

TORONTO STAFF REPORT

June 27, 2006

To: North York Community Council

From: Director, Community Planning, North York District

Subject: OMB Direction Report
Rezoning Application 05 128488 NNY 24 OZ
Applicant: Daniels HR Corporation
Architect: Kirkor Architects & Planners
603-615 Sheppard Ave East & 9-17 Rean Dr & 6-10 Dervock Cres.
Ward 24 - Willowdale

Purpose:

This is a report on an appeal by the Owner on an application to amend the Zoning By-law to permit four apartment buildings ranging in height from 3 to 10 storeys on the above noted properties. As this matter has been appealed to the Ontario Municipal Board, this report recommends that the City Solicitor and appropriate staff attend the hearing in support of the position outlined in this report.

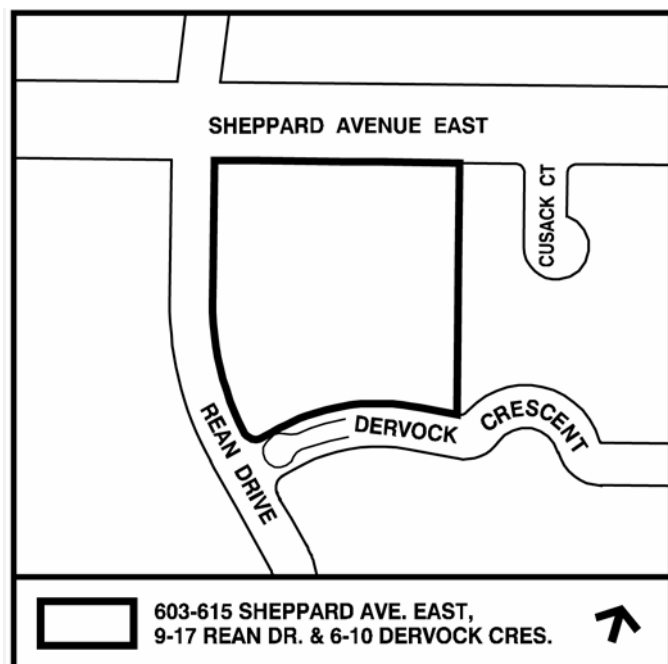
Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendation:

It is recommended that the application be approved subject to the following:

- (1) That City staff be authorized to attend the Ontario Municipal Board Hearing in support of the proposed development pursuant to the recommendations below and authorize the City Solicitor and any other appropriate City staff to take such actions as necessary to give effect to the recommendations of this report.



- (2) Request that the Ontario Municipal Board to withhold its Order until the following matters are settled:
- (i) That the proposal be amended to address the concerns of Technical Services regarding the design of the southerly access driveway from Rean Drive as outlined in their memorandum dated June 26, 2006;
 - (ii) That the Zoning By-law incorporate performance standards to reflect the revised submission including details such as parking standards, maximum building heights, maximum gross floor area, minimum building setbacks, maximum number of units, minimum unit sizes, provision of locker space, and appropriate Section 37 benefits;
 - (iii) The City Solicitor and City staff be authorized to continue discussions with the applicant concerning a revised proposal that addresses the concerns of Transportation Services regarding the design of the southerly access driveway from Rean Drive;
 - (iv) Prior to the implementing Zoning By-law coming into full force and effect, the owner be required to:
 - (a) enter into an Agreement under Section 37 of the Planning Act for:
 - the exemption of indoor private recreational amenity area from the calculation of gross floor area to a maximum of 1,122.5m²; and,
 - depositing a letter of credit or certified cheque in the amount of \$10,000.00 to the satisfaction of the Chief Financial Officer and Treasurer, for future traffic monitoring to be undertaken;
 - (b) enter into a Site Plan Control Agreement under Section 41 of the Planning Act; and,
 - (c) satisfy the requirements of the Technical Services Division as outlined in their memorandum dated June 26, 2006.

Background:

Original Proposal

The original application filed on May 2, 2005, proposed a total of 364 dwelling units in three residential condominium buildings. At that time, the residential lots at #11 Rean Drive and #615 Sheppard Avenue East did not form part of the application and negotiations were ongoing to acquire the lots and incorporate them into the development proposal. In view of the Secondary Plan policy regarding comprehensive land assembly, resolution of the future use of these lands was identified as an issue in staff's Preliminary Report.

On September 29, 2005, the application was revised to reflect the acquisition of these lands. As a result of acquiring the additional properties, the application was revised to include:

- a 3-storey townhouse block comprising 10 dwelling units (Building 'D') at the southwest corner of the site (on the #11 Rean Drive property);
- the eastward extension of Building 'A' (on the #615 Sheppard Avenue property);
- an increase in height of the central portion of Building 'A' from 6 to 7-storeys;
- an increase in the building setback of Building 'A' from 3.5 metres to 5 metres; and,
- a reduction in the height of Building 'C' (located along the east boundary of the site) from 10 to 9-storeys.

