular school day. "



Doris McCarthy Trail looking up Bellehavan Crescent toward Hill Crescent, overflow traffic & parking is common on Windy Ridge during peak usage times at the trail. Pedestrian traffic at the light generated by the students going to Bliss Carman.

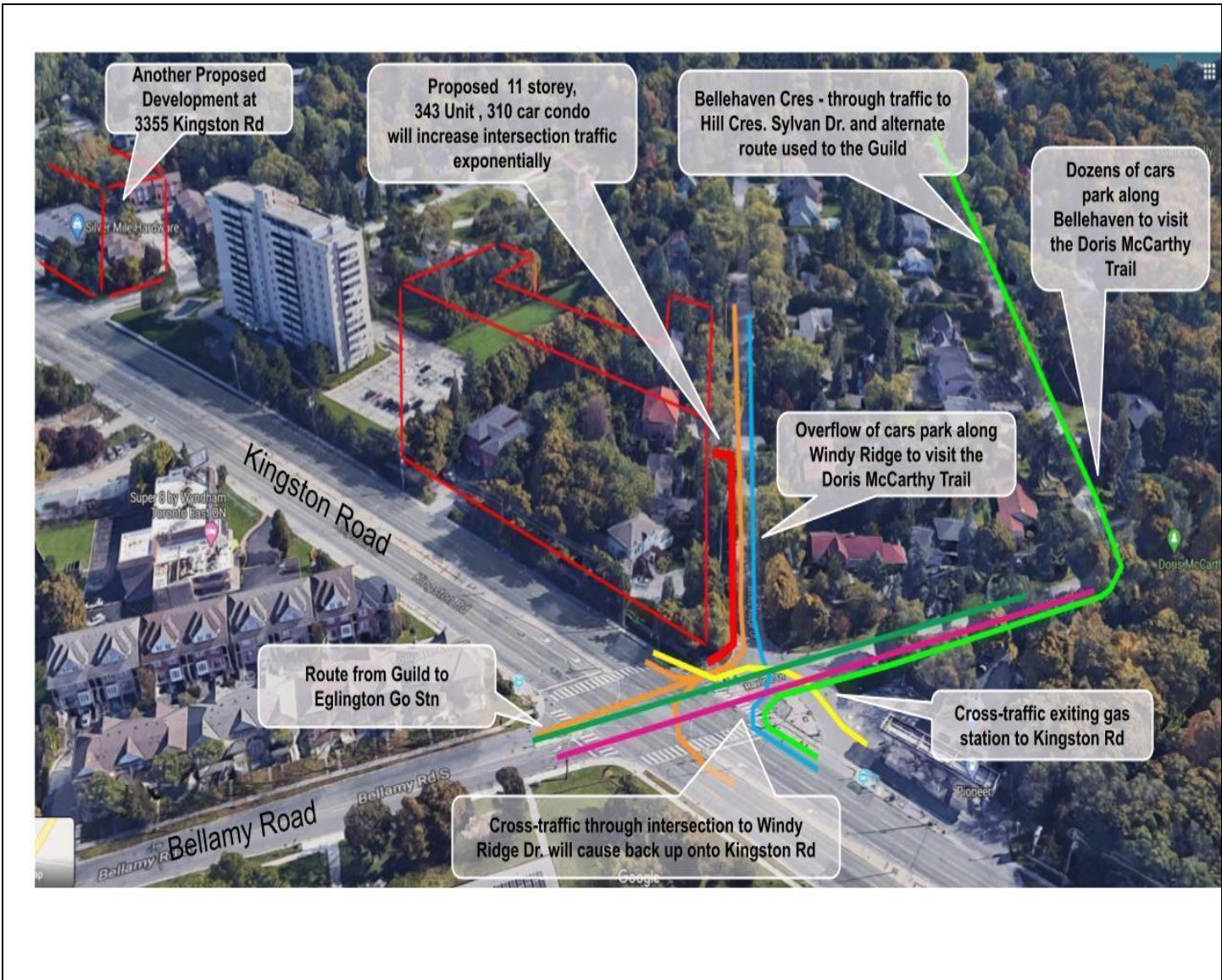


After many follow-ups asking for studies to ensure we make informed decisions, the CSVSWRA was told, **"The application is deemed complete under the Provincial Planning Act. "Complete" refers to all required reports being submitted.** If the applicant had not submitted all reports deemed necessary, they would not have been able to appeal their application, notwithstanding that various City departments have outstanding requests/comments that have yet to be adequately addressed.



Windy Ridge Drive looking toward Kingston Road





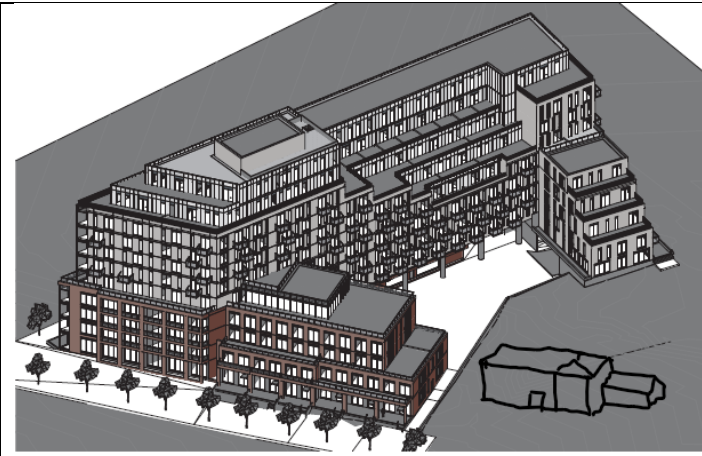
Ravine Drive looking toward Doris McCarthy Trail. This condo development will add to the traffic pressure and overflow parking needs to be considered as more people seek access to the Doris McCarthy Trail, to the Scarborough Waterfront shoreline and to the TRCA's future Waterfront Trail.



