

**18 – 26 Rean Drive – Official Plan and Zoning By-law Amendment Application – Final Report**

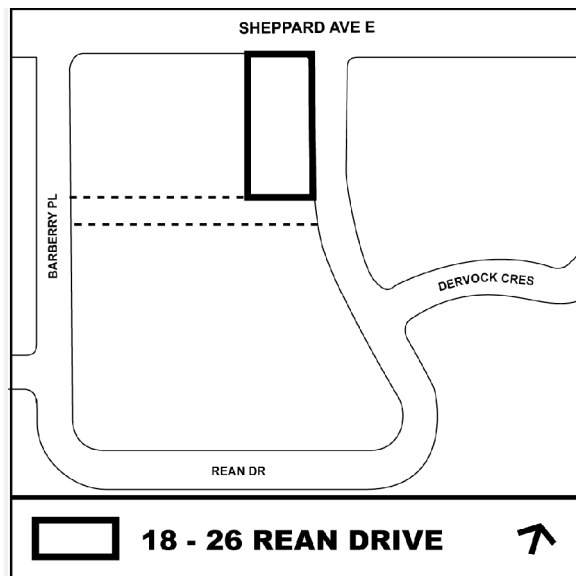
<b>Date:</b>	October 17, 2011
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 24 – Willowdale
<b>Reference Number:</b>	10 308452 NNY 24 OZ

**SUMMARY**

Daniels HR Corporation has assembled five residential lots at 18, 20, 22, 24 and 26 Rean Drive and is requesting an amendment to the Official Plan and Zoning By-law in order to redevelop the lands with a 6/7-storey, 140-unit residential condominium apartment building with 565m<sup>2</sup> of commercial space on a portion of the ground floor.

This report reviews and recommends approval of the application to amend the Official Plan and former City of North York Zoning By-law No. 7625.

The proposal meets the intent of the City’s Official Plan for intensification in *Mixed Use Areas*. Municipal objectives for appropriate urban design principles as set out in the Context Plan for the Southeast Bayview Node would be fulfilled. The proposal is consistent with the policies and provisions of the Provincial Policy Statement and is in conformity with the Greater Golden Horseshoe Growth Plan.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands at 18-26 Rean Drive substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 11 to the report dated October 17, 2011.
2. City Council amend former City of North York Zoning By-law No. 7625 for the lands at 18-26 Rean Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 12 to the report dated October 17, 2011.
3. City Council authorize the City Solicitor, in consultation with the Chief Planner and Executive Director of City Planning, to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required to give effect to the recommendations contained in this report.
4. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of Above Base Park Improvements to a proposed 272m<sup>2</sup> parkette to be conveyed to the City to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law.
5. Before introducing the necessary Bills to City Council for enactment, City Council require the owner of the lands at 18-26 Rean Drive to enter into an Agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor, to secure the following:
  - a) A \$ 225,000.00 cash payment to be used towards the cost of constructing and equipping a public community centre as identified in Figure 4.3.3 of the Sheppard East Subway Corridor Secondary Plan, to be paid prior to the issuance of the first above-grade building permit for the development, with such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date of payment;

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

- b) The exemption of indoor private recreational amenity area from the calculation of gross floor area to a maximum of 331m<sup>2</sup>.
  - c) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009.
  - d) The Owner shall design, construct and fund a passenger lay-by within the public boulevard on the south side of the unassumed road to the satisfaction of the Director, Transportation Services, North York District.
  - e) The Owner shall convey to the City, at nominal cost, a widening of approximately 0.72 metres along the frontage of the unassumed road to the satisfaction of the Executive Director of Technical Services and the City Solicitor.
6. Before introducing the necessary Bills to City Council for enactment, require the applicant to enter into a Site Plan Agreement under Section 41(16) of the *Planning Act* and Section 114 of the *City of Toronto Act*, such agreement shall require provisions to secure the design, construction, funding and timing of the passenger lay-by to be provided by the applicant in the public boulevard located opposite the site in front of the Claridges site.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

A preliminary report for this application was considered by North York Community Council at its March 22, 2011 meeting. The report provided background information on the proposal and recommended that a community consultation meeting be scheduled with the Ward Councillor and that notice for the public meeting be given according to the regulations of the *Planning Act*.

Community Council adopted the staff recommendations and directed that the notice area for the community consultation meeting be expanded. In addition, Community Council directed the applicant to amend the application so that more closely respects the Sheppard East Subway Corridor Secondary Plan and the Context Plan for Sheppard Avenue with particular regard to the 3.0 FSI density assigned in the Plan, the 6-storey height and 2-storey podium policy and that the overall building height not exceed other buildings fronting Sheppard Avenue and recently approved in the area. Community Council also directed staff to work with the applicant to provide parking for commercial uses that are convenient, possibly at grade, with no access through the residential component of the development. The preliminary report is available at the following web link:  
<http://www.toronto.ca/legdocs/mmis/2011/ny/bgrd/backgroundfile-36227.pdf>

## **ISSUE BACKGROUND**

### **Original Proposal**

The original submission, filed in December 2010, proposed a 9-storey, 154-unit mixed use building with two levels of underground parking. The building had a gross floor area of 11,693m<sup>2</sup> including 573m<sup>2</sup> of ground floor commercial space resulting in a density of 4.14 FSI.

### **Revised Proposal**

In September 2011, the applicant filed a revised submission which includes a reduced building height of 7-storeys with 6-storeys continuing to front Sheppard Avenue East, a reduced residential unit count of 140 and a reduced density of 3.75 FSI. Revisions were also made to the size and locations of indoor and outdoor amenity areas and the design of the surface parking lot. Additionally, the proposal includes 272m<sup>2</sup> of land to be conveyed to the City for parks purposes. The small parkette would be located along the Sheppard Avenue East frontage.

The design of the ground floor proposes two separate and distinct indoor spaces: a 565m<sup>2</sup> grade-related commercial space along the Sheppard Avenue East frontage that wraps around a portion of Rean Drive; and 570m<sup>2</sup> of space devoted to residential uses including the lobby and common indoor amenity space overlooking Rean Drive. The new design also incorporates three grade-related units fronting the unassumed road to the south. The two ground floor spaces would be separated by an open area/breezeway that connects the surface parking area to the residential lobby and the Rean Drive public sidewalk. This feature would enable customers to access the proposed commercial space without having to enter the residential component of the development.

Vehicular access to the parking and service area would be provided from a full movement driveway from the unassumed road along the south edge of the site. The surface parking lot has been redesigned to respond to direction from North York Community Council regarding commercial parking. A total of 119 parking spaces are proposed comprising 5 surface spaces for commercial customers and one space designated for persons with disabilities at grade and 113 residential spaces in two levels of underground parking (including 14 visitor spaces).

Refer to Attachment No. 10 for project data.

### **Site and Surrounding Area**

The site is located on the southwest corner of Sheppard Avenue East and Rean Drive; being east of Bayview Avenue and approximately 400 metres (4 minute walk) east of the Bayview subway station entrance. The site comprises five residential lots that have a total area of 2,822m<sup>2</sup> (30,379 sq.ft.). The lands are bounded by Sheppard Avenue to the north, Rean Drive to the east and an unassumed road to the south. The land assembly includes a small sliver of land that fronts the unassumed road extending west across the rear (south lot line) of 593 Sheppard Avenue East. The sliver is a remnant piece of land from 16

Rean Drive, one of the properties that formed the land assembly including lands conveyed to the City for roads purposes, associated with the Claridges condominium project south of the subject site.

The northernmost lot on Sheppard Avenue East (26 Rean Drive) is developed with a temporary sales centre. The southernmost lot (18 Rean Drive), next to the unassumed road, is developed with a detached house used for construction planning purposes by the applicant. To date, all new development within this neighbourhood has been constructed by Daniels Corporation.

The following is a summary of the area context:

North: Bayview Village Shopping Centre directly opposite the site on the north side of Sheppard Avenue East and three, 19-storey apartment buildings at the northeast corner of Hawksbury Drive and Sheppard Avenue East;  
South: an unassumed road then a 9-storey apartment building (The Claridges);  
East: a mixed-use 7-storey building (Merci Condominiums) fronting Sheppard Avenue East and a 10-storey apartment building (Amica at Bayview Gardens) fronting the east side of Rean Drive; and  
West: a place of worship (The Evangelical Presbyterian Church) then single detached dwellings fronting Sheppard Avenue East.

## **Provincial Policy Statement and Provincial Plans**

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

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

The proposed development has been reviewed for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The lands are designated *Mixed Use Areas* on Land Use Map 16 of the Toronto Official Plan. This designation provides for a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings as well as parks and open spaces. Policies relevant to this application include Policies 3.1.1 (Public Realm), 3.2.1 (Built Form) 4.5(2) (Development Criteria in *Mixed Use Areas*) and 5.1.1 (Section 37 – Height and/or Density Incentives).

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The Toronto Official Plan is available on the City's website at:

[http://www.toronto.ca/planning/official\\_plan/pdf\\_chapter1-5/chapters1\\_5\\_aug2007.pdf](http://www.toronto.ca/planning/official_plan/pdf_chapter1-5/chapters1_5_aug2007.pdf)

### **Sheppard East Subway Corridor Secondary Plan**

The site is also subject to the Sheppard East Subway Corridor Secondary Plan set out in Chapter 6, Section 9 of the Toronto Official Plan. The site is part of a key development area in the Bayview Node of the Secondary Plan which assigns a maximum density of 3.0 FSI, as indicated on Map 9-2.

Figure 4.3.3 of the Secondary Plan shows incentives for the provision of specific uses and facilities on lands designated *Mixed Use Areas*. The specific uses and facilities listed include: the provision of private recreational uses; public community centre; fire station; social facility or transit terminal; the provision of, or retention of, a place of worship; the designation of a heritage building; and the provision of pedestrian connections to transit terminals. The Secondary Plan states the gross floor area of these facilities would be exempted from the calculation of densities and may be secured through various means including agreements pursuant to Section 37 of the *Planning Act*.

The Secondary Plan provides for development at a pedestrian scale by framing the street with buildings at a size roughly equivalent to the street width. Along those parts of the Sheppard Avenue frontage not in close proximity to subway stations, the maximum height will generally be 6 storeys. The Secondary Plan states that exceptions to this height may be considered where it is demonstrated that creative architectural features (including terracing and detailed elevation articulation) would result in a built form that enhances the Sheppard Avenue street edge. Council may enact Zoning By-laws that provide for these exceptions to the maximum height without amendment to the Secondary Plan where it is demonstrated the intent of the Plan has been respected.

In addition to the general policies of the Secondary Plan, the site is subject to the area specific development policies of *Section 4.2.2 – Kenaston Gardens/Sheppard Square Area*. Area specific criteria relevant to this application include considerations such as coordinated development, encouraging comprehensive land assembly, design criteria to ensure compatibility with adjacent stable residential areas and improved pedestrian connections.

The Sheppard East Subway Corridor Secondary Plan is available on the City's website at:

[http://www.toronto.ca/planning/official\\_plan/pdf\\_secondary/9\\_sheppard\\_subway\\_aug2007.pdf](http://www.toronto.ca/planning/official_plan/pdf_secondary/9_sheppard_subway_aug2007.pdf)

### **Context Plan for the Southeast Bayview Node**

The Secondary Plan includes an implementation policy that contemplates the use of Context Plans for sites within key development areas to ensure development is coordinated in conformity with the Secondary Plan. Context Plans are generally required for large sites and comprehensive developments.

A Context Plan for this area was adopted by City Council in March 2001. While the Secondary Plan provides a vision for the level and form of development along the corridor, the Context Plan helps define the specific pattern and built form characteristics of development in the southeast quadrant of the Bayview/Sheppard intersection. The Context Plan covers the area bounded by Bayview Avenue, Sheppard Avenue East, Rean Drive and Highway 401 and has been used to evaluate and inform the application. The Context Plan consists of a structure plan, height diagram and block pattern diagram integrating the transportation and open space options for the area as well as urban design guidelines to assist Council in its decisions on development applications. Together, the maps and design principles provide a framework for the co-ordinated and incremental development of land in this neighbourhood. Refinements to the development criteria are to be examined as applications proceed through the review process.