The following table provides a comparison between the original application and the revised application:

	May 2, 2005 Original Application	September 29, 2005 Revised Application
Lot Area	11,732m ²	13,447m ²
Gross Floor Area	35,251m ²	40,325m ²
FSI	3.0	3.0
Dwelling Units	Total – 364 units Building 'A' – 121 units Building 'B' – 141 units Building 'C' – 102 units	Total – 409 units Building 'A' – 152 units Building 'B' – 156 units Building 'C' – 91 units Building 'D' – 10 units
Building Height	Building 'A' - 6 storeys Building 'B' - 10 storeys Building 'C' – 10 storeys	Building 'A' - 7 storeys Building 'B' - 10 storeys Building 'C' – 9 storeys Building 'D' – 3 storeys

Current Proposal

The proposal has been revised slightly from the September 29, 2005 submission. The current proposal is to permit 418 dwelling units rather than 409 units. Building 'D' is now a 20-unit condominium apartment building rather than a 10-unit townhouse block. The development will have a gross floor area of 40,278m² and maintain the maximum permitted density at 3.0 FSI. A statistical summary of the project is provided in Attachment 4.

The proposal (see Attachment 1) comprises the following components:

- a 7-storey, 152-unit residential condominium building (Building 'A') with 1,552m² of grade related commercial retail space extending across the Sheppard Avenue East frontage;
- a 10-storey, 155-unit residential retirement home (Building 'B') along the Rean Drive frontage;
- a 9-storey, 91-unit residential condominium building (Building 'C') along the easterly portion of the site;

- a 3-storey, 20-unit residential condominium building (Building 'D') at the southwest corner of the site at Rean Drive and Dervock Crescent; and,
- 455 parking spaces comprising a two-level, 438-space underground structure for resident and visitor parking and 17 surface parking spaces designated for the proposed commercial retail uses.

Building 'A' along Sheppard Avenue East will be marketed as a rent to own building. Buildings 'B' and 'C' are designed as a senior's lifestyle residential complex. Building 'B' is planned as a retirement home. Building 'C' is a condominium building. The two buildings will be connected by 2-storey common amenity area which includes a pool and wellness centre. The design of Building 'C' features a series of one-storey terraces stepping from 9 to 4 storeys towards Rean Park/Dervock Crescent to the south.

Vehicular access to the site is proposed via two driveways from Rean Drive. The northerly driveway provides access to the 17 retail surface parking spaces, lay-by areas for tenant/visitor drop-off/pick-up, access to the underground parking garage and access to the loading facilities for Buildings 'A' and 'C'. The design features hard and soft landscaping including a circular driveway with a water feature.

The southerly access on Rean Drive provides a secondary access/egress to the underground parking garage for Buildings 'B', 'C' and 'D', as well as access to the loading facility for Building 'B'.

Ontario Municipal Board

On May 19, 2006, Daniels HR Corporation appealed the application to the Ontario Municipal Board based on the City's failure to enact the requested Zoning By-law amendment within 120 days of filing the application. The related Site Plan Control application was also appealed to the Board.

City Council's consideration and decision on the recommendations set out in this report will provide a City position on the application and enable the City Solicitor to present the City's position on the application at the hearing.

Site and Surrounding Area

The lands are located at the southeast corner of Sheppard Avenue East and Rean Drive, situated east of Bayview Avenue. The site also has frontage onto Dervock Crescent and overlooks Rean Park to the south. The lands are an assembly of 13 residential lots each developed with single detached dwellings with an overall site area 1.3 ha (3.3 acres).

The following is a summary of the area context:

North:	19-storey apartment buildings across Sheppard Avenue East;
South:	Rean Park and townhouses, then Highway 401;

- East: lands designated Arterial Corridor Area and Residential Density Four currently developed with single detached dwellings on Cusack Court and Dervock Crescent; and,
- West: a 9-storey apartment building currently under construction (The Claridges) and single detached dwellings across Rean Drive.

Planning Framework

Provincial Policy Framework:

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Issued under Section 3 of the *Planning Act*, the PPS establishes the policy foundation for regulating the development and use of land.

Municipal planning decisions are required to be “consistent with” the PPS. The new Toronto Official Plan compliments the policies found in the PPS and the two documents are mutually supportive.

The PPS includes policies which promote intensification, redevelopment and compact form; encourage transit and pedestrian supportive land uses; and provide for a range of housing types and densities to meet projected requirements.

North York Official Plan

The lands are designated Mixed Use (MU) under the Sheppard East Subway Corridor Secondary Plan (OPA 392). Mixed Use areas are to be developed primarily for residential uses however, properties with frontage on Sheppard Avenue are encouraged to develop in a manner complementary to the Arterial Corridor Area along the development corridor which envisions non-residential uses such as retail or offices at grade with multiple family development or office uses above grade.

The lands are part of a Key Development Area assigned a maximum density of 3.0 FSI. The identification of the subject lands as a Key Development Area reflects the location of the site in close proximity to both Bayview and Bessarion Subway Stations. Comprehensive redevelopment is promoted in Key Development Areas to prevent piecemeal development.

A Context Plan for this area was adopted by City Council in March 2000 and was used to evaluate this 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 incremental development of these lands.

New Toronto Official Plan

At its meeting of November 26-28, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new Plan, in part, with modifications. The Minister's decision has been appealed in its entirety. The Official Plan is now before the Ontario Municipal Board. Although the new Official Plan is not in force and effect, its policies represent City Council's current position on development in mixed use areas.

Once the new Official Plan comes into full force and effect, it will designate the lands as a *Mixed Use Area*. *Mixed Use Areas* are to consist of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. The current policies of the Sheppard East Subway Corridor Plan have been carried forward and incorporated into the new Official Plan.

Zoning

The lands are currently zoned R4 (One Family Detached Dwelling Fourth Density Zone) and RM4 (Multiple-Family Dwellings Fourth Density Zone). The R4 designation generally permits single detached dwellings. The RM4 designation permits a range of residential uses including townhouses and apartment buildings.