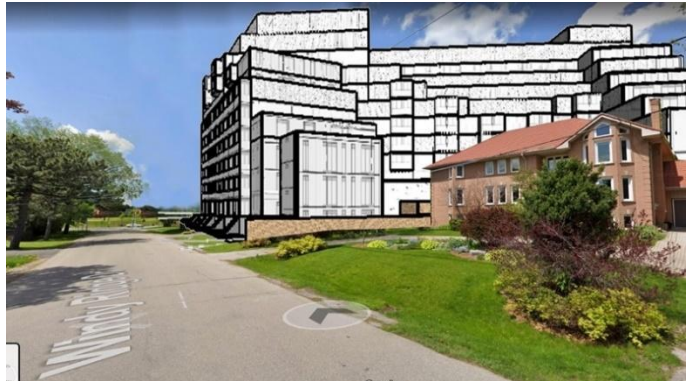
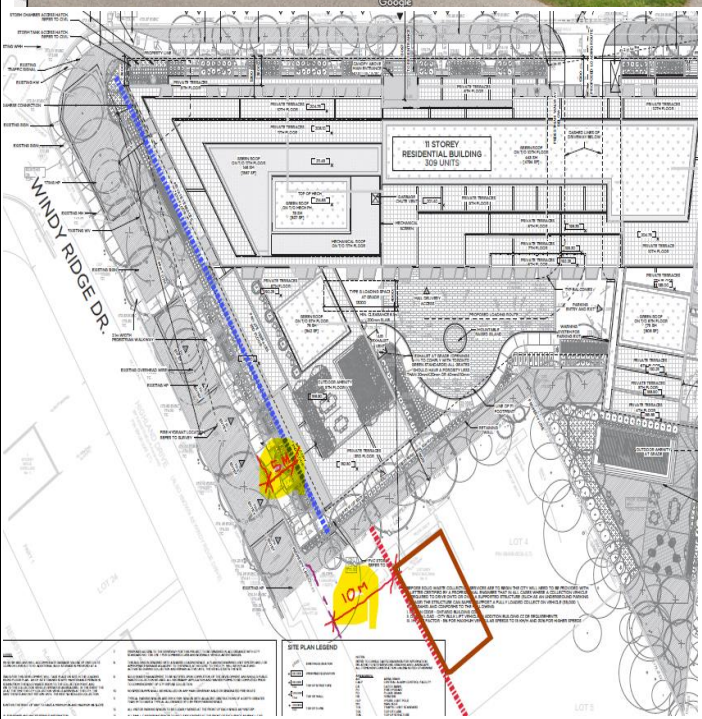
Bellehaven Crescent looking westerly toward Hill toward Doris McCarthy Trail.



waiting to pick up their children from Bliss Carman School.