The Context Plan provides for mid-rise buildings defining the south side of Sheppard Avenue creating the north edge of the neighbourhood. Buildings are to generally be 10 storeys in height at the intersection of Bayview Avenue and Sheppard Avenue stepping down to 6 storeys at the eastern edge of the neighbourhood.

The Context Plan for the Southeast Bayview Node is available on the City's website at: [http://www.toronto.ca/planning/urbdesign/pdf/36southeast\\_bayviewnod.pdf](http://www.toronto.ca/planning/urbdesign/pdf/36southeast_bayviewnod.pdf)

## **Zoning**

The lands are zoned R4 (One Family Detached Dwelling Fourth Density Zone) in former City of North York Zoning By-law No. 7625. The zoning permits single detached dwellings and accessory buildings as well as a wide range of recreational and institutional uses.

## **Site Plan Control**

An application for Site Plan Approval is being reviewed. It was filed on September 2, 2011.

## **Reasons for Application**

An amendment to the Secondary Plan is required to permit the proposed density of 3.75 FSI and a Section 37 cash payment towards the cost of constructing and equipping a public community centre as identified in Section 4.3.3 of the Sheppard East Subway Corridor Secondary Plan. The Secondary Plan provides for a maximum density of 3.0 FSI (or 3 times the area of the lot). The proposed development will also require an amendment to the former City of North York Zoning By-law to permit the proposed uses, height and density of development. Appropriate standards regarding gross floor area, height, setbacks, parking and other matters would be established through a site specific exception.

## **Community Consultation**

On September 12, 2011, a community consultation meeting was held at the Bayview Middle School. Approximately 32 members of the public attended along with the

applicant, Ward Councillor and City staff. The following issues and concerns were expressed:

- Sheppard Avenue East is congested in the morning and evening rush hours and the proposal would add to the congestion;
- traffic congestion in the morning rush hours results in long queues for motorists on Rean Drive and Barberry Place accessing Sheppard Avenue East;
- increased traffic on the unassumed road south of the site where the Amica retirement home and Claridges apartment building are located;
- adequacy of the proposed parking supply, particularly the lack of parking provided for residential visitors and commercial customers as it could result in on-street parking;
- the development creates an undesirable streetwall/canyon effect along Rean Drive;
- shadow impacts on the church property west of the development;
- proximity of the development, particularly the zero setbacks of the underground parking structure, to the church property;
- the proposed height and density will create a negative precedent for future development applications in the area;
- the proposal will create a nuisance during the construction phase (i.e., noise, dust, fumes, mud, debris, traffic and on-street parking); and
- the location of the proposed driveway will create safety concerns for residents and visitors of The Claridges using the travelled portion of the unassumed road as a pick-up and drop-off area.

With respect to the last concern, on September 20, 2011, staff from City Planning, Transportation Services, a representative from the Ward Councillor's office, and the applicant and their transportation consultant, attended a meeting on site with the Board of Directors representing the Claridges, the seniors condominium located opposite the site, on the south side of the unassumed road. The meeting was arranged to review their concerns in more detail.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

### **COMMENTS**

#### **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) promotes intensification and redevelopment opportunities through a more compact building form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. Staff have reviewed the proposal and determined that it is consistent with the PPS and conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe.



Policy 1.4.3 of the Housing section of the PPS requires that an appropriate range of housing types and densities be provided to “meet social, health and well-being requirements of current and future residents”. The built form and density in this case will provide a range of unit sizes.

Policy 1.6.5.4 of the Transportation Systems section promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes. Given the site is located approximately 400m (approx. 4 minute walk) from the Bayview subway station, the proposed mixed use and density are consistent with the PPS.

Similarly, Council’s planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. The proposal conforms to the Growth Plan. Section 2.2.2 of the Plan states that population growth will be accommodated by directing new growth to the built up areas of the community through intensification. As this site is located in a built up area designated for growth in the City's Official Plan, and the proposal is intensifying the use of land for housing, the proposal conforms to the Growth Plan.

## **Land Use**

The *Mixed Use Areas* designation of the Official Plan permits a broad range of commercial, residential and institutional uses in single use or mixed use buildings. The Plan envisions that development in mixed use areas will be a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community. The Secondary Plan provides further descriptive guidance with regard to the development of *Mixed Use Areas* stating that such areas “may be permitted to be developed primarily for residential uses, however, mixed use developments with non-residential uses such as retail or small offices at grade with multiple residential or offices located above grade are encouraged along the Sheppard Avenue frontage”.

The proposed residential and commercial use fronting Sheppard Avenue East are consistent with the Official Plan objectives for *Mixed Use Areas*. Grade related commercial uses help fulfill the role of the planned function of the *Mixed Uses Areas* designation of the Official Plan.

## **Density, Height, Massing**

The Official Plan contains policies that provide direction and criteria on site design matters pertaining to the location and organization of buildings, vehicle parking, access locations and service areas. The Official Plan's built form policies indicate that new development should be designed to fit with its existing and/or planned context; frame and support adjacent streets, parks and open spaces; and limit its impacts on neighbouring streets, parks, and properties. The Secondary Plan for the area provides further direction on these matters.

While the Sheppard East Subway Corridor Secondary Plan sets out a general height limit of 6 storeys on sites fronting Sheppard Avenue, there are no specific height requirements in the Official Plan or Secondary Plan that pertain to height on the balance of the site. Rather, development is guided by the built form policies found in Sections 3.1.2 (*Built Form*), and 4.5.2 (Development Criteria in *Mixed Use Areas*) of the Official Plan, Area Specific Policy 4.2.2 (*Kenaston Gardens/Sheppard Square Area*) and Section 4.4 (*Urban Design Principles*) of the Secondary Plan, as well as the Urban Design Principles of the Context Plan. These policies speak to the appropriate built form for new buildings and considerations of neighbourhood context and fit.

The above noted policies and guidelines have informed the review and assessment of the subject proposal.

The Official Plan calls for new buildings to frame adjacent streets and open spaces in a manner that respects the existing and/or planned street width. Similarly, the Secondary Plan states new buildings should be designed with a maximum height based on a 1:1 height to street width ratio. Exceptions to this standard may be accommodated through sculpting the height and mass of buildings as well as detailed elevation articulation. The proposal satisfies this policy.

The Height Diagram for this site in the Context Plan shows a built form with a height of 6 storeys along Sheppard Avenue East and up to 4-storeys along Rean Drive. The Context Plan notes these heights may change as long as they conform to the urban design principles of the Context Plan. The Context Plan is intended to have some flexibility, with opportunities for refinement as projects proceed in the quadrant. Buildings in the area with heights higher than those contemplated on the Height Diagram have been evaluated on a site by site basis and approved as they met the urban design principles of the Context Plan.

The building has been designed to maintain a 6-storey height along Sheppard Avenue East rising to 7-storeys along Rean Drive stepping down again to 6-storeys at the south end of the site. The building would be the same height as the neighbouring building fronting Sheppard Avenue to the east and would be lower than the three neighbouring buildings east and south of the site (refer to Attachment 6 - Visual Representation Looking South). The proposed building massing and siting satisfies the urban design policies of the Secondary Plan and design objectives of the Context Plan. In accordance with the Context Plan, a base building expression would be provided along the street edges continuing a treatment incorporated on other buildings in the neighbourhood. The 7-storey height and mass of the building have been designed and sited to be consistent and compatible with the surrounding built form context including the 7-storey Merci condominium building at the southeast corner of Sheppard Avenue and Rean Drive, the 10-storey Amica at Bayview condominium building on the east side of Rean Drive, the 9-storey Claridges building on the south side of the unassumed road and the 8-storey Amica Retirement Home southwest of the site.

The building is designed to be a streetwall building as contemplated by the Context Plan. It would be aligned along the streets to provide appropriate street presence and street enclosure with setbacks from the street consistent with other developments in the neighbourhood to provide for landscaped areas adjacent to public sidewalks as encouraged by the Secondary Plan. These spaces would provide a visual setting for the proposed building and provide general amenity for residents and visitors. In order to provide safe, animated streets the Context Plan encourages grade-related units. The current submission now incorporates three grade related units along the south side of the building. The commercial space along Sheppard Avenue and the commercial space and indoor amenity space along the Rean Drive frontage are considered positive ground floor uses that would promote safety and provide animation to the streets.

In view of the above, it is staff's opinion the proposed 7-storey height and 2,116m<sup>2</sup> of additional density can be supported as the application addresses the built form objectives of the Official Plan and Secondary Plan and fulfils the urban design principles of the Context Plan.

### **Sun, Shadow and Wind**

Policy 3.1.2.3 of the Official Plan requires new development to limit its impacts on neighbouring streets, parks, open spaces and properties by adequately limiting any resulting shadowing of, and uncomfortable wind conditions on these areas. The Official Plan places particular importance on limiting shadow impacts on parks and on low-rise *Neighbourhoods* designations. There are no lands designated *Neighbourhoods* in the vicinity of the site.

In order to assess shadow impacts, a shadow study was undertaken for the proposed building. The shadow studies submitted by the applicant indicate the incremental shadows produced by the proposed height and massing would not result in unacceptable shadow impacts on adjacent lands. With respect to the concern expressed for the church lands west of the site, the study demonstrates there would be shadow impacts during the morning hours of the September and March equinox. The church site would be in full sun from 11:18 a.m. onwards. The findings of this analysis have been accepted by City Planning staff.

The park required by Parks, Forestry and Recreation and provided by the applicant is located on the north side of the building adjacent to Sheppard Avenue East. The shadow studies demonstrate for the most part, the park would be in shadow until 3:18 p.m. and would be in full sun from 5:18 p.m. onwards.

The applicant has submitted a preliminary wind assessment of the proposed development prepared by Gradient Microclimate Engineering Inc. The report provides a qualitative assessment of pedestrian level wind comfort and is intended to identify potential pedestrian comfort issues at an early design stage and generate design solutions to address these issues. The assessment concludes that generally, wind comfort conditions are acceptable and that the projects' positive design features for wind control such as stepped building facades, balconies, parapet walls and landscaping should be retained and

enhanced in the final design. The findings of this analysis have been accepted by City Planning staff. The design features will be secured at the Site Plan approval stage.

## **Traffic Impact**

The Secondary Plan's transportation policies have two main goals: first, that development in the Secondary Plan area proceed only if or when sufficient transportation infrastructure is in place to support it; and, second, that existing neighbourhoods north of Sheppard Avenue be protected from the impact of development-related traffic. Policy 4.5.2 of the Secondary Plan states that prior to the enactment of any Zoning By-law, the City must be satisfied that the proposed development can be accommodated within the existing road network or that any transportation improvements required to support the development have been identified and all necessary provisions made for their implementation. The Secondary Plan requires a Traffic Impact Study and traffic certification by a qualified transportation consultant for any proposed development larger than 5,000m<sup>2</sup>.

A Traffic Impact Study and Traffic Certification Report was submitted and reviewed by Transportation Services staff. The study examines traffic generated by future residents of the proposed building in the context of existing, under construction and approved development in the corridor. The findings of the study indicate the projected traffic volumes associated with this proposal can be accommodated within the existing infrastructure and that existing signalized intersections have sufficient capacity to accommodate the proposed development. These findings of the study and the traffic certification have been accepted by Transportation Services staff.

## **Access**

A full-moves driveway is proposed at the southwest corner of the site to the unassumed road. Concerns have been expressed by residents of the neighbouring Claridges condominium that the access is too close to a pick-up/drop-off area residents use on the travelled portion of the road. Residents also expressed safety concerns with the increase in traffic that will be generated by the development on the unassumed road. Residents advised that despite the presence of a public sidewalk across the front of the Claridges, residents often walk on the road.