Site Plan Control

An application for Site Plan Control approval is being processed.

Reasons for the Application

An amendment to the Zoning By-law is required as the R4 zoning that applies to the lands does not permit the proposed mixed-use building and apartment building uses while the RM4 zoning that applies to the site does not permit the proposed density.

Community Consultation

There have been three community consultation meetings held on this application. The applicant's proposal was first presented to local residents at a Community Consultation meeting on January 16, 2006. The meeting was attended by the local Councillor and his Executive Assistants, the proponent – Daniels Corporation, the proponent's planner, project architect and transportation consultant, and City Planning and Transportation Services staff. Approximately 100 members of the public were in attendance. Subsequent community consultations were arranged by the local Councillor on February 22, 2006 and March 8, 2006 to discuss the issues in more detail. Both meetings were attended by Planning and/or Transportation staff, the proponent and approximately 30 members of the public. The community has expressed the following concerns regarding the proposal:

- the development will increase traffic congestion in the area particularly at the intersections of Sheppard Avenue/Rean Drive and Sheppard Avenue/Bayview Avenue;

- on-street parking will increase along Rean Drive;
- the proposal does not meet the building height policies of the Secondary Plan and the Height Diagram of the Context Plan;
- the height of Building 'A' along Sheppard Avenue East should be lowered to 6 storeys to conform to the Secondary Plan;
- the height of Building 'C' should be reduced further to ameliorate overview and privacy concerns expressed by the owners of the single detached dwellings east of the site; and,
- the proposal will create a nuisance during the construction phase (i.e., noise, dust, fumes, mud, debris, and traffic).

On June 7, 2006 the local Councillor held a meeting with the applicant, Transportation Services and Planning staff to discuss the Transportation Services staff concerns regarding the design of the southerly access on Rean Drive and the concerns some residents expressed regarding built form, particularly with respect to the height of the 9-storey building along the easterly portion of the site next to existing the single family homes. The meeting was also attended by an area resident.

At the meeting, staff presented a design option that introduced a separate underground access to Building 'D' off a portion of Dervock Crescent, connecting to Rean Drive. The concept included road modifications that contemplated the relocation of the existing cul-de-sac further east on Dervock Crescent and the 'greening' of the remnant road allowance. Options were also discussed to relocate the 9-storey (Building 'C') to the Rean Drive frontage and providing a lower built form along the easterly portion of the site. The options presented were conceptual in nature. Although the applicant expressed a willingness to consider the option on the alternative access driveway, they were not prepared to consider modifications to the proposed built form.

Agency Circulation

The application was circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

Comments:

Comprehensive Development

The Sheppard East Subway Corridor Plan policies encourage comprehensive land assemblies in order to achieve the maximum permitted density and to prevent piecemeal development. The original application did not include lands at 11 Rean Drive and 615 Sheppard Avenue East. As such, the proposal constitutes a comprehensive land assembly which leaves no remnant land parcels.

Built Form and Height

Some of the residents expressed concern regarding the proposed heights of Building 'A' along Sheppard Avenue and Building 'C' near the existing detached homes to the east of the site. It was their view that the density on the site should be redistributed such that the height of the

building fronting Sheppard Avenue East be lowered from 7 to 6 storeys, that the 9-storey building proposed along the east edge of the site be relocated along the Rean Drive frontage and a that lower built form (such as townhouses or the proposed 3-storey apartment building 'D') be provided along the east edge of the site.

The proposal has been evaluated to ensure the development meets the policies and objectives of the Sheppard East Subway Corridor Secondary Plan and conforms to the Urban Design Principles of the Context Plan.

Context Plan

The Height Diagram contained within the Context Plan is intended to provide a generalized concept of the preferred distribution of building heights in the neighbourhood. It is intended to have reasonable flexibility, with opportunities for refinement as projects proceed in the quadrant. In addition, the height concepts may change as long as they conform to the urban design principles of the Context Plan. To date, with the exception of the NY Towers buildings, all developments have exceeded the heights set out in the Height Diagram on the basis they met the urban design principles of the Context Plan and assigned density limits prescribed by the Secondary Plan. The proposed building heights of Buildings 'A', 'B' and 'C' exceed the heights established for this portion of the Context Plan.

The buildings have generally been massed and organized to satisfy a number of urban design policies of the Secondary Plan and design objectives of the Context Plan. In accordance with the Context Plan, a base building expression has been provided along the street edges continuing a treatment incorporated on other buildings in the neighbourhood. The heights are generally consistent with the height of the 9-storey building on the west side of Rean Drive. The buildings are aligned along the streets to provide appropriate street presence and street enclosure and arranged to create vista terminations. Buildings are sufficiently setback from the streets to provide for landscaped areas adjacent to public sidewalks as encouraged by the Secondary Plan. These spaces will provide a visual setting for the proposed buildings and provide general amenity for residents and visitors. The height and mass of the buildings have been designed and sited to respond sensitively to the nearby lower density residential uses, and design treatments ensure there is an appropriate response to pedestrian scale.

In accordance with the Structure Plan in the Context Plan, a mid-block pedestrian connection has been incorporated along the east edge of the site. The walkway is 2.1 metres wide and will connect Dervock Crescent/Rean Park to Sheppard Avenue. Details on the design of the walkway including, but not limited to, fencing, landscaping and lighting, will be finalized through the Site Plan Control approval process.