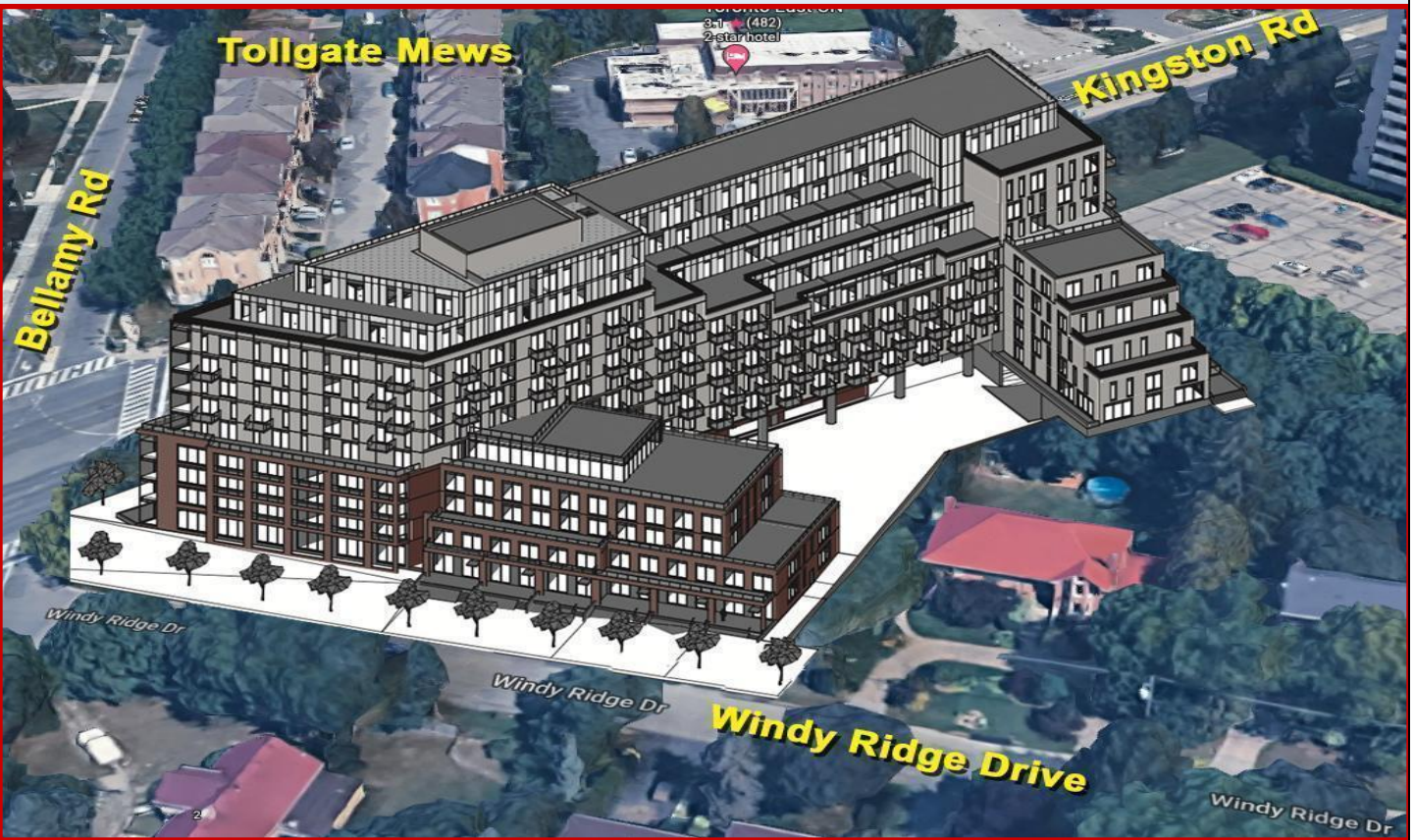


Demarcation 6 Windy Ridge backyard today



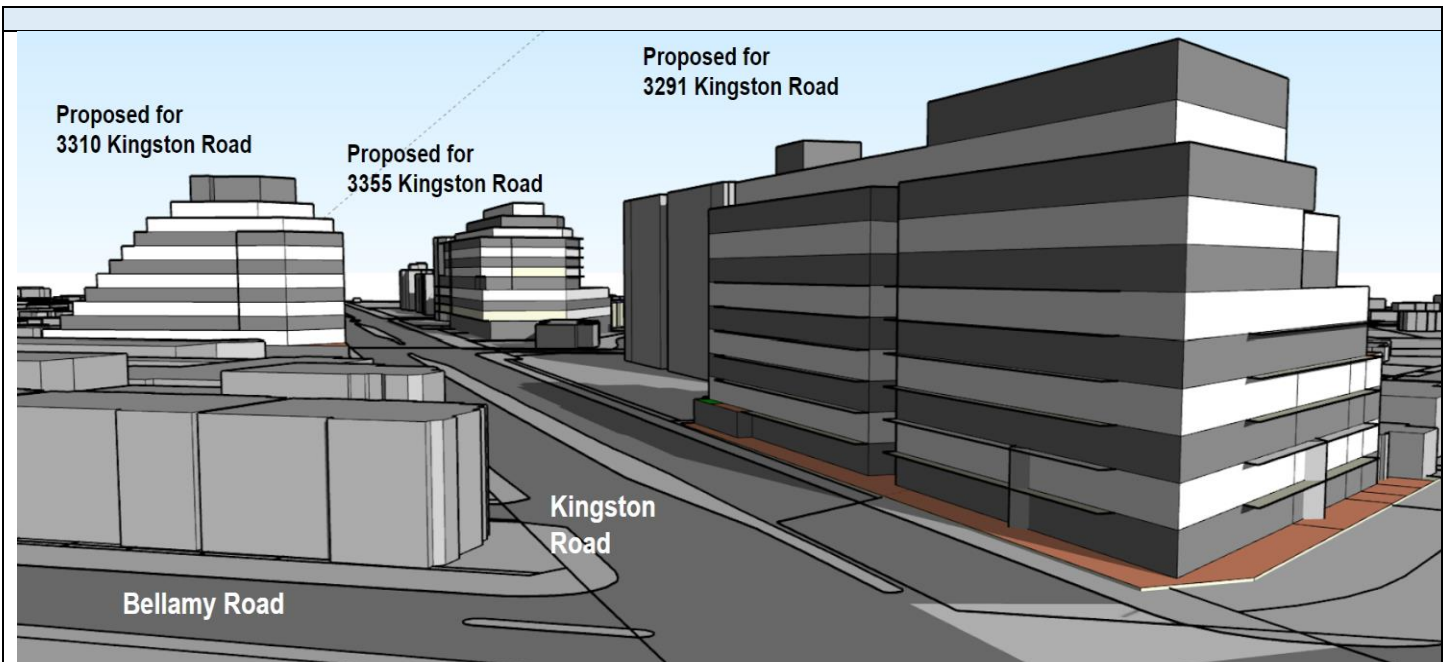
All balconies face onto 6 Windy Ridge Drive side and back yard, i.e., an amphitheatre onto the backyard.  
Blue line shows proposed setbacks compared to the red existing.