The Context Plan includes a Transportation Options plan based on a grid network of connecting streets based on the existing north-south alignments (Rean Drive and Barberry Place) with a mid-block connector south of Sheppard Avenue to complete the grid. Both Rean Drive and Barberry Place are signalized at Sheppard Avenue. The goal of the transportation and roads component of the Context Plan is to promote development and linkages that support walking, cycling and the use of public transportation. The east-west street provides alternative routes for traffic and pedestrian routes to Sheppard Avenue and the subway and creates appropriate development blocks.

As development proposals come forward, opportunities for funding and land acquisition improvements are explored to implement the Secondary Plan. Portions of the future east-west road (i.e. between the subject site and The Claridges) have been acquired and built. The travelled portion of the road is 8.5 metres in width in accordance with City standards

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and a public sidewalk exists on the south side of the right-of-way. Speed bumps have also been installed. The balance of the road (the westerly portion in front of the Amica Retirement Home) will be acquired through future development proposals.

In response to residents concerns regarding increased traffic on the unassumed road, the Traffic Impact Study notes the intersection of Rean Drive and the unassumed road currently operates with an acceptable level of service during both morning and afternoon peak hours. The report concludes that while the addition of site traffic will increase delays, they will be negligible. The road has sufficient capacity to accommodate area traffic growth and the addition of traffic from the proposed development. As noted previously, Transportation Services staff supports the conclusions of the study.

Transportation Services staff has also reviewed the concern of local residents as it relates to the proposed location of the driveway and its relationship with the pick-up/drop-off area. Transportation Services staff are of the opinion there is limited potential for conflict. Given loading and unloading of passengers occurs on the south curb (far-side) of the proposed driveway, and that this activity is likely to occur during off peak hours, Transportation Services staff accept the location of the proposed driveway.

However, to ameliorate the concerns of the residents of the Claridges Transportation Services staff will support the relocation of this activity from the travelled portion of the unassumed road to the public boulevard between the curb and sidewalk. The applicant has agreed to fund and construct the lay-by. The design and construction of the passenger lay-by must be to the satisfaction of Transportation Services and will be secured in the Section 37 Agreement and through the Site Plan approval stage.

With respect to westbound movements, until such time as the road has been completed and assumed by the City, concerns expressed by residents of both the Claridges and Amica could be ameliorated by introducing a no right-turn (westbound) restriction from the site onto the unassumed road. This prohibition would reduce the amount of vehicular activity from the site to Barberry Place. Motorists from the site would still have the option of accessing the two signalized intersections at Sheppard Avenue from the neighbourhood. This is an operational issue that will be examined in consultation with Transportation Services staff and if deemed appropriate will be secured at the Site Plan approval stage.

## **Parking**

The Official Plan states development in *Mixed Use Areas* should take advantage of nearby transit services and provide an adequate supply of parking for residents and visitors. Similarly, the Secondary Plan states development must provide sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use. Parking rates within the Sheppard East Subway Corridor have been reduced to ensure that developments do not provide excessive parking spaces and thereby attract auto-oriented users. To achieve this goal, parking requirements in the corridor are established on a site-by-site basis having regard for factors such as distance to the subway, unit size and unit type.

In view of the proximity of the site to a higher order transit corridor, Transportation Services staff are recommending the following minimum parking rates:

- 0.6 parking spaces per bachelor/studio dwelling unit;
- 0.7 parking spaces per one bedroom unit;
- 0.9 parking spaces per two bedroom unit;
- 0.10 spaces per dwelling unit allocated for visitors; and
- 1.0 parking space per 100m<sup>2</sup> of commercial floor area.

Based on 140 dwelling units, the range of unit types and the 565m<sup>2</sup> of proposed commercial floor area, the development would require a total of 119 parking spaces (100 tenant/14 visitor/5 commercial customers). The proposed supply of 119 parking spaces would satisfy Transportation Services' staff recommended minimum parking rates.

The parking facility also fulfils Context Plan objectives and North York Community Council's direction regarding the location of commercial parking. Access to the parking would be located at the rear of the commercial wing of the building away from public view. All resident and visitor parking would be provided on 2 levels of underground parking. Commercial parking would be located at grade with no access through the residential component of the development as directed by North York Community Council.

### **Bicycle Parking**

The Official Plan contains policies that encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City. Policy 2.4.7 states, "Policies, programs and infrastructure will be introduced to create a safe, comfortable, and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including the provision of bicycle parking facilities in new developments".

Transportation Services staff are recommending the following bicycle parking rates:

Residential:

- Long term – 0.7 space per dwelling unit; and
- Short term – 0.08 spaces per dwelling unit.

Commercial:

- Long term: 0.13 spaces per 100m<sup>2</sup> of commercial floor area; and
- Short term: 3, plus 0.25 spaces per 100m<sup>2</sup> of commercial floor area

The development proposes to provide a total of 118 bicycle parking spaces which would satisfy the recommended rates. The proposed Zoning By-law for the site incorporates these rates as minimum performance standards.

## **Loading Facilities**

Official Plan policy requires service areas, ramps and garbage storage to be located and screened to minimize the impact on adjacent streets and residences. This objective is also contained in the Context Plan.

The development incorporates one Type 'G' loading space as recommended by Transportation Services staff. The driveway access and the design and layout of the loading facilities would accommodate the turning radii of the vehicles expected to service the site. The servicing area has been incorporated within the design of the interior landscaped courtyard thereby having minimal physical and visual impact on the public street and nearby Claridges apartment building site. The proposal has been accepted by Transportation Services and Technical Services staff.

## **Amenity Space**

Policy 4.2.2(f) of the Official Plan requires that new development provide adequate indoor and outdoor recreation space for building residents. The Official Plan is not prescriptive as to the location or amount of open space rather each application is assessed based on its own merits and context.

Common indoor amenity space is proposed at a rate of 2.3m<sup>2</sup> per dwelling unit to serve the proposed development. Based on 140 units this rate equates to 331m<sup>2</sup> of space. The indoor amenity area would be located at grade along Rean Drive and on the 7<sup>th</sup> floor adjoin an outdoor terrace on the south side of the building. Common outdoor residential amenity space would be provided at a minimum rate of 5m<sup>2</sup> per dwelling unit in the form of landscaped rooftop terraces at the north and south ends of the 7<sup>th</sup> floor. This rate equates to 717m<sup>2</sup> of space.

The amount of common indoor and outdoor amenity space is acceptable to City Planning staff. The proposed Zoning By-law for the site incorporates rates as minimum performance standards.

## **Servicing**

The applicant submitted a site servicing assessment that determined stormwater runoff, sanitary flow and water supply demand resulting from the development. The assessment confirms the existing municipal infrastructure is adequate to service the proposed development. Technical Services staff have reviewed the servicing assessment and have requested revisions. Finalizing these site servicing issues can be addressed at the Site Plan approval stage.

## **Comprehensive Development**

Area Specific Policy 4.2.2 (*Kenaston Gardens/Sheppard Square Area*) of the Sheppard East Subway Corridor Plan encourages comprehensive land assemblies to achieve the maximum permitted density and to prevent piecemeal development.

The Context Plan for the area includes a Block Pattern diagram that illustrates potential development blocks created by existing and new streets and parks (see Attachment 7). The proposal includes five residential lots (18, 20, 22, 24 and 26 Rean Drive) contained within the easterly portion of Block D on the Block Pattern diagram. The remaining lands within this Block includes 593 Sheppard Avenue East (Evangelical Presbyterian Church) and 591 Sheppard Avenue East. These remaining lands have a combined site area of 8,297m<sup>2</sup> and would be large enough to achieve the maximum permitted assigned density.

As noted previously in this report, the land assembly includes a small sliver of land that fronts the unassumed road extending west across the rear (south lot line) of 593 Sheppard Avenue East. The sliver is a remnant piece of land from 16 Rean Drive, one of the properties that formed the land assembly including lands conveyed to the City for roads purposes, associated with the Claridges condominium project south of the subject site. Effectively, this remnant piece of land prevents the owners of 593 Sheppard Avenue East from accessing the unassumed road. The applicant has agreed to convey these lands to the City to form part of the public right-of-way. A Schedule to the proposed Zoning By-law for the site addresses this matter. This matter will be secured in the Section 37 Agreement and addressed at the Site Plan approval stage.

It is staff's opinion the proposal constitutes a comprehensive land assembly as encouraged by the Secondary Plan and leaves no remnant land or undevelopable parcels within Block D on the Block Pattern diagram.

## **Open Space/Parkland**

### **Applicability of Parkland Dedication**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43-0.79 hectares of parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

### **Calculation of Parkland Dedication**

The application proposes 140 residential units and 565m<sup>2</sup> of non residential space on a net site area of 2,822m<sup>2</sup>. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication requirement is 0.197 hectares or 70% of the net site area. For sites that are less than 1 hectare in size, a cap of 10% is applied to the residential portion while the commercial portion is subject to a 2% parkland dedication. The resulting parkland dedication is 270m<sup>2</sup>.

### **Proposal for Dedication of Parkland**

The applicant initially proposed to satisfy the parkland dedication requirement through cash-in-lieu. However, Parks staff, in consultation with the Ward Councillor, are recommending 272m<sup>2</sup> of land be conveyed to the City for parks purposes. The current submission incorporates this requirement. The small parkette would be located along the Sheppard Avenue East frontage to form part of the linked park system shown in the



Sheppard East Subway Corridor Secondary Plan (Map 9-4, Conceptual Parks Plan). The parkette is slightly larger than the 270m<sup>2</sup> parkland dedication requirement. Parks staff advise the applicant will not receive any credit for an over dedication of parkland. The proposed park block is of uniform shape, unencumbered and acceptable to Parks staff.

### **Parks Development Charge Credit**

Parks, Forestry and Recreation staff are recommending a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of Above Base Park Improvements for the proposed parkette to the satisfaction of the General Manager, Parks, Forestry and Recreation. They are also recommending this development charge credit be an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law.

Parks, Forestry and Recreation staff advise that while it is not common practice to provide a development charge credit for parks improvements, from time to time, especially when a new park is proposed as part of a development, Council has approved this credit for the design and construction by the developer of the Above Base Park improvements (ie. playgrounds, splash pads, landscaping, etc.). Parks staff advise they consulted with Finance staff before making this recommendation.

### **Streetscape**

The Official Plan requires that new development frame street edges and provide an attractive, comfortable and safe pedestrian environment. The proposal addresses these requirements. Buildings would be aligned along the street edges to provide an appropriate street presence and street enclosure with appropriate setbacks to accommodate landscaping opportunities and general site amenity. The design also features units having street related access. The existing sidewalk along the Rean Drive frontage would be replaced by a new 1.7m wide concrete sidewalk and the public boulevards abutting the site would be planted with trees. Financial securities for the sidewalk and trees would be secured at the Site Plan stage.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. The Zoning By-law would secure performance measures for the following Tier 1 development features: providing minimum number of parking spaces and securing weather protected bicycle parking spaces below grade.

Other applicable TGS performance measures would be secured through the Site Plan approval process including: green roofing techniques to reduce the urban heat island effect; incorporating landscaped areas with water efficient plants and native species; the provision of user-friendly and accessible handling and storage facilities for recyclable materials and organic waste; and stormwater management/retention.

### **Tree Preservation**

The applicant provided a tree inventory plan that indicates the proposal will require the removal of one City owned silver maple tree and the protection of three other City owned trees regulated under the City Street Tree-By-law. The owner will be required to obtain the necessary permit to remove the tree on Rean Drive to facilitate construction. A Tree Security Guarantee deposit will be required for the three trees on Sheppard Avenue East.

The inventory indicates there are six privately owned trees that are regulated under the Private Tree By-law. The owner will be required to obtain the necessary permits prior to removing any trees pursuant to Private Tree Protection By-law No. 780-2004.