The location of parking and servicing has minimal physical and visual impact on the public streets. Most of the parking is located below grade and service areas have been incorporated within the building designs.

In general, the application fulfils the public realm and built form objectives established in the Context Plan.

Building ‘A’ – Sheppard Avenue Frontage

The Secondary Plan seeks to relate the height and mass of development to a pedestrian scale while, at the same time, framing the street with a building scale that balances with the 1:1 street width. In those areas that are not at major intersections or that are not considered to have the greatest accessibility to public transit, the maximum height of buildings will be 6-storeys.

However, the Secondary Plan also establishes that exceptions to this maximum height may be accommodated through the appropriate treatment of the bulk and mass of buildings, as well as detailed elevation articulation. These treatments include features such as terracing and/or limiting the amount of bulk and mass of the upper floors above the 6th floor level, or through the detailed articulation of the building elevation, such as a change in building materials. Council may enact Zoning By-laws that provide for these exceptions to the maximum height without amendment to the Secondary Plan where it can be demonstrated that the intent of the Plan has been respected.

Staff have reviewed the proposal and can support the design of the building along Sheppard Avenue (Building ‘A’) on the basis that the predominant composition of the building is 6 storeys with the 7 storey portion appropriately recessed and centrally positioned above the sixth floor. The design of the Sheppard Avenue building also includes an acceptable 2 storey base treatment at street-level.

Building ‘C’

Both the Official Plan and Secondary Plan state that development must respond sensitively to nearby stable, low density residential uses and minimize the adverse impact of built form on these homes. Further, the urban design principles of the Secondary Plan state that particular attention will be given to the height relationship between new buildings within Mixed Use areas and detached and semi-detached dwellings on properties designated Residential Density One (RD1), outside the development nodes. The policy also directs that heights should step down toward stable residential areas and establishes a 45 degree angular plane standard for transition and massing relationships.

The lands east of the site are currently developed with single detached dwellings. The lands along Sheppard Avenue and Cusack Court are designated Arterial Corridor Area which permits all residential uses in the Residential Density Five (RD5) land use category, as well as institutional uses and retail service commercial and offices up to a maximum density of 2.0 FSI. The lands fronting Dervock Crescent are designated Residential Density Four (RD4) which would allow them to be developed with a range of multiple family dwellings to a maximum density of 1.5 FSI. Lands in close proximity to the subject site are also subject to a site specific policy in the Secondary Plan which states *“the four properties known as 12, 14, 16, and 18 Dervock Crescent are encouraged to develop comprehensively with the Arterial Corridor Area lands fronting on Cusack Court/Sheppard Avenue.”*

Notwithstanding these designations and site specific policy, Building ‘C’ has been designed to respond to the adjacent low density building form by satisfying the above noted angular plane

policy of the Secondary Plan through terracing/stepping. The depth of the one-storey terraces at the south end of the building are designed to coincide with the depth of the properties located along the north side of Dervock Crescent.

Traffic Impact

The Secondary Plan's transportation policies have two main goals: first, that development in the 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. The Secondary Plan requires a Traffic Impact Study and traffic certification by a qualified transportation consultant for any proposed development larger than 5,000m² (53,820 sq.ft.).

The applicant submitted a Transportation Impact Study and an updated study and submissions based on the revised proposal. The submitted material examined traffic generated by future residents of the proposed buildings in the context of existing, under construction and approved development in the corridor. The findings of the study indicate that the projected volumes associated with this proposal can be accommodated within the existing infrastructure. These findings are supported by staff in Transportation Services and Transportation Planning.

Access

Transportation Services staff have expressed concerns with the design of the (southerly) secondary access on Rean Drive. Access to the underground parking structure is shared with the loading area proposed for Building 'B'. Transportation staff are of the opinion the design of the access creates vehicular conflicts and does not adequately provide for the on-site movement needs of automobiles. As such, certification as it relates to criterion 3 (site layout) of OPA 392 is not acceptable. It is recommended that the applicant submit a revised proposal that addresses the access issue, to the satisfaction of Transportation Services, prior to the enactment of the amending Zoning By-law.

Parking

The Official Plan encourages development at locations well served by a full range of transportation options so as to reduce reliance on automobiles. The site is in proximity to public transit operations (both surface routes and the subway system) and its location provides convenient walking and cycling opportunities to a range of destinations.

Parking in the Sheppard Corridor is limited to ensure that developments do not provide excessive numbers of spaces and thereby attract auto-oriented users. In order 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.

By-law 7625 requires that parking be provided for apartment buildings at a rate of 1.25 parking spaces/unit plus 0.25 parking spaces/unit for visitors. However, in view of the site's proximity to the Sheppard Subway line, Transportation Services and Transportation Planning staff will

support a reduced parking rate for the condominium apartment buildings between 0.90 to a maximum of 1.2 parking spaces/dwelling unit, including 0.20 spaces/unit for visitors.

A general parking requirement for retirement homes is not prescribed in By-law 7625. Given the policies of the Secondary Plan, the site's access to rapid transit and a review of comparable senior's building projects provided by the applicant's transportation consultant, Transportation Services staff will support a parking rate of 0.55 spaces/unit, including 0.20 spaces/unit for non-residents (i.e. visitors, staff). Parking studies on similar senior's retirement projects indicate a limited number of tenants are likely to be drivers as they will be situated within close walking distance of various services and amenities. The parking demand would therefore relate primarily to employees and visitors. It is expected that many will take advantage of the proximity of the site to the subway.