The subject lands' unique orientation, with 50 percent neighbourhood composition, and, as currently proposed, represents a material and disproportionate impact to the abutting neighbour, are all major indicia against the rezoning of #2 and #4 and in particular 4 Windy Ridge Drive. Since September 2020, the CSVSWRA has raised concerns about this application as currently proposed including the rezoning of #2 and #4 Windy Ridge Drive. CSVSWRA asked many times for City Planning to "provide more details on the planning rationale/justification and any specific tests or criteria, statutory or otherwise, used by City Planning for the potential rezoning of 4 Windy Ridge Drive, since it is entirely in the neighbourhood on Windy Ridge Drive and not Kingston Road. No response has been received. (A timeline document created by CSVSWRA captures 80+ entries documenting attempts to engage with City Teams.)









Applicants are required to do an Avenue **Segment Study** – a mini planning study – and submit it for review for Avenues where those more specific processes (a **Secondary Plan or Zoning By-law**) have not been implemented. Development should not set unnecessary precedent or **undesirable standards** for new development of the Avenue segment.

For more than 2 years the Association has advocated that City Planning **look at the cumulative impact of three immediate proposals at 3291, 3355 and 3310 Kingston Road collectively**. Each applicant for these projects has presented an Avenue Study that is incomplete (to varying degrees). **None of the Avenue Segment Studies look at the picture of all three of these proposals collectively and none address affordability and the "Missing Middle"**

The applicant is required to submit **QUALITY** reports and studies and to take into consideration nearby proposals and cumulative impacts. Some materials reflected in the Application Information Centre (AIC), include the **Avenue Segment Study Review**, the **Traffic Operation Assessment** and **Stormwater Management Reports** – based on comments provided by ECS, City Staff are **NOT** satisfied with some aspects of those materials. The appeal to the OLT was premature given that the applicant did not continue to respond to City Staff comments on the various studies, yet the reports are deemed complete just because they are received.

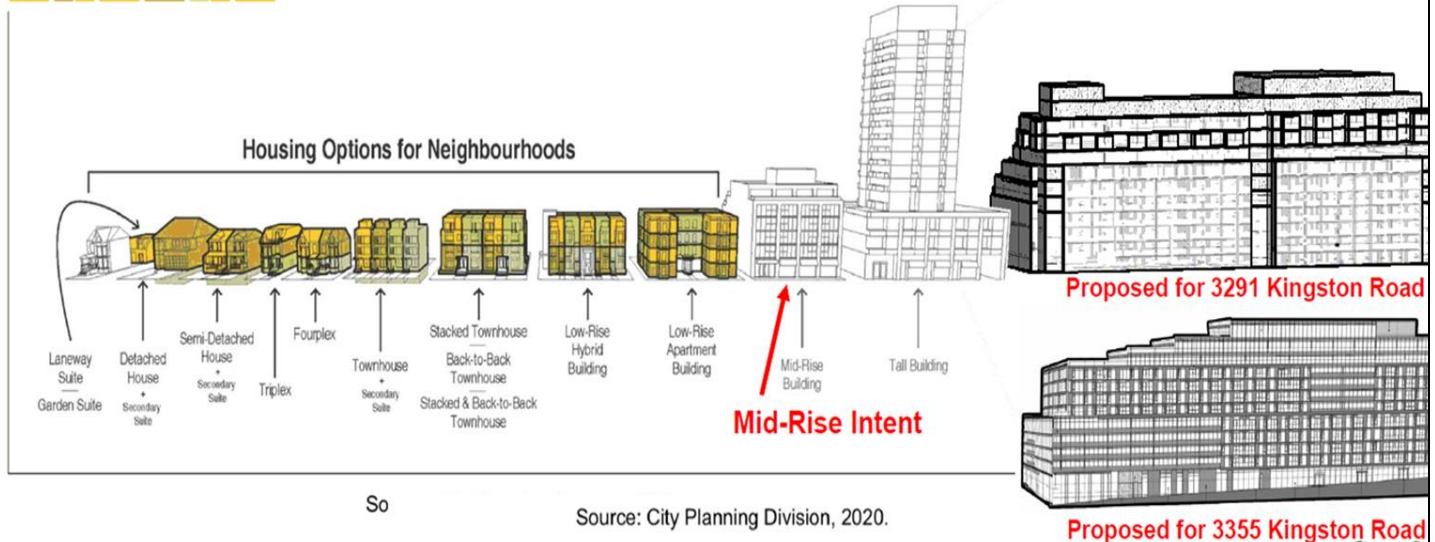
**Expanding Housing Options in Neighbourhoods**