Urban Forestry staff is recommending the landscape plans be revised to accommodate 7 trees along the Rean Drive frontage of the site and 4 trees along the unassumed road fronting the south edge of the site.

The requirements of Urban Forestry Services would be secured at the Site Plan approval stage.

### **Section 37**

Section 37 of the *Planning Act* gives municipalities with appropriate Official Plan policies the authority to pass zoning by-laws to permit additional height and/or density for a use than is otherwise permitted by the Zoning By-law for that use in return for the provision of community benefits in the form of capital facilities. Policies addressing the use of Section 37 are found Section 5.1.1 of the Official Plan.

In December 2007, City Council adopted implementation guidelines for the use of Section 37. The guidelines state that no citywide formula, or quantum, exists in the Official Plan for determining the level of Section 37 benefits. With no set formula, the value of community benefits varies from project to project or from one area of the City to another. Community benefits are specific capital facilities (or cash contributions toward specific capital facilities) and can include matters such as parkland and/or park improvements above the required parkland dedication, public art, streetscape improvements on the public boulevard not abutting the site, community facilities and/or local improvements to transit facilities. The community benefits must bear a reasonable planning relationship and a demonstrable connection between the proposed development and the Section 37 community benefits.

It is staff's opinion the proposed development constitutes good planning. It is consistent with the objectives and policies of the Official Plan, addresses the built form policies of the Plan and fulfils the municipal objectives for appropriate urban design principles as set Staff report for action – Final Report – 18-26 Rean Drive

out in the Context Plan. As such, City Planning staff can support the additional 2,116m<sup>2</sup> of density subject to securing a Section 37 community benefit.

Section 4.3.3 of the Secondary Plan provides for the use of Section 37 density incentives on lands designated *Mixed Use Areas*. The Secondary Plan indicates that incentives are to be assessed for each site in the context of the proposed built form, infrastructure requirements and proposed public benefit. As noted above, the proposed built form is appropriate and no infrastructure deficiencies have been identified through the review of the proposed development. The Secondary Plan includes a list of potential public benefits and community resources such as: private recreation amenity area; community centres; places of worship; and social facilities. Private recreation amenity areas are proposed for the development.

As it is neither practical nor feasible for the applicant to provide certain community benefits listed in Figure 4.3.3 of the Secondary Plan, it would be appropriate in this case to secure off-site community benefits through the proposed site-specific Official Plan Amendment (see Attachment 11).

City Planning staff are recommending a site-specific amendment to the Secondary Plan to allow for a density increase with respect to the provision of a cash payment for a public community centre. It is recommended a monetary contribution be provided by the applicant for \$225,000.00.

The proposed Official Plan Amendment would enable the community benefit to be in the form of a monetary contribution towards the cost of constructing and equipping an off-site City-owned community centre. This benefit is also one of the density incentives listed in the Secondary Plan, and providing a monetary contribution for the increased density would enable enhanced community resources to be provided off-site.

Figure 4.3.3 of the Secondary Plan includes a density incentive for providing indoor private recreational space by exempting the gross floor area of such use from the calculation of density. The applicant is proposing to provide 331m<sup>2</sup> of space, equivalent to 2.5m<sup>2</sup> per dwelling unit. In addition to the recommendations above, this facility will be secured through the implementing Zoning By-law and an agreement pursuant to Section 37 of the *Planning Act*.

## **Tenure**

The proposed units will be part of one or more condominium corporations. An application for draft plan of condominium approval would be required.

## **School Boards**

The Toronto District School Board advises there is sufficient space at the local schools to accommodate students from this development. The local schools are Crestview Public School, Woodbine Junior High School and Georges Vanier Secondary School. The Board further advises that although local schools are operating at capacity, the impact from this

development is insufficient to require any warning clauses, which would normally be requested.

The Toronto District Catholic School Board did not provide any comments on the application. It should be noted however, that the Catholic School Board has an Education Development Charge by-law in place. Payments are required at the time of issuance of the first building permit.

### **Construction Management**

One of the concerns expressed by residents related to construction activity and the related off-site impacts. As a condition of Site Plan Control approval, the applicant will be required to submit a Construction Management Plan for approval. The plan will include information regarding the construction timetable and protocols to address construction activities such as noise, dust, temporary loss of facilities and services, parking of vehicles, standards for cleanliness of public spaces and contact numbers for complaints.

### **Development Charges**

It is estimated that the development charges for this project will be \$764,585.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

### **CONTACT**

Steve Forrester, Senior Planner  
Tel. No. (416) 395-7126  
Fax No. (416) 395-7155  
E-mail: sforrest@toronto.ca

### **SIGNATURE**

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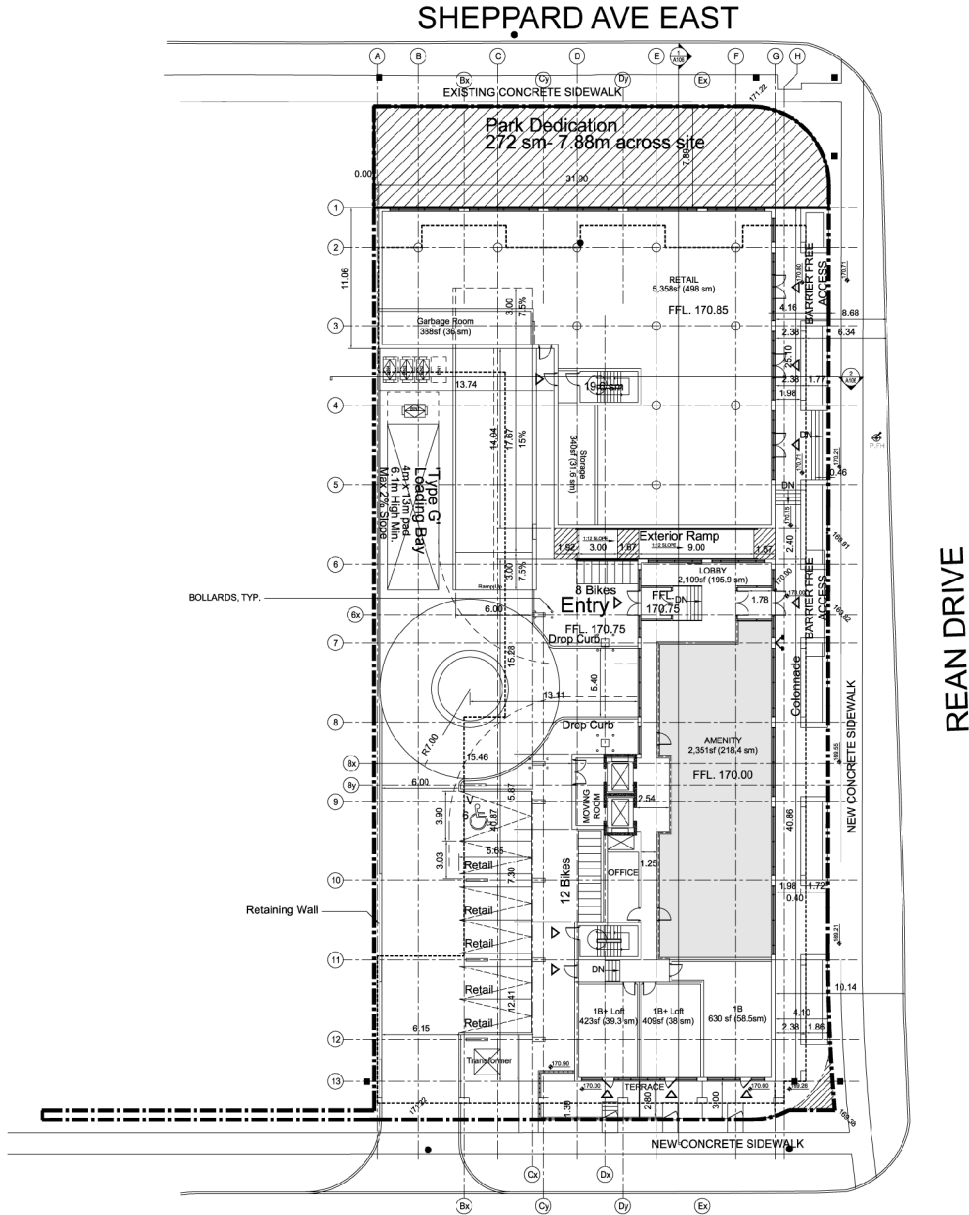
Allen Appleby, Director  
Community Planning, North York District

### **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Context Map  
Attachment 3: North and East Elevations  
Attachment 4: South and West Elevations  
Attachment 5: Elevations (1:50 Scale Detailed East Elevation)  
Attachment 6: Visual Representation Looking South  
Attachment 7: Block Pattern – Southeast Bayview Node Context Plan  
Attachment 8: Zoning  
Attachment 9: Official Plan

Attachment 10:Application Data Sheet  
Attachment 11:Draft Official Plan Amendment  
Attachment 12:Draft Zoning By-law Amendment