The Zoning By-law requires a parking rate of 1 parking space per 28m² of gross floor area for the commercial portion of the development. However, given the proximity of this space to the subway station, Transportation Services staff supports a shared parking arrangement between the residential visitor parking spaces and the proposed commercial uses on site. This approach is consistent with other developments along the Sheppard Corridor.

Given the above the applicant has proposed, and staff have accepted, a proposed parking supply of 455 spaces. With the exception of 17 surface parking spaces allocated for the commercial uses, all parking is located below grade.

Technical Services

Technical Services have reviewed the application and advise the following:

- the driveway ramps must operate solely for the purpose of providing access into and out of the below-grade parking garage. The loading area for Building B must be free and clear of the access ramp to the underground garage for Building D. The access point from Rean Drive to facilitate both loading and underground parking access is not permitted, given that this compromises both pedestrian and driver safety and can inhibit driver sightlines and visibility with the two operations occurring within the same area. Revised plans must detail a secondary access for the underground garage area, whereby the operations of loading and vehicular access to the underground parking are mutually exclusive of one-another;
- the applicant must submit a Traffic Certification Report which addresses the Community Impact Criteria, as detailed in the Sheppard East Subway Corridor Secondary Plan;
- the Traffic Impact Study must be revised to include the Dangreen site located at the northeast corner of Bayview Avenue and Sheppard Avenue East;
- the current site plan drawings do not clearly delineate parking space allocation for each building. Revised site plan drawings must clearly detail this requirement as per the parking rates for each proposed building in this development;

- the applicant shall relocate/construct a 1.7 m wide sidewalk across the entire Sheppard Ave. E. frontage of the site to the standard location of 1.0 metre from the property line and construct a 1.7 m wide sidewalk across the entire Dervock Crescent frontage of the site to the standard location of 1.0 metre from the property line;
- the owner shall convey to the City A 6.1m radius corner rounding at the south east corner of Rean Dr. and Sheppard Ave. East.

The Technical Services comments also include requirements relating to ramp slopes, curb radii streetscaping, and servicing which will be addressed through the Site Plan Control process.

Transportation Monitoring

The Secondary Plan requires regular monitoring of transportation conditions in the Corridor. Monitoring the transportation characteristics in the corridor began with the establishment of a baseline profile in 2002, prior to the opening of the subway and occupancy of new development in the corridor. The next formal review is currently underway. The results of this monitoring will be compared to those from 2002 to track any changes in traffic patterns that have occurred.

The monitoring program is funded mainly through contributions from developers in the Sheppard Corridor. It is recommended that a contribution of \$10,000 toward the monitoring program be secured through the Section 37 Agreement.

Indoor Recreational Area

The Secondary Plan includes an incentive for providing indoor private recreational space by exempting the use from the calculation of gross floor area. The applicant is proposing to provide 1,122.5m² (12,083 sq.ft.) of space throughout the development. The amenity areas would be secured through the implementing Zoning By-laws and an agreement pursuant to Section 37 of the *Planning Act*.

Affordable Housing

Part C.4 (Housing) of the North York Official Plan requires at least 25% of new multiple unit residential buildings with 20 or more units be affordable housing. Accordingly, the implementing Zoning By-law will specify that a minimum of 25% of the units must be any combination of: bachelor units of a maximum size of 55m²; 1-bedroom units of a maximum size of 70m²; 2-bedroom units of a maximum size of 80m²; and 3-bedroom units of a maximum size of 120m².

Site Plan Control

As noted previously, an application for Site Plan Control approval is being processed. Detailed items such as the design of the refuse collection areas, grading and drainage, landscaping, lighting and pedestrian amenities will be addressed through the review of the site plan application.

In addition, one of the concerns expressed by the local community related to demolition and construction activity and the related off-site impacts. As a condition of Site Plan Control

approval, the applicant will need required to submit a Construction Management Plan to the satisfaction of Technical Services in consultation with the Director of Community Planning. The plan will include information regarding the demolition and 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.

Urban Forestry Services

The Arborist Report filed by the applicant concludes that 58 trees would require removal as a result of the proposal meet the size criteria for protection under the Private Tree By-law. The developer has filed an application requesting permission to remove these private trees. A suitable tree replacement proposal will be reviewed as part of the Site Plan Control process.

Urban Forestry staff advise there are 13 City owned trees adjacent or immediately neighbouring the development site. Staff note 8 of these trees qualify for removal by City Urban Forestry Services staff and that 4 of the remaining 5 are proposed to be replaced by the applicant. Urban Forestry staff are recommending the applicant provide a tree protection deposit to secure the protection of the remaining City owned tree, and that a security be provided for all new tree plantings along the street frontages to guarantee the healthy growth of trees for a period of two years. Staff are recommending the applicant submit a revised planting plan which includes details on tree species, spacing and location selection. A suitable tree planting proposal will be reviewed as part of the Site Plan Control process.

Toronto Transit Commission

TTC staff advise that the building fronting Sheppard Avenue is in close proximity to the existing subway structure and will therefore require a technical review before any permits are issued. Further, attenuation measures should be applied to the design of the new buildings as they are located in close proximity to the subway and prospective purchasers or lessees should be advised through a clause in the purchase or rental agreement of the potential for noise, vibration, EMI and stray current and that the TTC will accept no responsibility for any such effects. The requirements of the TTC will be dealt with through the Site Plan Control process.