City Planning Division  
July 2020

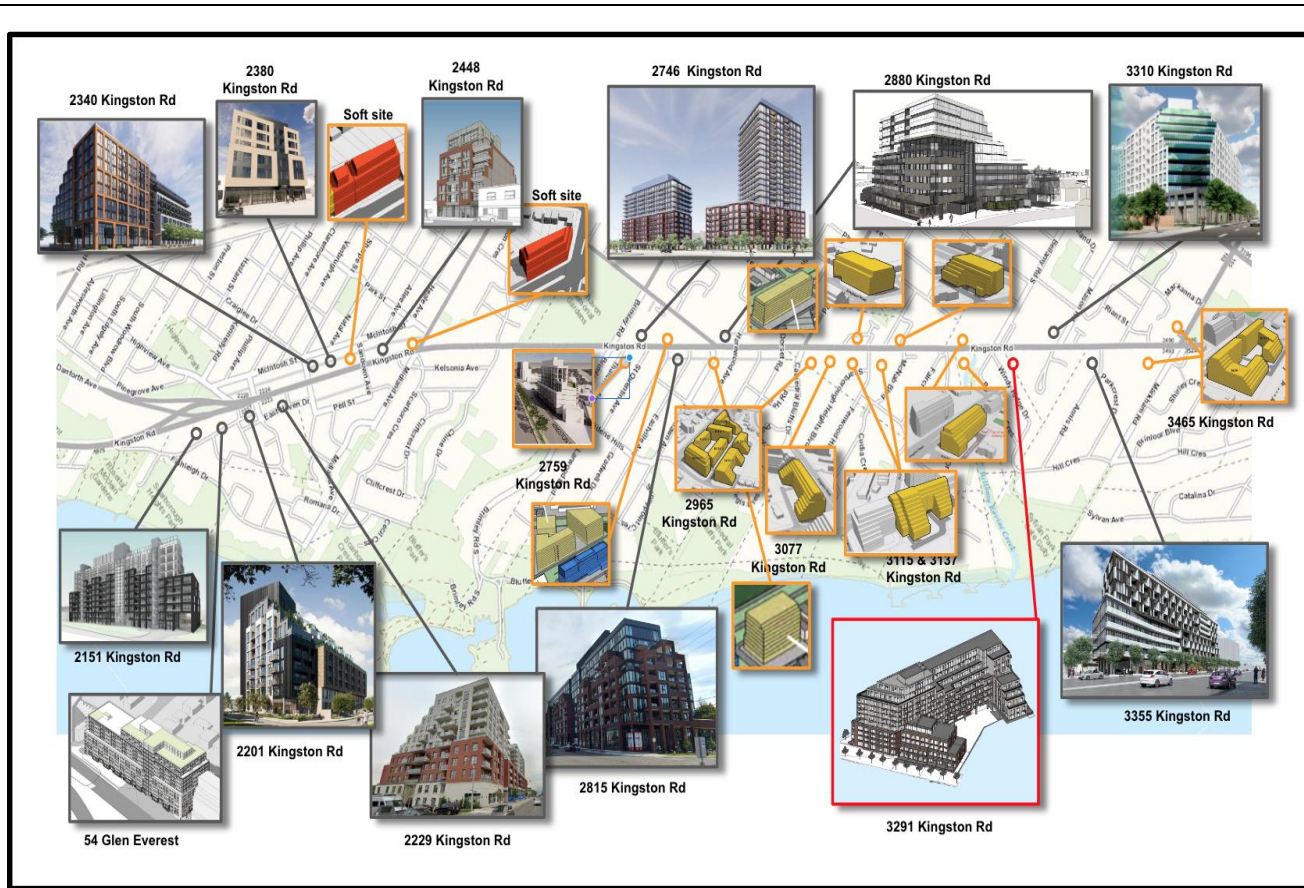
**Out of scale... application of Mid-rise intent**



Figure 1. Housing Options for Neighbourhoods.



Source: City Planning Division, 2020.



In 2020 CSVSWRA created “BIG Picture Map” to understand what was coming to our neighbourhoods. Analyses indicate in the BIG PICTURE – 5,709 units, with 11,171 to 15,204 new residents. **See link to map:**  
<https://www.google.com/maps/d/u/0/viewer?mid=1-V1dBqXR4GSIZBxOeVusDmb34ufJZlCp&ll=43.7350905540572%2C-79.223535&z=14>

**13 proposals currently being reviewed by the City**, (shown in purple on the map) will add a total of 3,382 units, with a median of 6,552 or a high of 8,808 new residents, with **only 3,489 parking spaces**.