# Attachment 1: Site Plan



Site Plan

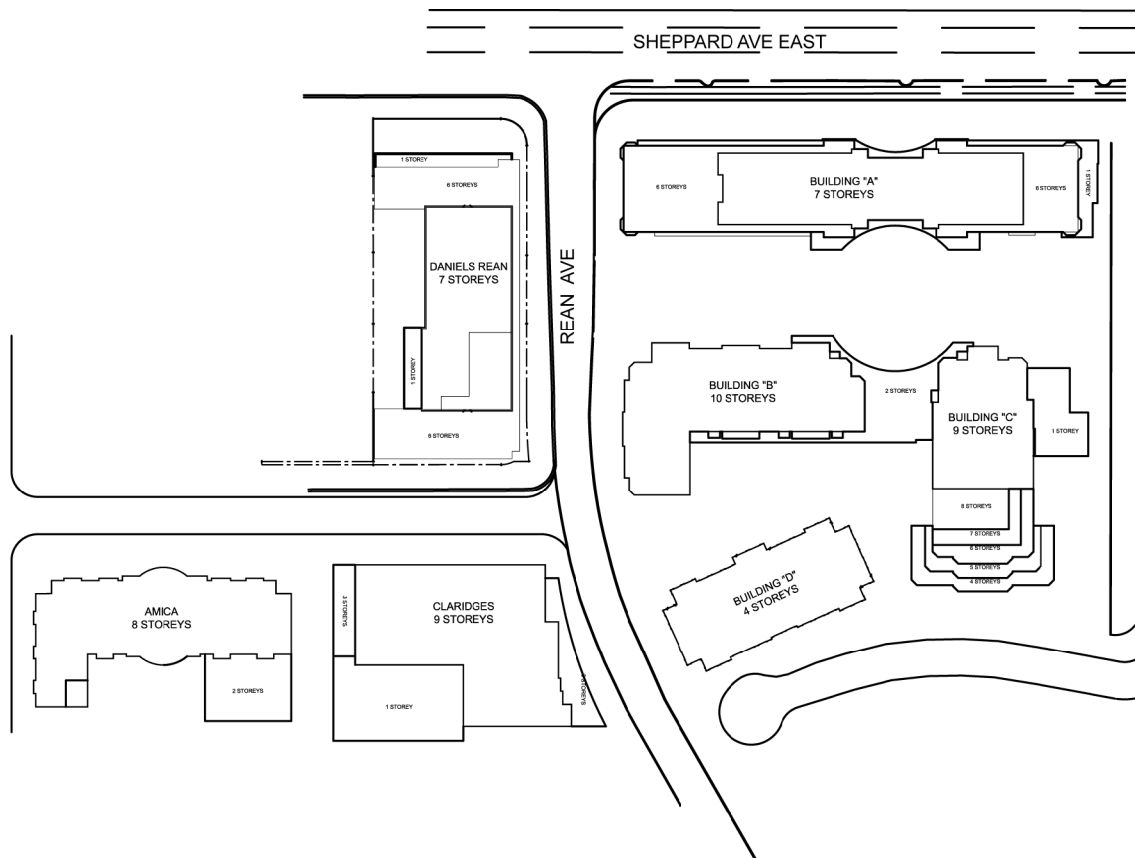
18 - 26 Rean Drive

Applicant's Submitted Drawing

Not to Scale 09/22/2011

File # 10\_308452 NNY 24 0Z

## Attachment 2: Context Map



### Context Map

Applicant's Submitted Drawing

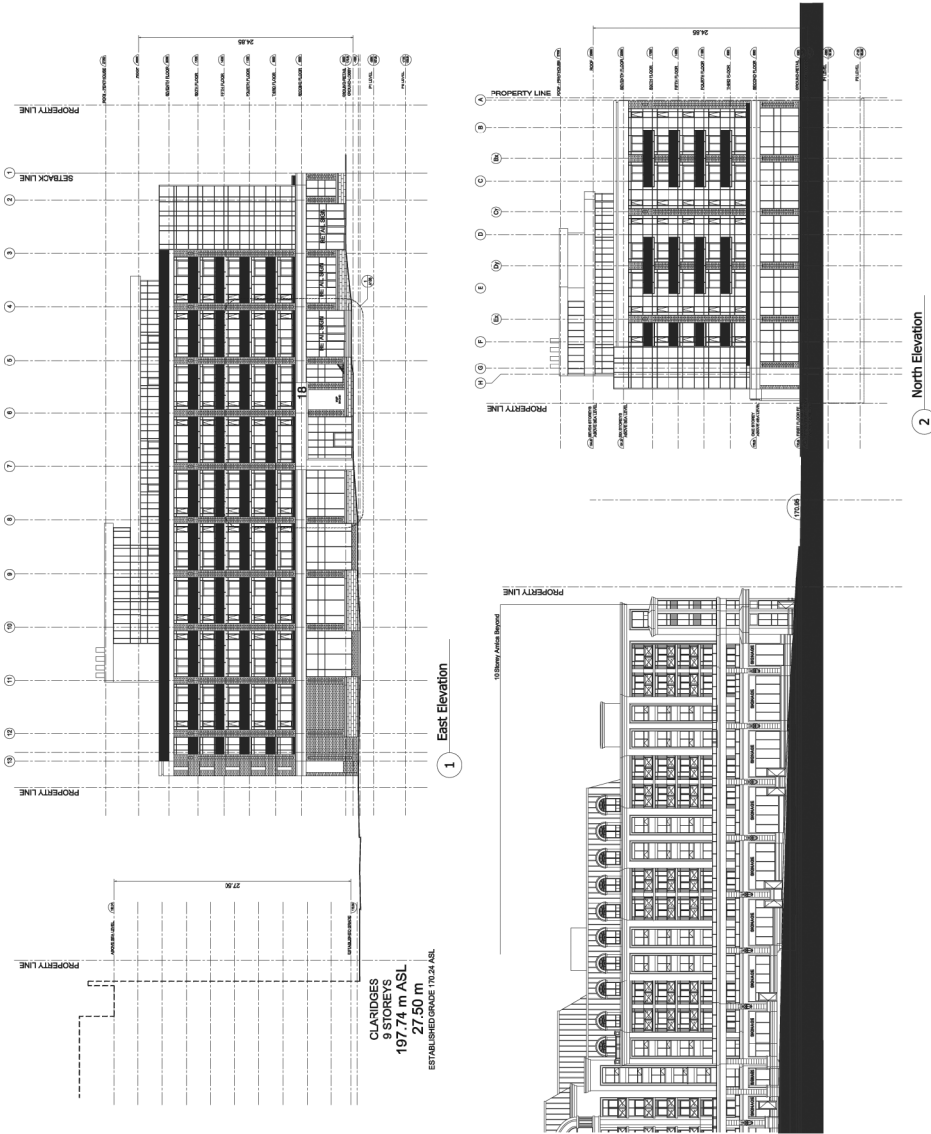
Not to Scale  
10/06/2011



18 - 26 Rean Drive

File # 10\_308452 NNY 24 0Z

### Attachment 3: North and East Elevations

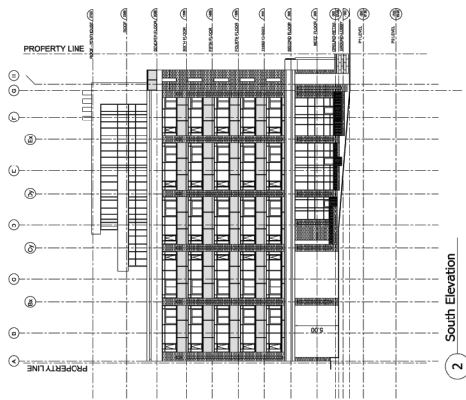
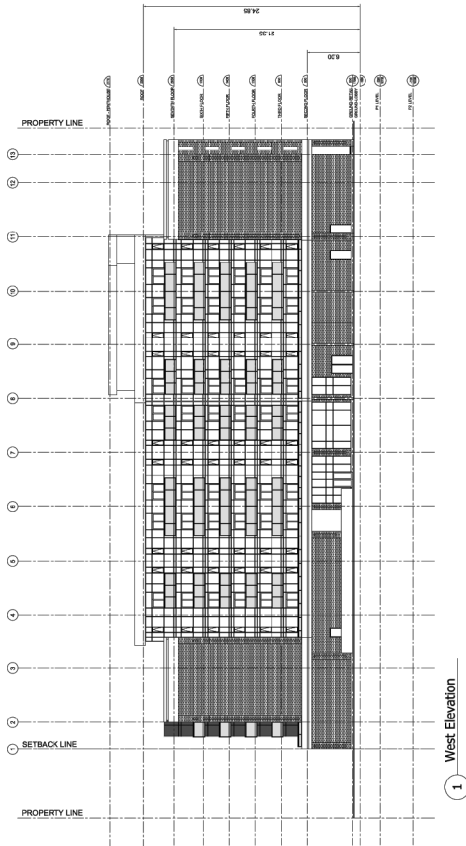