Development Charges

It is estimated that the Development Charges for this project will be \$2,084,817. The actual charge is assessed and collected upon issuance of the Building Permit.

Conclusions:

The proposal is in keeping with the policies and objectives of the Sheppard East Subway Corridor Secondary Plan and will take advantage of the public investment in the Sheppard subway. The municipal objectives for appropriate urban design principles in the Context Plan for the Southeast Bayview Node are fulfilled.

Transportation Services staff have expressed concerns with the design of the (southerly) secondary access on Rean Drive. Access to the underground parking structure is shared with the loading area proposed for Building 'B'. Transportation staff are of the opinion the design of the access creates vehicular conflicts and does not adequately provide for the on-site movement needs of automobiles. As such, certification as it relates to criterion 3 (site layout) of OPA 392 is not acceptable. It is recommended that the applicant submit a revised proposal that addresses the access issue, to the satisfaction of Transportation Services, prior to the enactment of the amending Zoning By-law.

The application has been appealed to the Ontario Municipal Board on the basis that the City has failed to make a decision on the application within the prescribed time frame. This report evaluates the proposal and recommends that the application be revised in accordance with technical concerns of Transportation Services outlined in the report. The report recommends that the City Solicitor and appropriate City staff represent this position at the Ontario Municipal Board.

Contact

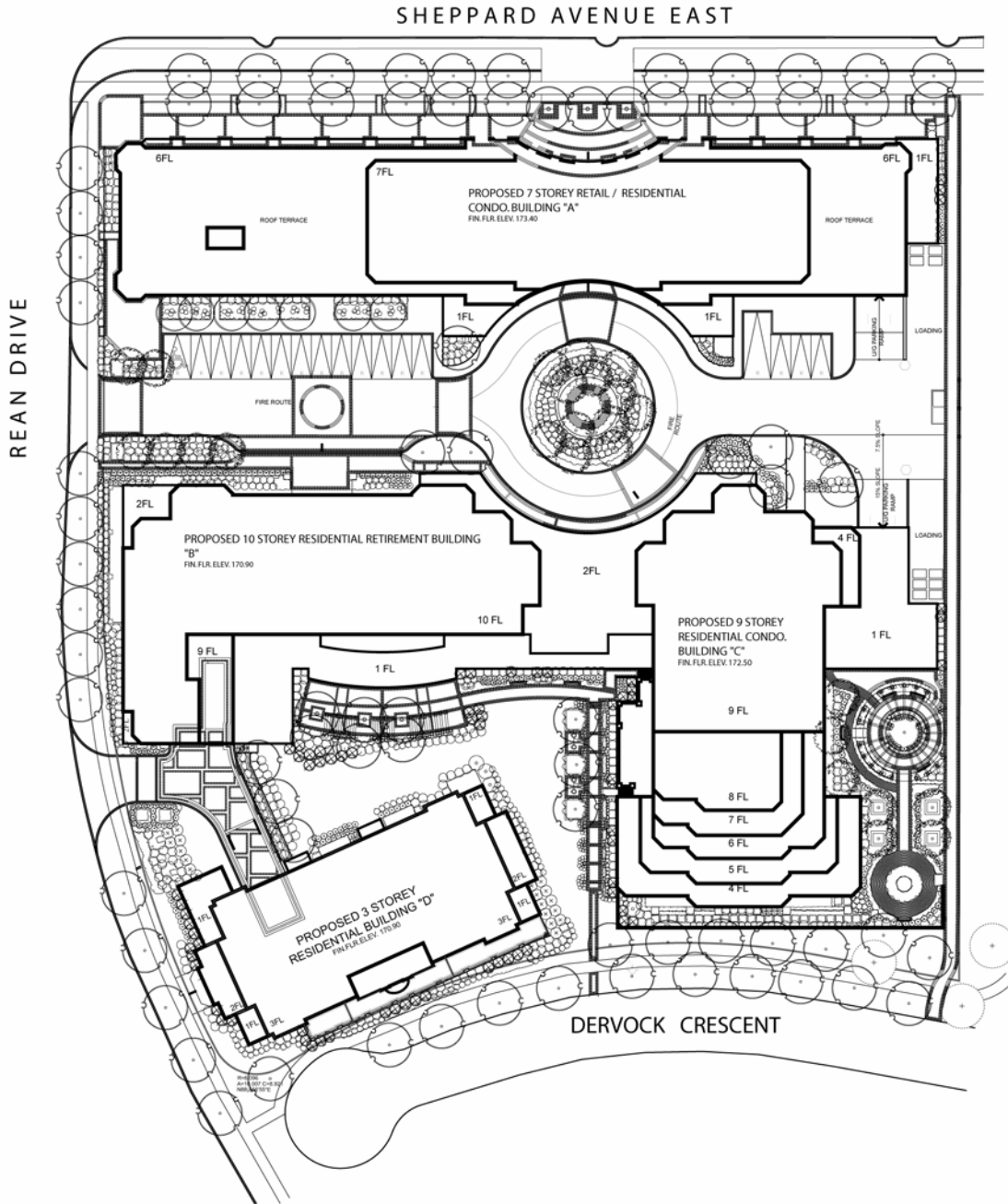
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Thomas C. Keefe
Director, Community Planning, North York District

List of Attachments:

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Application Data Sheet
Attachment 5: Comments from Technical Services