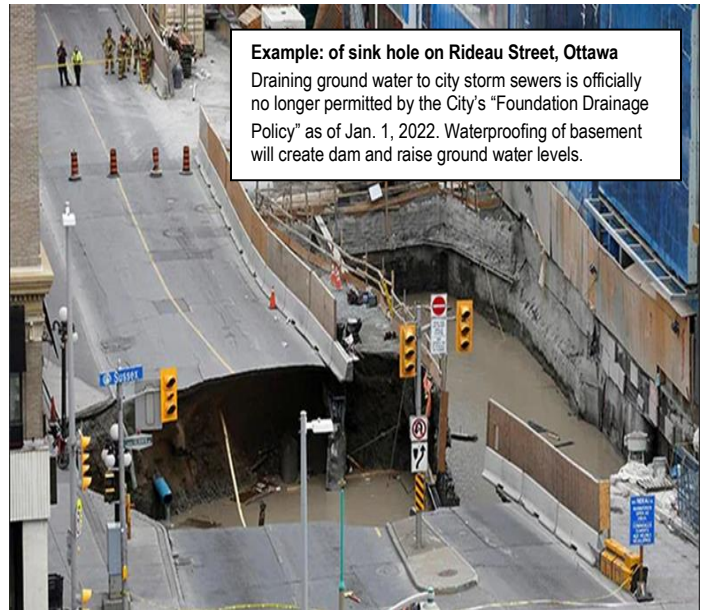
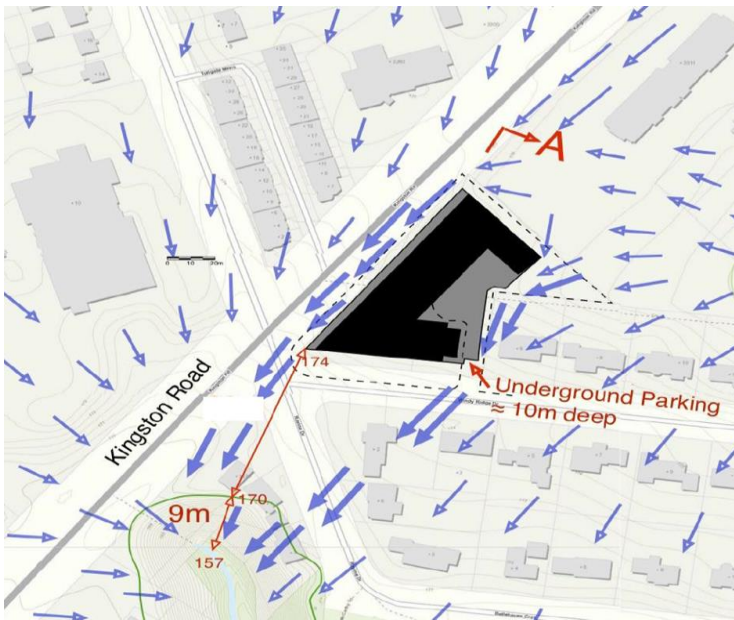
**Projects presented to Councillor Crawford early in 2021**, included a request to consider a “**Secondary Plan**”. Without a Secondary Plan, condominium developments in our surrounding area will be approved on a site-by-site basis, which means developers will determine our future. The CSVSWRA was told we should engage in conversations with City Teams prior to launching these projects, so we waited, we followed up, and we waited. In the end we are told by City Teams that normally a **Secondary Plan is a mechanism that opens up more development and intensification** especially along main corridors such as Kingston Road. (Without a doubt intensification is here, isn't it?)

**In early 2021 CSVSWRA also asked for a motion for an Interim Control By-Law (ICBL) to allow time for studies to be completed.**

As we waited for the City to respond to our concerns this proposal was appealed at OLT. We asked again for ICBL to allow for studies to be completed in order to understand the impact to infrastructure for these unique & environmentally sensitive neighbourhoods so that informed decisions are made. We are told, “From a planning perspective, all studies are complete so there are not even grounds for one.”

SECOND SUBMISSION COMMENT RESPONSE MATRIX  
 20 209869 ESC 20 02 and 20 209870 ESC 20 RH  
 3291 Kingston Road LP  
 3291 Kingston Road and 2 & 4 Windy Ridge Drive  
 City of Toronto

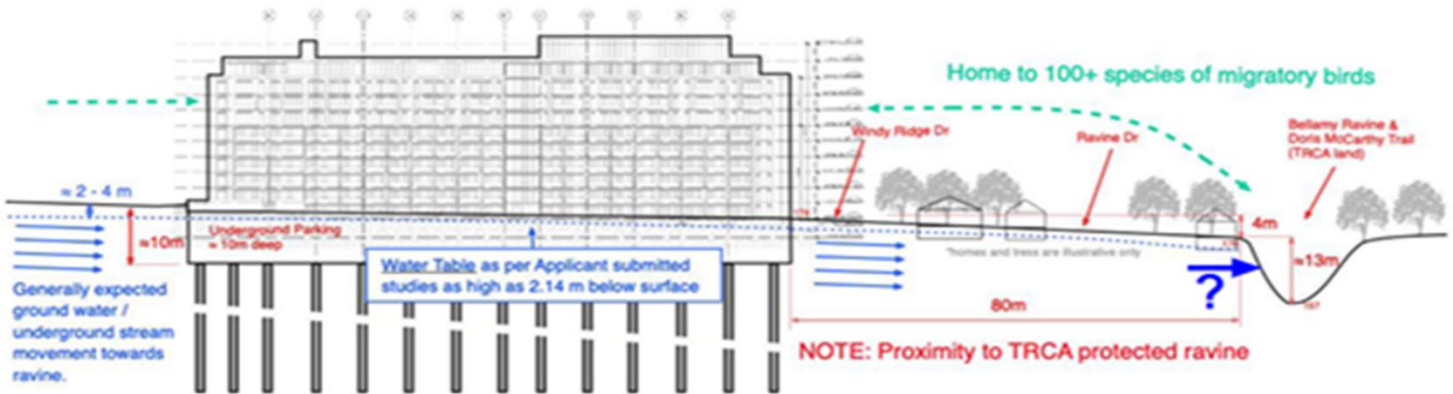
City Stakeholders comments.	Reply by	LCH Response	City's Responses Feb 2022
Please note the detailed population calculations for each catchment area under pre and post development conditions must be provided in Sanitary Drainage Plans. The Revised Drainage Plan must include the type of land use, and their total population, taking consideration of the future developments based on the City's development application website where zoning has been completed and where applications are currently in progress, in order to determine the population density and the drainage areas contributing to each sewer segment.	Lithos Group	The Sanitary Drainage Area Plans (DAP-3A & DAP-3B) have been revised accordingly, including the land use type, the population of each segment of the sanitary network, and the total population. Furthermore, takes into consideration future developments in the subject area.	not addressed
A letter written by a Mechanical Consultant (signed, sealed and dated by a licensed P.Eng. of Ontario) stating the peak flow rate of the groundwater discharge for the development site for all groundwater sump pump(s) is required to be appended to the revised report. This peak flow rate must be based on the pump schedule(s) that have been designed by the Mechanical Consultant. A template of this letter is attached to this memo.	Lithos Group	The requested letter has been provided in Appendix B of the updated FSR-SWM report.	not addressed
i. The floor areas shown in fire flow calculations do not match the areas shown in Architectural plans. Please revise.	Lithos Group	Water calculations have been revised accordingly.	not addressed
ii. C40-6 was used to calculate the Fire Demand. The above calculation is for fire-resistive construction (fully protected frame, floor and roof). Additionally, the short form calculation for A was used to calculate the Fire demand (largest floor area + 25% of two immediately adjoining floors). Per FUS 1999 Guidelines, this is only valid if the "vertical openings and exterior vertical communications are properly protected (one hour rating)." Please provide a letter from the Architect verifying these construction methods (per FUS guidelines) for all proposed buildings to justify these assumptions in your fire flow calculations.	Lithos Group	The requested letter has been provided in Appendix E of the updated FSR-SWM report.	not addressed