18 - 26 Rean Drive  
File # 10 308452 NNY 24 0Z

Elevations  
Applicant's Submitted Drawing  
Not to Scale  
09/22/2011



# Attachment 4: South and West Elevations



## Elevations

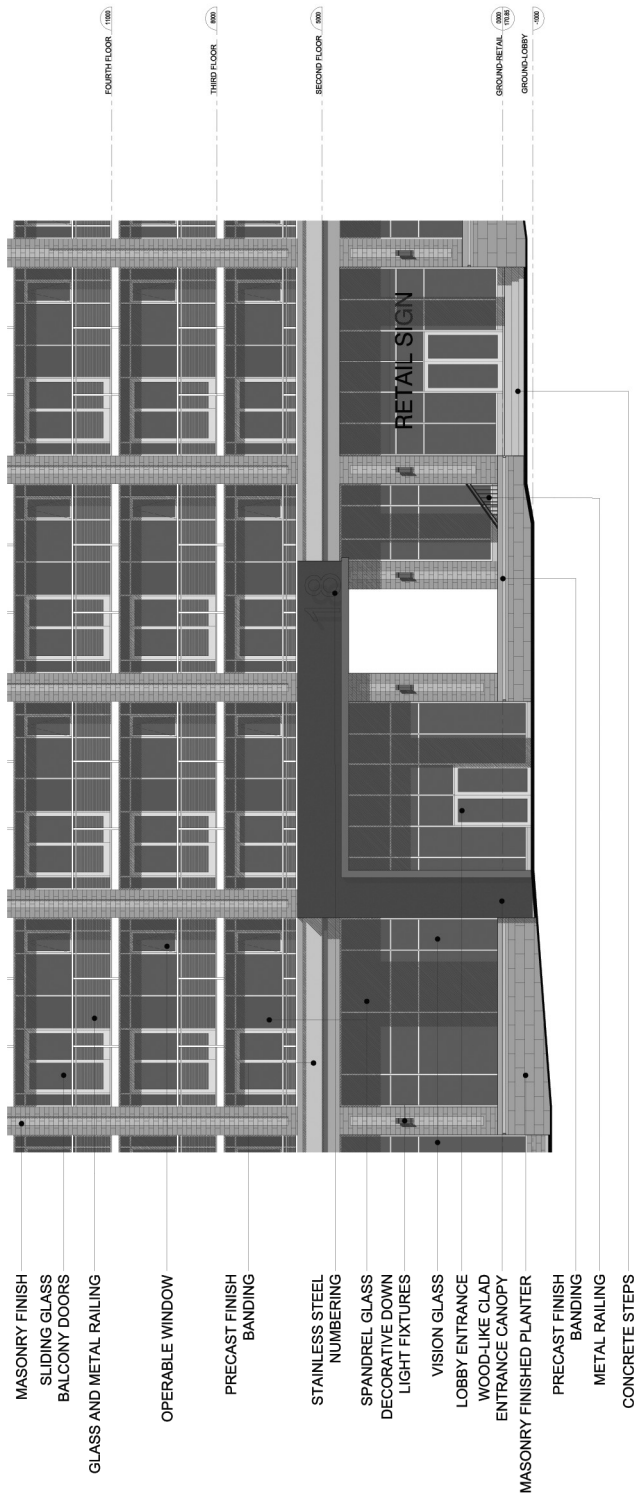
18 - 26 Rean Drive

Applicant's Submitted Drawing

Not to Scale  
09/22/2011

File # 10 308452 NNY 24 02

**Attachment 5: Elevations (1:50 Scale Detailed East Elevation)**



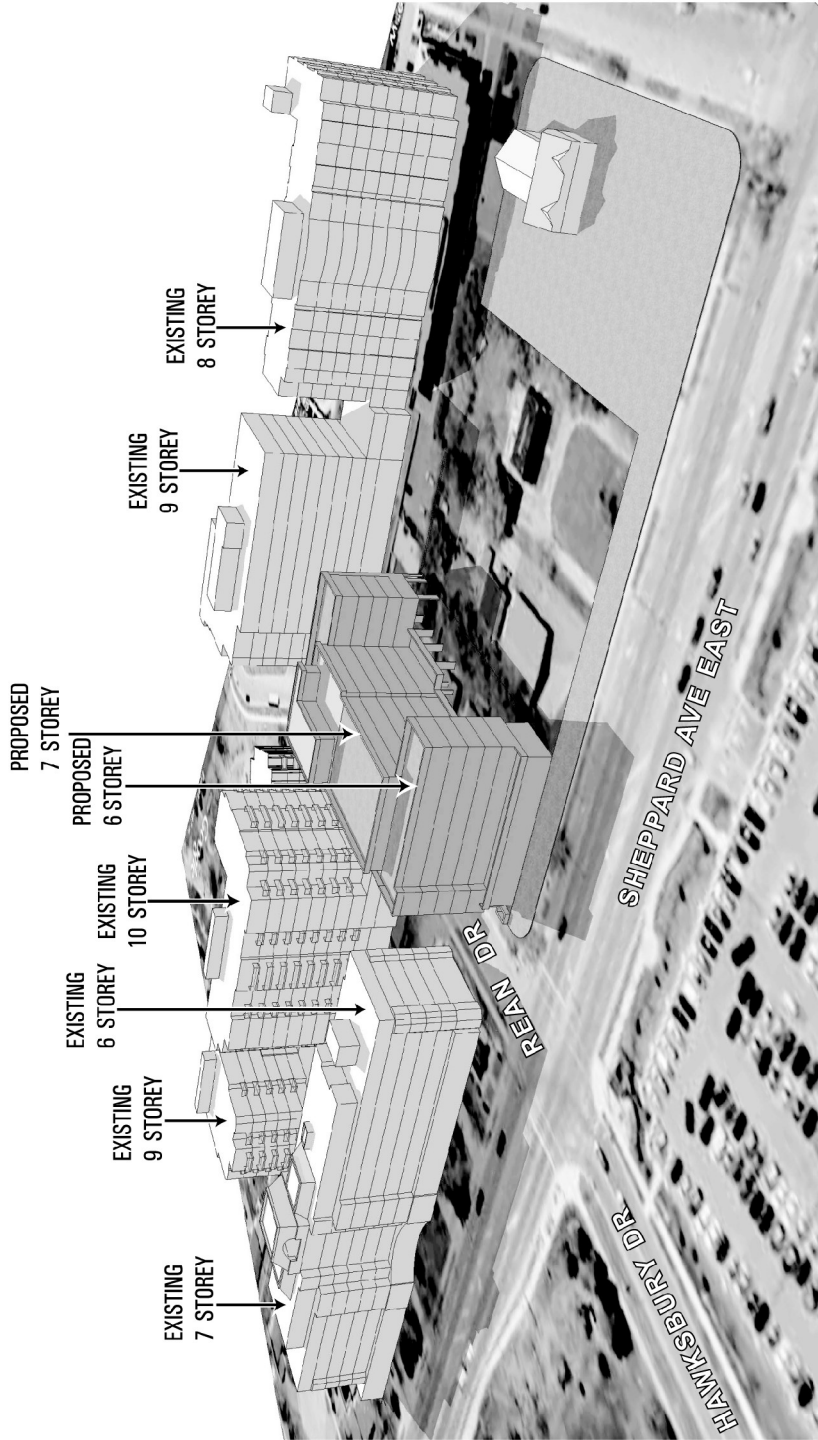
**18 - 26 Rean Drive**

**Elevations**  
 Applicant's Submitted Drawing

Not to Scale  
 09/22/2011

File # 10 308452 NNY 24 0Z

Attachment 6: Visual Representation Looking South



Visual Representation Looking South

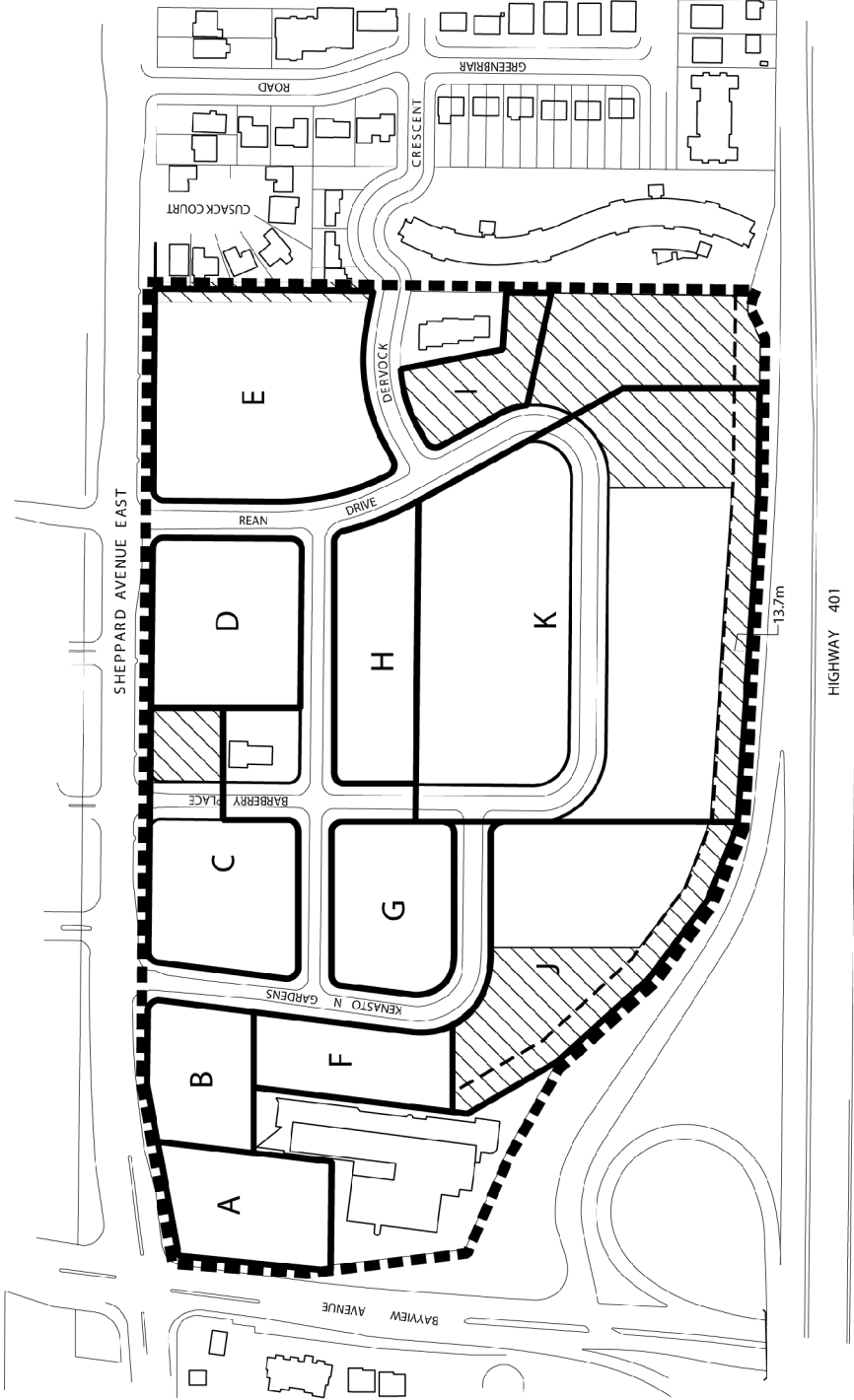
Applicant's Submitted Drawing

Not to Scale  
09/28/2011

28 - 26 Rean Dr.