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

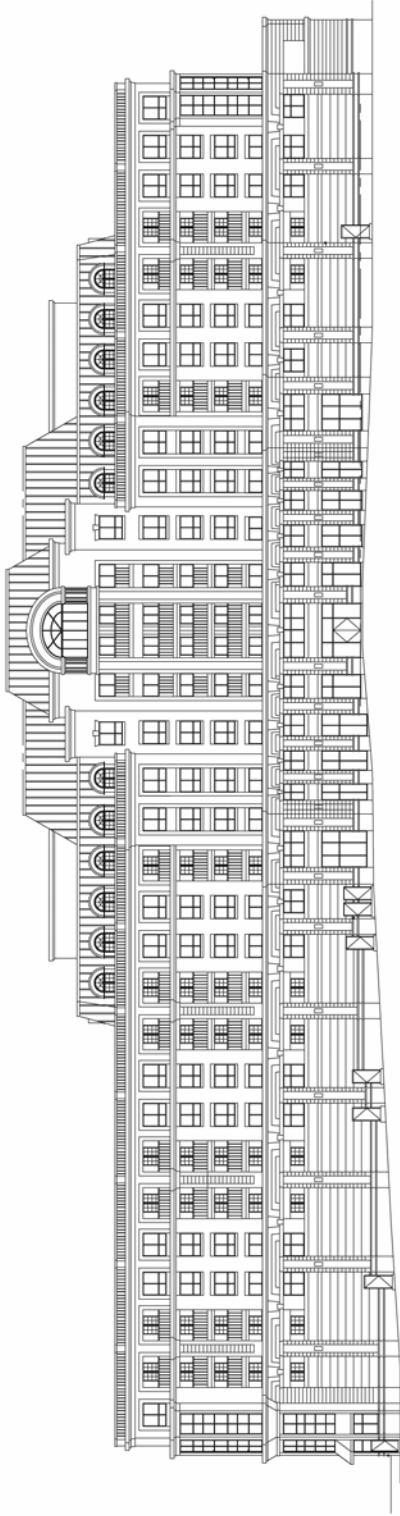
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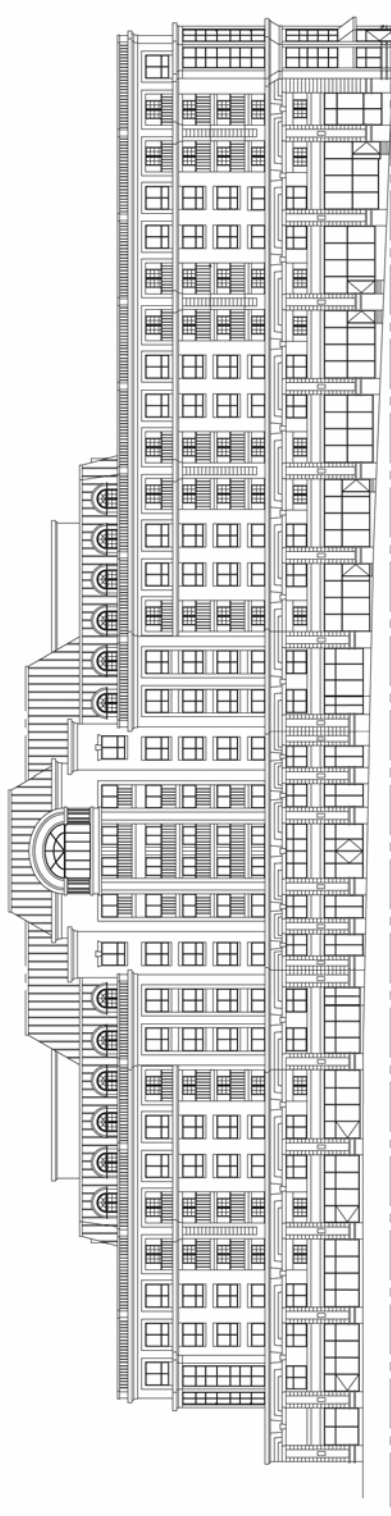
603-615 Sheppard Avenue East,
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File # 05_128488

Attachment 2A: Elevations Building "A"



Building A South Elevation



Building A North Elevation

Elevations

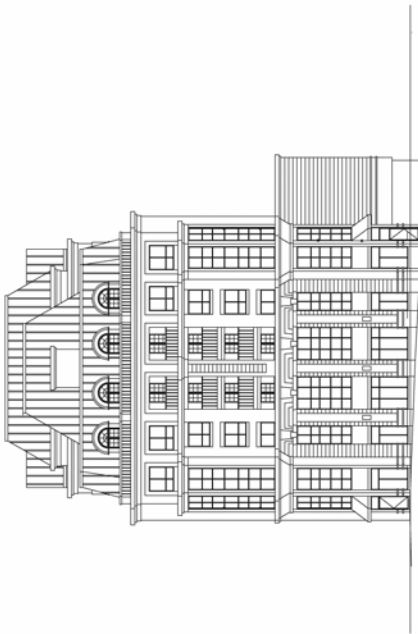
Applicant's Submitted Drawing

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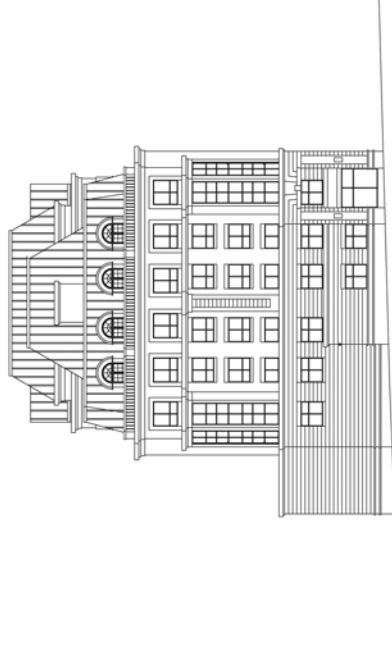
**603-615 Sheppard Avenue East,
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File # 05_128488