**Example: of sink hole on Rideau Street, Ottawa**  
 Draining ground water to city storm sewers is officially no longer permitted by the City's "Foundation Drainage Policy" as of Jan. 1, 2022. Waterproofing of basement will create dam and raise ground water levels.

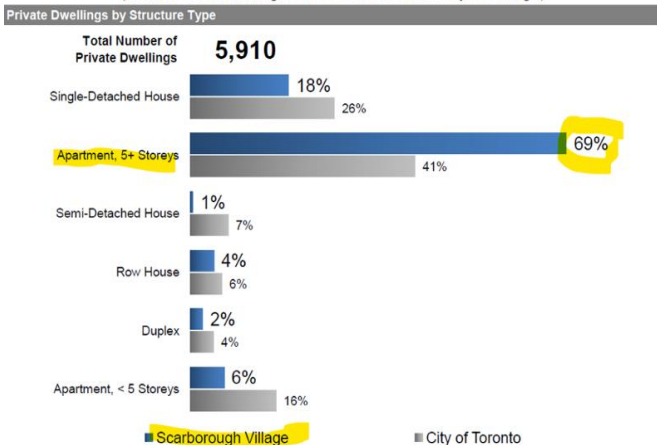
There is enough information available that points to potential impacts of putting a wall of Condos (essentially a dam) that will redirect surface and underground water along Kingston Road. We need experts who understand the engineering issues and unpredictability of Climate change. This is a complex issue that warrants proper study by experts.

**Section A-A : Proposed condo to Bellamy Ravine (to scale)**



**139. Scarborough Village**

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



There has been no evidence presented to support that this massive development adjacent to this important Natural Heritage System will not negatively impact the system and worsen the erosion of the Scarborough Bluffs. CSVSWRA strongly feel that the TRCA should be involved in a review of this project. **Many attempts were made by CSVSWRA to try to engage the TRCA over the last 2 years**, but they continue to indicate that they will not be commenting on an application that is approximately 50 meters from the ravine.

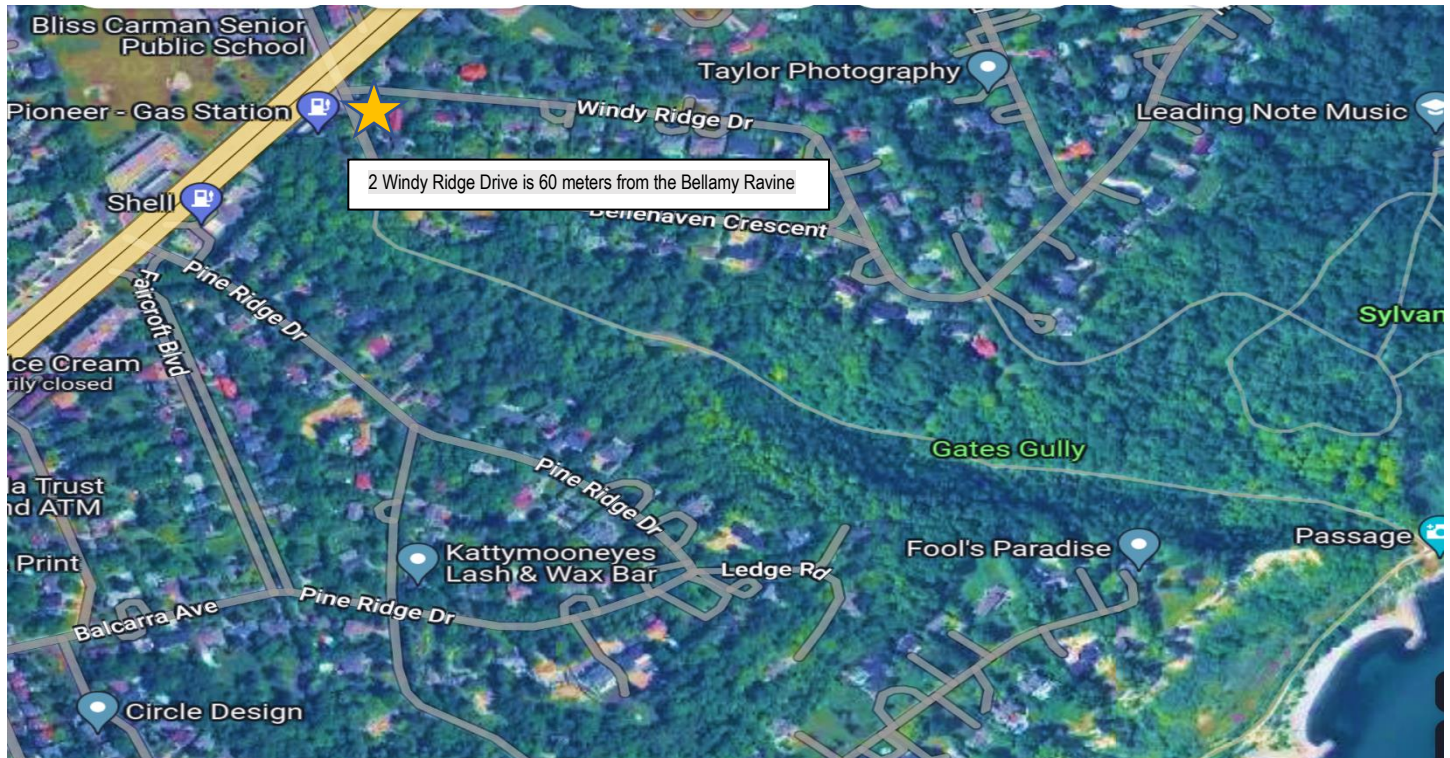
Scarborough Village has a disproportionately high number of 5+ storey apartments compared to city average, and most of the apartments are low income. There is no affordable housing component in this proposed development. Where are the studies that show infrastructure can support this growth?