File # 10\_308452

Attachment 7: Block Pattern – Southeast Bayview Node Context Plan

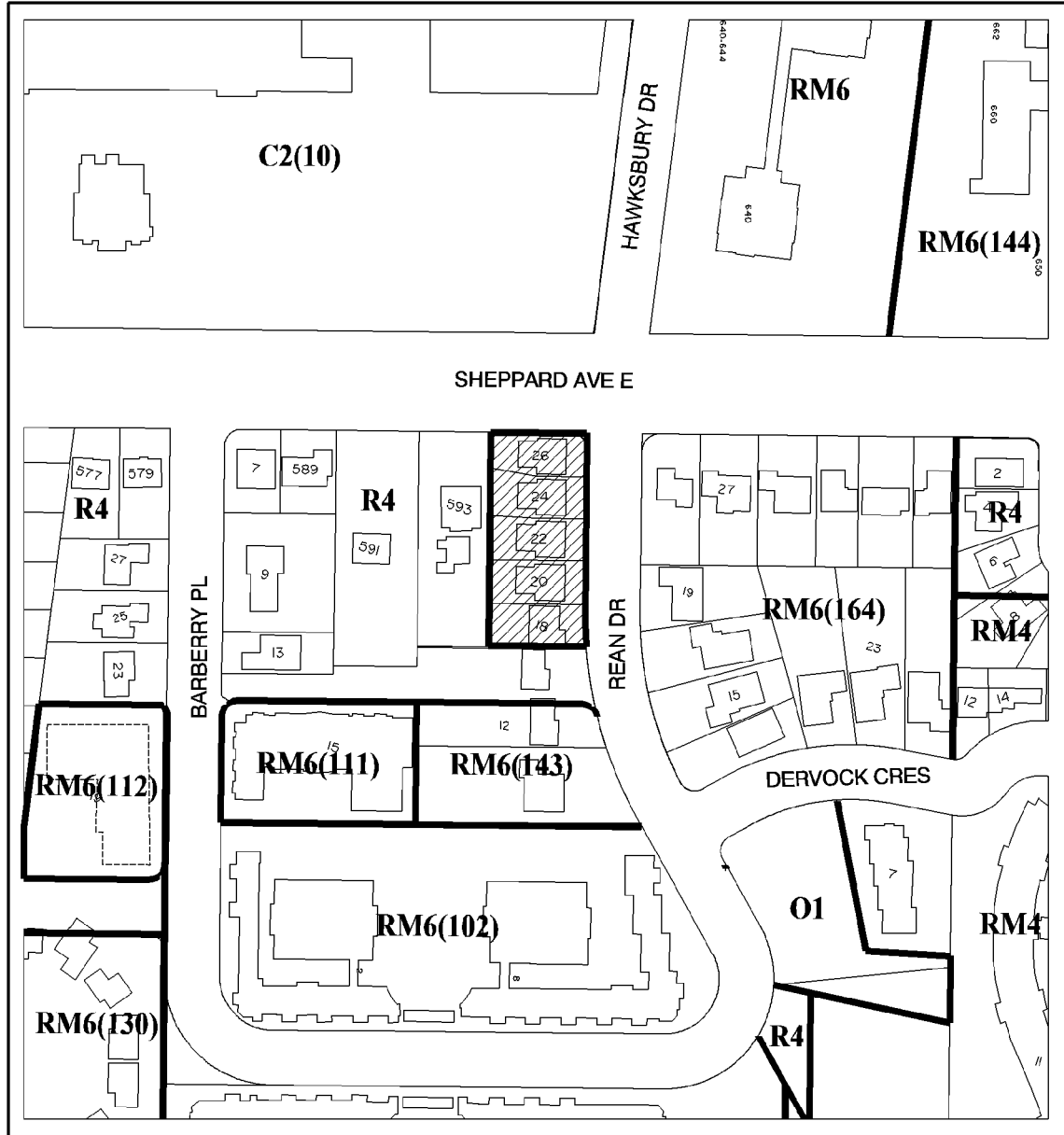


**Block Pattern - Southeast Bayview Node Context Plan**      **18 - 26 Rean Drive** 

 Context Plan Study Area  
 Parks and Open Space

File # 10 308452 NNY 24 0Z


## Attachment 8: Zoning



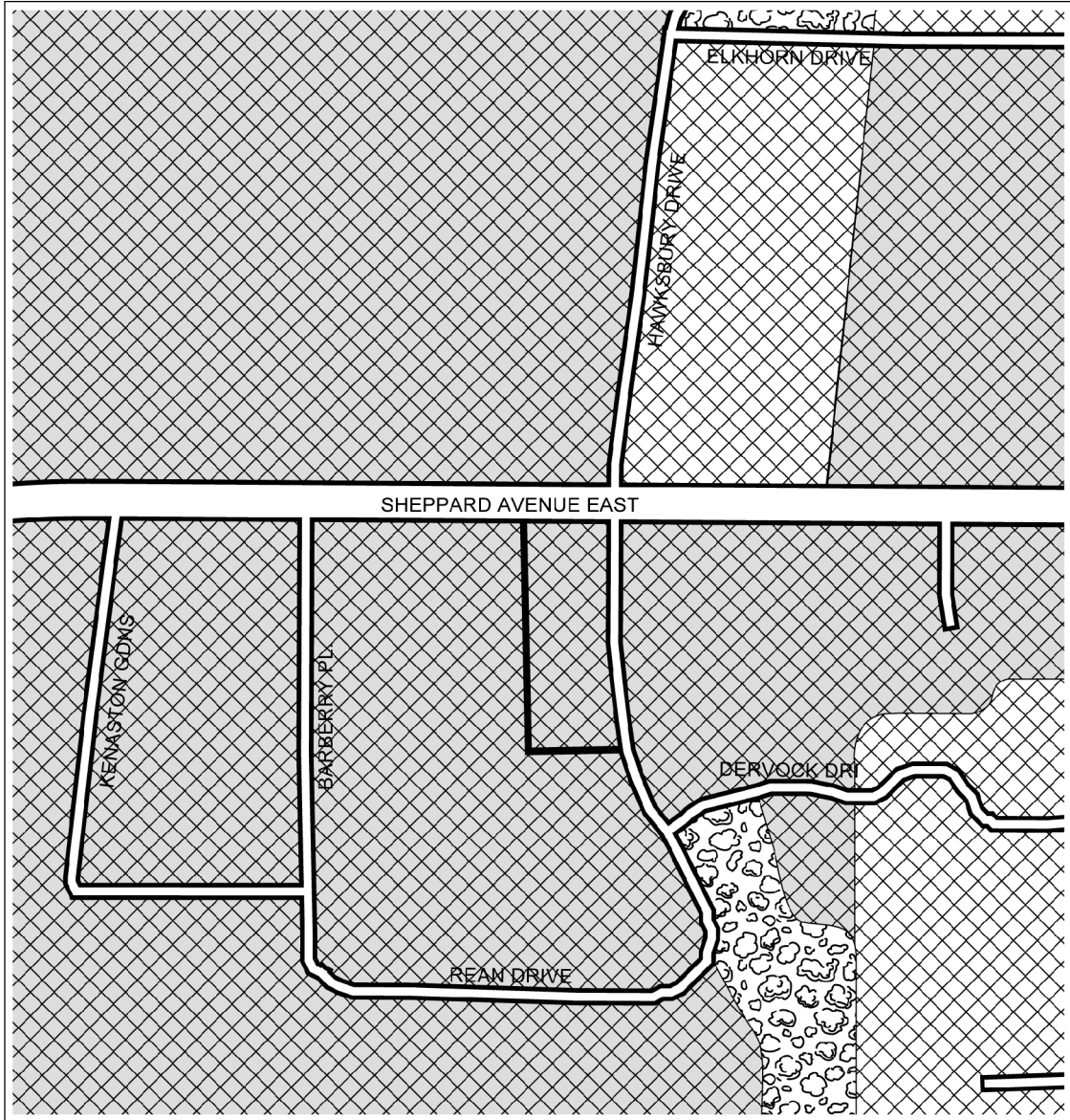
**Toronto** City Planning  
Zoning

**18 Rean Drive**  
File # 10 308452 NNY 24 0Z

- R4 One-Family Detached Dwelling Fourth Density Zone
- RM4 Multiple-Family Dwellings Fourth Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C2 Local Shopping Centre Zone
- O1 Open Space Zone

  
 Not to Scale  
 Zoning By-law 7625  
 Extracted 12/13/2010

## Attachment 9: Official Plan



## Attachment 10: Application Data Sheet

Application Type	OPA & Rezoning	Application Number:	10 308452 NNY 24 OZ
Details	OPA & Rezoning, Standard	Application Date:	December 3, 2010

Municipal Address: 18-26 REAN DRIVE

Location Description: PLAN 3583 PT LOT 4 \*\*GRID N2406

Project Description: Application to amend the Official Plan and Zoning By-law on lands municipally known as 18-26 Rean Drive to permit a 6/7-storey mixed use building comprising 140 dwelling units and 565 square metres of grade-related commercial space.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
NEIL PATTISON		MICHAEL SPAZIANI ARCHITECTS INC	DANIELS HR CORPORATION

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	R4	Historical Status:	
Height Limit (m):	8.8	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	2822.3	Height:	Storeys:	7
Frontage (m):	35.5		Metres:	24.85
Depth (m):	78.4			
Total Ground Floor Area (sq. m):	1135			<b>Total</b>
Total Residential GFA (sq. m):	10018		Parking Spaces:	119
Total Non-Residential GFA (sq. m):	565		Loading Docks	1
Total GFA (sq. m):	10583			
Lot Coverage Ratio (%):	40			
Floor Space Index:	3.75			

### DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor/Studio:	5
1 Bedroom:	118
2 Bedroom:	17
3 + Bedroom:	0
Total Units:	140

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):		9351	6670
Retail GFA (sq. m):		565	0
Office GFA (sq. m):		0	0
Industrial GFA (sq. m):		0	0
Institutional/Other GFA (sq. m):		0	0

**CONTACT: PLANNER NAME: Steve Forrester, Senior Planner**  
**TELEPHONE: (416) 395-7126**

**Attachment 11: Draft Official Plan Amendment**

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2011

Enacted by Council: ~, 2011

**CITY OF TORONTO**  
**Bill No. ~**  
**BY-LAW No. --2011**  
**To adopt an amendment to the Official Plan**  
**for the City of Toronto**  
**respecting the lands known municipally in the year 2011 as**  
**18-26 Rean Drive**

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

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

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

1. The attached Amendment No. 170 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2011.

ROB FORD,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

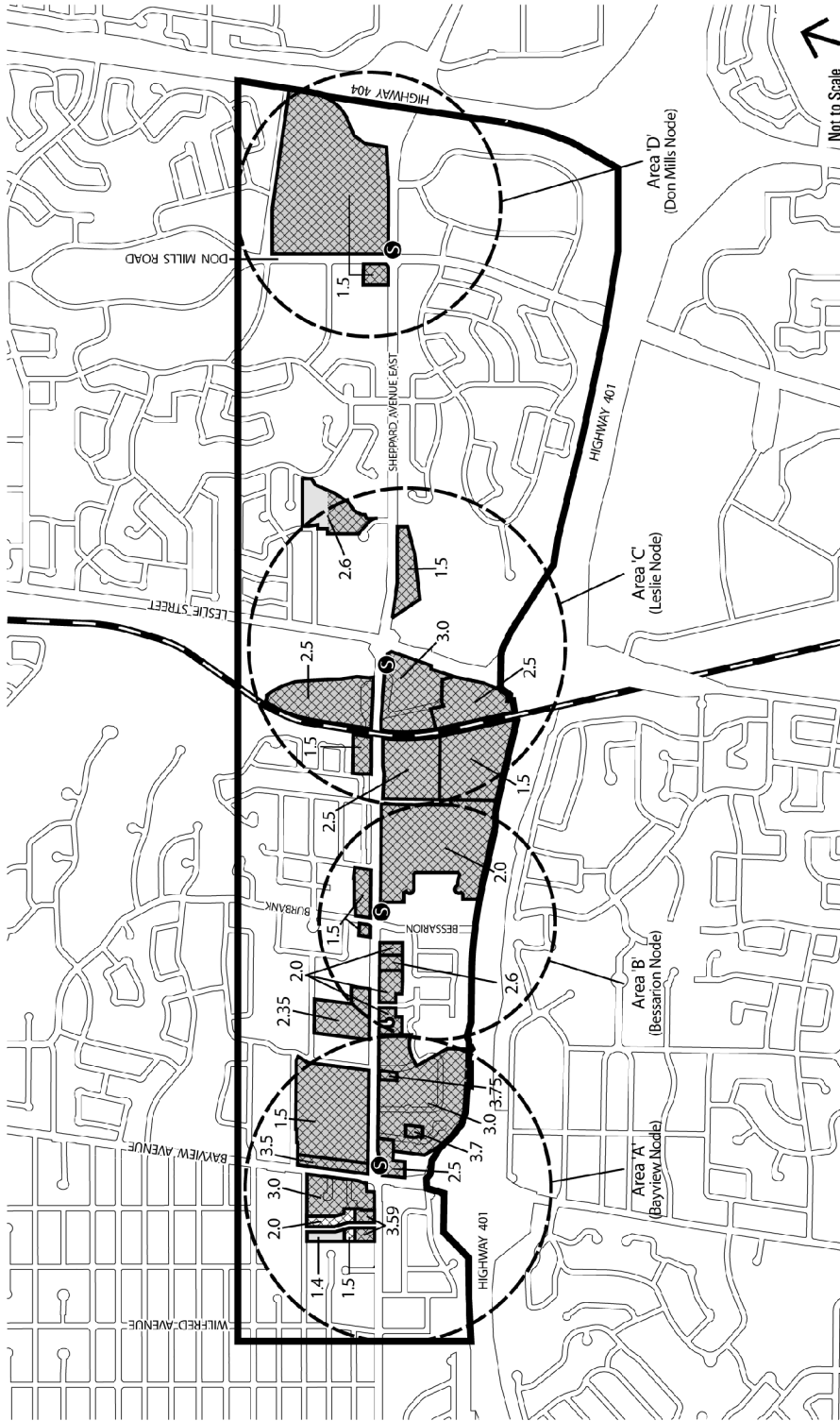


## OFFICIAL PLAN AMENDMENT NO. 170

### TO THE CITY OF TORONTO OFFICIAL PLAN

1. The Official Plan of the City of Toronto is amended as follows:
  - (a) Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan), is amended to allow a density of 3.75 times the lot area for the lands municipally known as 18, 20, 22, 24 & 26 Rean Drive, by replacing the first sentence in Section 4.2.2 – Kenaston Gardens/Sheppard Square Areas, with the following:

“The Secondary Plan assigns a *Mixed Use Areas* designation, and densities of 3.0, 3.7 and 3.75 times the lot area, as shown on Map 9-2, in anticipation of redevelopment.”
  - (b) In lieu of the provision of a public community centre, in exchange for the additional density of 2,116m<sup>2</sup> for the lands municipally known as 18, 20, 22, 24 & 26 Rean Drive, Council may accept a monetary contribution towards the cost of constructing and equipping the same facility at another location serving the Sheppard East Subway Corridor, provided:
    - (i) Council is satisfied that the provision of the facility within the development is not practical or feasible, or alternative arrangements for the provision of the facility are preferable;
  - (c) Map 9-2, Key Development Areas, of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended to permit a density of 3.75 times the lot area for the lands municipally known as 18, 20, 22, 24 & 26 Rean Drive as shown on Schedule “1”.



# 18, 20, 22, 24, 26 Rean Drive

File # 10 308452 NNY 24

# TORONTO City Planning Official Plan Amendment #170 — Schedule 1

Map 9-2, Key Development Areas, of Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan is amended by permitting a maximum density of 3.75 times the lot area for the lands municipally known as 18, 20, 22, 24, 26 Rean Drive.

- Secondary Plan Boundary
- 1.5 Density
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Subway Station

March 2009

## Attachment 12: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of  
Toronto Council on ~, 2011  
Enacted by Council: ~, 2011

### CITY OF TORONTO BY-LAW No. ~-2011

**To amend former City of North York Zoning By-law No. 7625, as amended,  
in respect of lands municipally known as  
18, 20, 22, 24, 26 Rean Drive**

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

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

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

1. Schedules “B” and “C” of By-law No. 7625 are hereby amended in accordance with Schedule “1” of this By-law.
2. Section 64.20-A of By-law No. 7625 is amended by adding the following subsection:

**“64.20 –A (184) RM6 (206)**

#### **DEFINITIONS**

- (a) For the purpose of this exception, “apartment house dwelling” shall mean a building containing more than four (4) dwelling units, each unit having access either from an internal corridor system or direct access at grade, or any combination thereof.
- (b) For the purposes of this exception, “established grade” is defined as 170.00 metres a.s.l.
- (c) For the purposes of this exception, “underground” is defined as below established grade.
- (d) For the purpose of this exception, “gross floor area” shall mean the total area of all of the floors in a building, measured between the outside walls of the building but excluding motor vehicle access, circulation or automobile and bicycle parking areas within the building.

## **PERMITTED USES**

- (e) As shown on Schedule RM6 (206), the only permitted uses shall be an Apartment House Dwelling including private recreational amenity areas and all commercial uses permitted in a 'C-1' General Commercial Zone.
- (f) Use Qualifications
  - (i) Outdoor private recreational amenity areas may be located on rooftop terraces;
  - (ii) Permitted non-residential uses shall be located on the ground floor only.

## **EXCEPTION REGULATIONS**

### **GROSS FLOOR AREA**

- (g) The provisions of Section 20-A.2.5 (Gross Floor Area) shall not apply.
- (h) The maximum permitted residential gross floor area shall be 10,584m<sup>2</sup>.
- (i) The maximum permitted commercial gross floor area shall be 566m<sup>2</sup>.

### **DWELLING UNITS**

- (j) The maximum number of dwelling units shall be 140.

### **LOT COVERAGE**

- (k) The provisions of Section 20-A.2.2 (Lot Coverage) shall not apply.

### **LANDSCAPING**

- (l) The provisions of Section 15.8 (Landscaping) shall not apply.

### **OUTDOOR RECREATIONAL AMENITY AREA**

- (m) A minimum of 1.5 m<sup>2</sup> of outdoor private recreational amenity area per dwelling unit shall be provided.

### **YARD SETBACKS**

- (n) The provisions of Section 20-A.2.4 (Yard Setbacks) shall not apply.

- (o) The minimum yard setbacks for all buildings and structures above established grade shall be as set out on Schedule “RM6 (206)”.
- (p) The minimum yard setbacks for underground parking structures shall be 0 metres.

### **HEIGHT**

- (q) The provisions of Section 20-A.2.6 (Building Height) shall not apply.
- (r) The maximum building height and number of storeys shall not exceed the maximum height in metres and number of storeys shown on Schedule “RM6(206)”.
- (s) A penthouse or other roof structure which is used only as an ornament or to house the mechanical equipment of the building does not constitute a storey and shall be disregarded in calculating the height of the building.

### **PARKING**

- (t) The provisions of Section 6A(2)(a) (Parking Requirements) shall not apply.
- (u) Residential parking shall be provided at the following rates:
  - (i) 0.6 spaces per bachelor/studio dwelling unit;
  - (ii) 0.7 spaces per one bedroom unit;
  - (iii) 0.9 spaces per two bedroom unit;
- (v) Residential visitor parking shall be provided at a rate of 0.1 spaces per dwelling unit.
- (w) Non-residential parking shall be provided at a rate of 1 space per 100m<sup>2</sup> of floor area.

### **LOADING SPACES**

- (x) The provisions of Section 6A(16)(c)(i) and 6A(16)(d)(iv) for loading shall not apply.

### **BICYCLE PARKING**

- (y) Residential bicycle parking shall be provided as follows:
  - (i) Long Term – 0.7 spaces per dwelling unit;
  - (ii) Short Term – 0.08 spaces per dwelling unit.

- (z) Non-residential bicycle parking shall be provided as follows:
  - (i) Long Term – 0.13 spaces per 100m<sup>2</sup> of non-residential floor area;
  - (ii) Short Term – 3 plus 0.25 spaces per 100m<sup>2</sup> of non-residential floor area.

## **PROJECTIONS**

- (aa) The provisions of Section 6(9)(c) for permitted projections into one minimum side yard setback only shall not apply.
- (bb) Exterior stairways, wheelchair ramps, canopies, balconies, bay windows, and covered porches and decks, shall be permitted to project into the minimum yard setbacks.

## **OTHER**

- (cc) Within the lands shown on Schedule "RM6(206)" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - (i) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
  - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

## **SECTION 37 AGREEMENT**

- (dd) The owner of the lands as shown in Schedule "RM6 (206)" shall enter into one or more agreements with the City of Toronto pursuant to Section 37 of the *Planning Act* to secure the facilities, services and matters referred to below, which agreement or agreements may be registered against the title of the lands to which this by-law applies in the manner and to the extent specified in the agreements. The owner of the subject lands, at the owner's expense and in accordance with, and subject to the agreements referred to above, shall provide or fund the following facilities, services and/or matters on terms satisfactory to the City of Toronto, in order to permit an increase in the maximum gross floor area cited in the Gross Floor Area clauses (h) and (i) of this exception:
  - (i) A \$225,000.00 cash payment to be used towards the cost of constructing and equipping a public community centre serving the Sheppard East Subway Corridor area, to be paid prior to the issuance of the first above-grade building permit for the

development, with such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto, calculated from the date of the Section 37 Agreement to the date of payment;

- (ii) The provision for a minimum of 1.5m<sup>2</sup> of indoor private recreational amenity area per dwelling to a maximum of 331m<sup>2</sup> provided that such gross floor area is used solely for the purposes of indoor private recreational amenity area, and such area shall be exempted from the calculation of gross floor area in clauses (h) and (i);
  - (iii) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee.
3. Section 64.20-A of By-law 7625 is amended by adding Schedule “RM6 (206)” attached to this by-law.

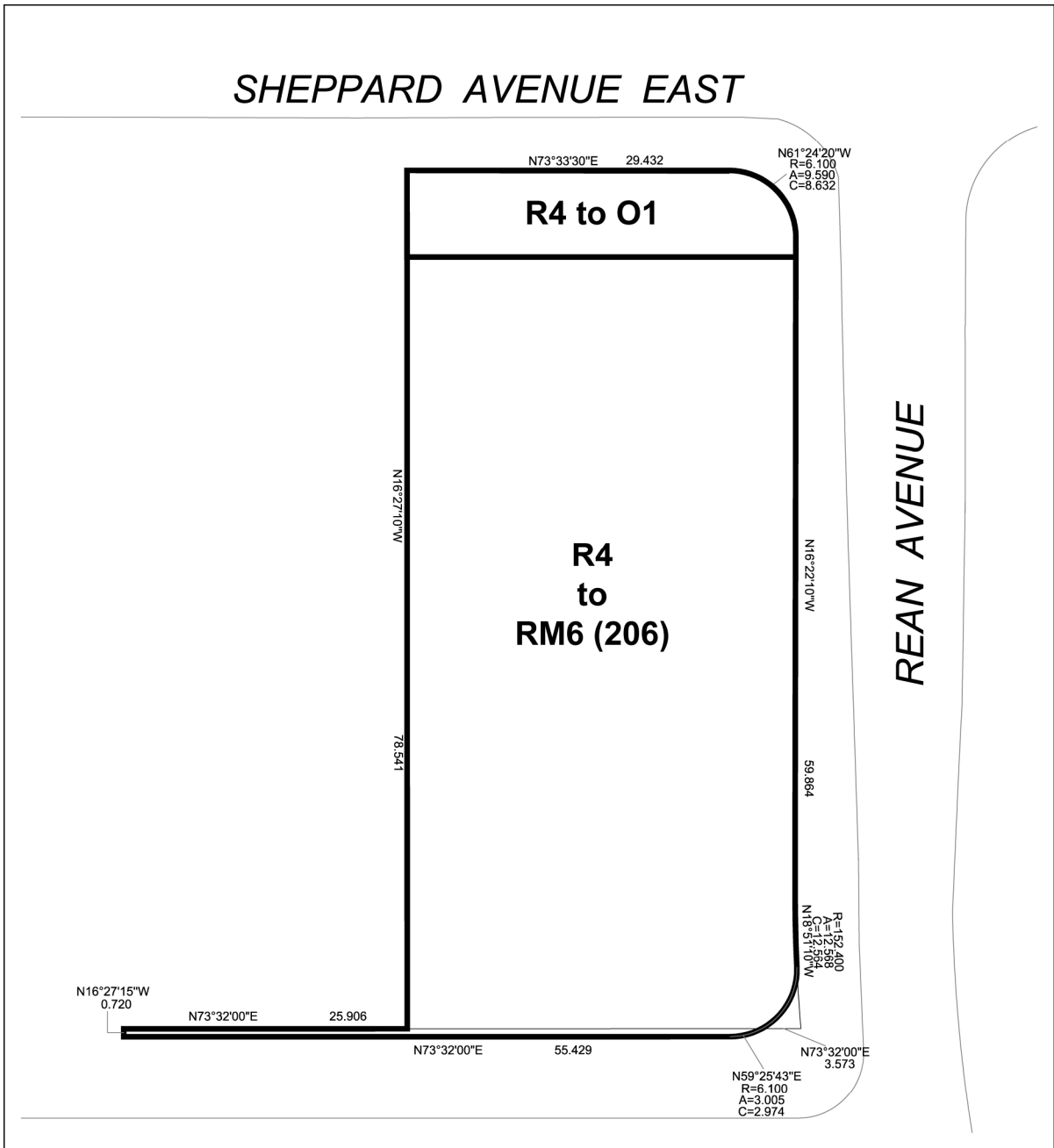
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

SHEPPARD AVENUE EAST



Schedule 1

Part of Lot 4, Registered Plan 3583, City of Toronto.  
KRCMAR Surveyors Ltd. June 11, 2010.

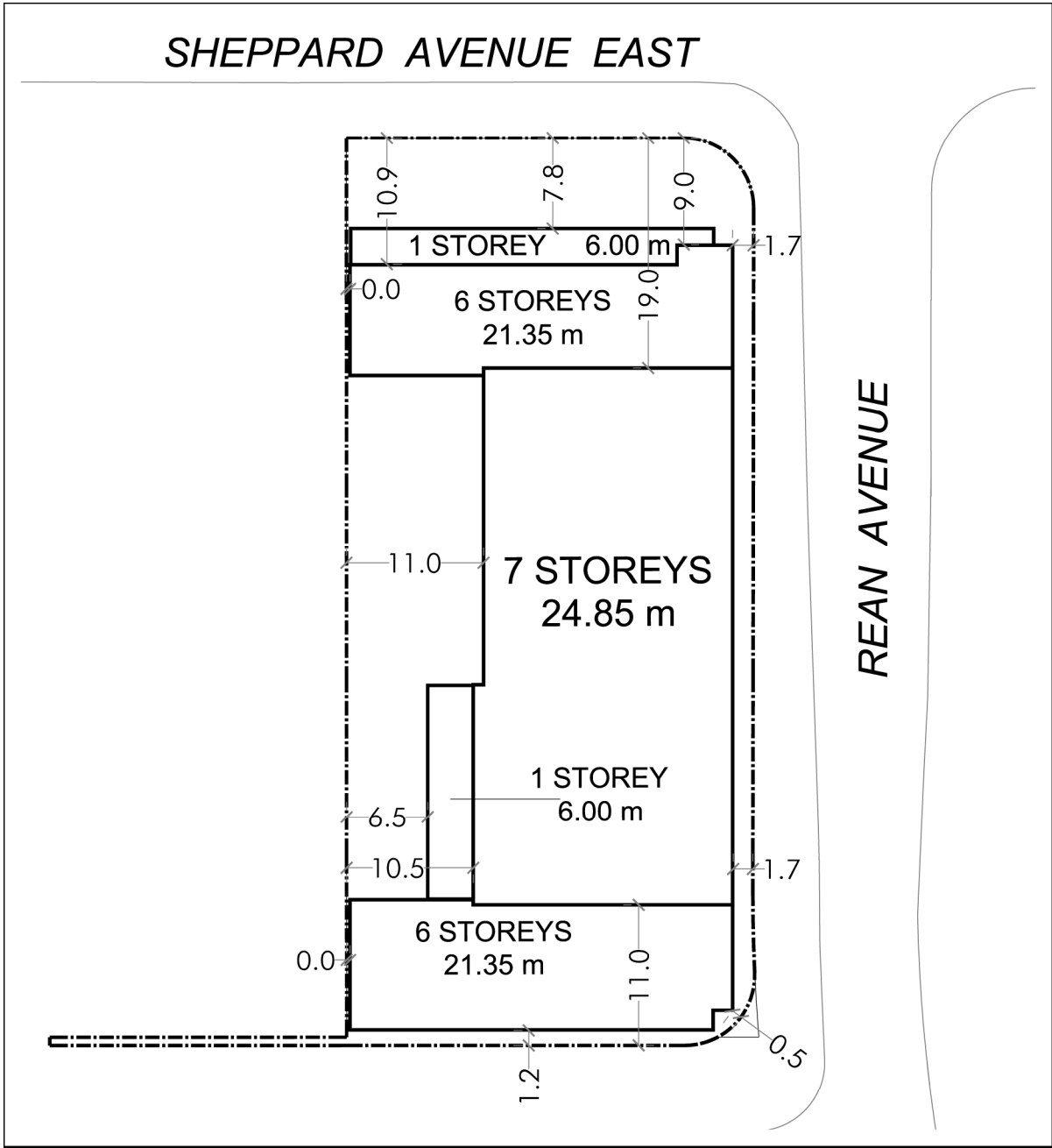
File # 10 308452 NNY 24

Date: 10/03/2011  
Approved by: S.F.

↑  
Not to Scale



**SHEPPARD AVENUE EAST**



**REAN AVENUE**