Photos taken in front of 4 Windy Ridge, one of the properties under review for rezoning



Ravines are carved by water flow. The fact that the ravine exists and creek flows year round means that there is a very high volume of water not that far below ground level and it is not static. In addition, it is not a stretch to say that the ravine is actually an extension of the BLUFFS themselves because it goes all the way down to the lake and has very steep sides. The development is 60 meters from the Bellamy Ravine. Nowhere else does Kingston Road or any other major road come so close to the bluffs, and the impact of development should thoroughly be reviewed and mitigated.



#### TRCA:

The only comment from the TRCA was for parking considerations for visitors looking to access the Doris McCarthy Trail as important issues of consideration with the planning lead at the City. As far as we are aware, even this sole comment has not been adequately considered. (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)

Section 3-4 of the Official Plan needs to be considered when development is proposed near a Natural Heritage System. Here is the link for Chapter 3, Chapter 3.4 The Natural Environment begins on page 42. <https://www.toronto.ca/wp-content/uploads/2017/11/981f-cp-official-plan-chapter-3.pdf>

#### Currently there are only 4 public access points to the Scarborough Waterfront shoreline:

1. The Doris McCarthy Trail
2. Guild Park (often congested by the spots allocated by the Guilds Inn Private Guests for Private events)
3. East Point Park
4. Bluffers Park (already grossly overly congested).

The November 2019 TRCA SWP Final Environmental Assessment, and the February 2012 Scarborough Shoreline Terrestrial Biological Inventory and Assessment, have not been considered by the City.

#### Additional information:

##### Highlight of Key Community Concerns presented to : Councillor Crawford, & City Legal November 21, 2022

<https://cliffcrestscarboroughvillagesw.ca/data/documents/Concerns-Presentation-to-City-Legal-OLT-21-11-22-REV.pdf>

##### More concerns re cumulative impact raised during July 7th Toronto water meeting and Stormwater Management

<https://cliffcrestscarboroughvillagesw.ca/data/documents/Toronto-Water-Review-.pdf>

The following **NEW application** on Parkcrest should be added to segment study, 22 216036 ESC 20 OZ OPA & Rezoning submitted 12/10/2022 . Five blocks of stacked, back to back townhouse single level underground parking garage. The proposal includes a total of 145 residential units and a residential gross floor area of 13,797.88 square metres, with 164 underground vehicle parking spaces and 5 surface vehicle parking spaces.

See stories submitted by students following a school trip that included a stop at the condo site: :

<https://cliffcrestscarboroughvillagesw.ca/data/documents/7-Letter-from-a-Concerned-Resident-our-futue-Stewards.pdf>

The link to the Memory Book that captures details for tour at the Doris McCarthy Trail & Bellamy Ravine located 60 meters from the condo site:

<https://www.bluffsmonitor.com/wp-content/uploads/flipbook/122/book.html>



Taken 2021



In 1903, A.P Coleman, Head of the Geology Department at University of Toronto, reported on the geological importance of the Bluffs and cautioned against development to mitigate erosion on the unstable cliffs. Large scale development went forward despite the risk and in recent years houses and backyards started to fall over the edge. **Attention needs to be given to protection & conservation.**

Our future?

It is unknown what the impact to the fragile Bluffs will be



To learn more or to get involved, please contact CSVSWRA at [info@csvsw.ca](mailto:info@csvsw.ca) or 647-245-3277