Attachment 2B: Elevations



Building A West Elevation



Building A East Elevation

Elevations

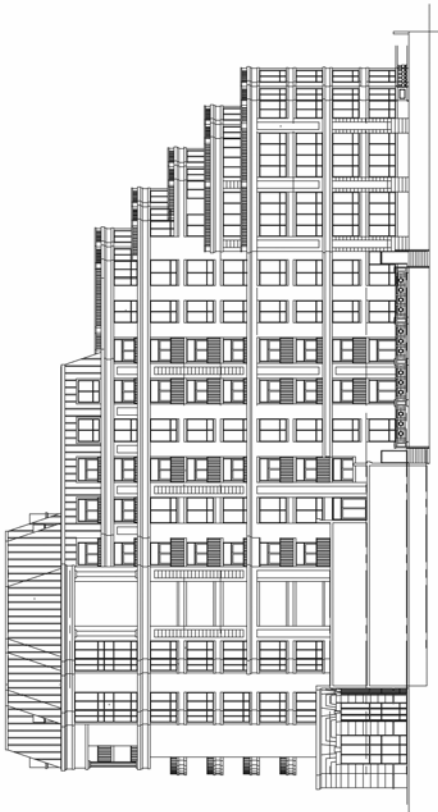
Applicant's Submitted Drawing

Not to Scale
04/26/06

**603-615 Sheppard Avenue East,
9-17 Rean Drive, and 6-10 Dervock Crescent**

File # 05_128488

Attachment 2C: Elevations



Building "C" West Elevation



Building "C" East Elevation

Elevations

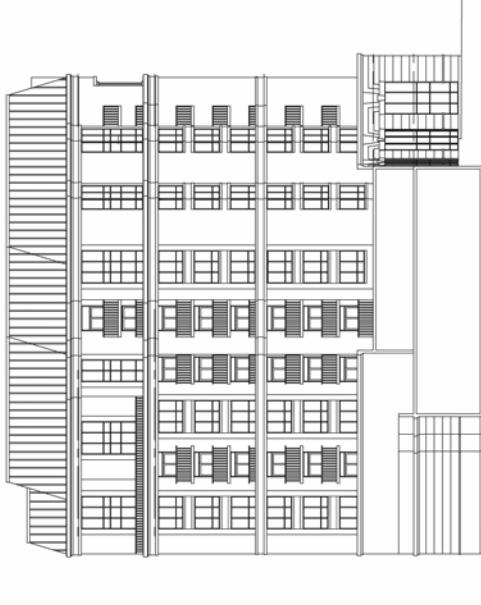
Applicant's Submitted Drawing

Not to Scale
04/26/06

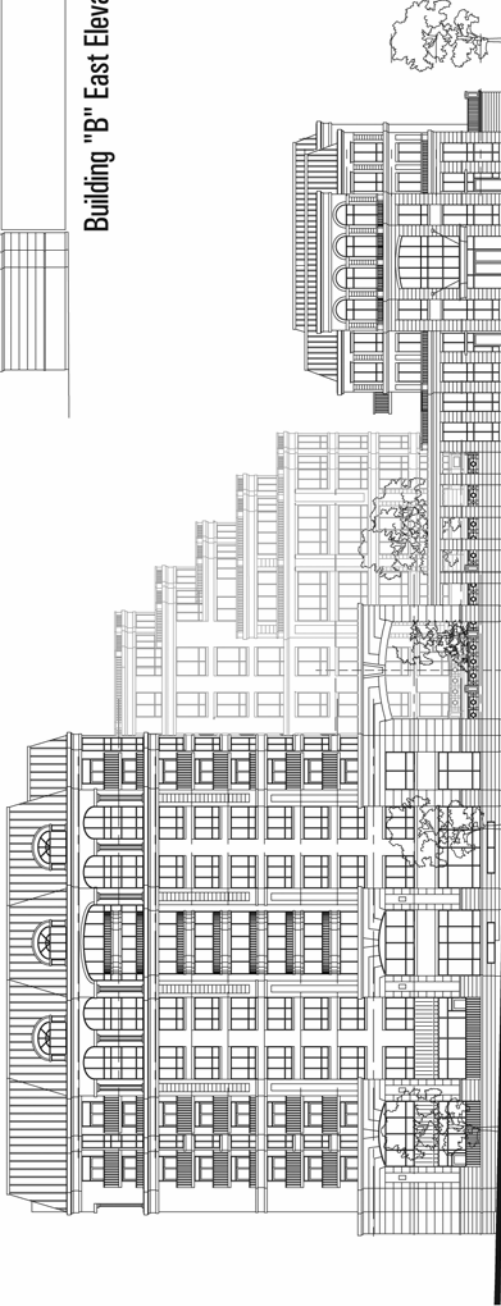
**603-615 Sheppard Avenue East,
9-17 Rean Drive, and 6-10 Dervock Crescent**

File # 05_128488

Attachment 2D: Elevations



Building "B" East Elevation



Building "B" & "D" West Elevation

Elevations

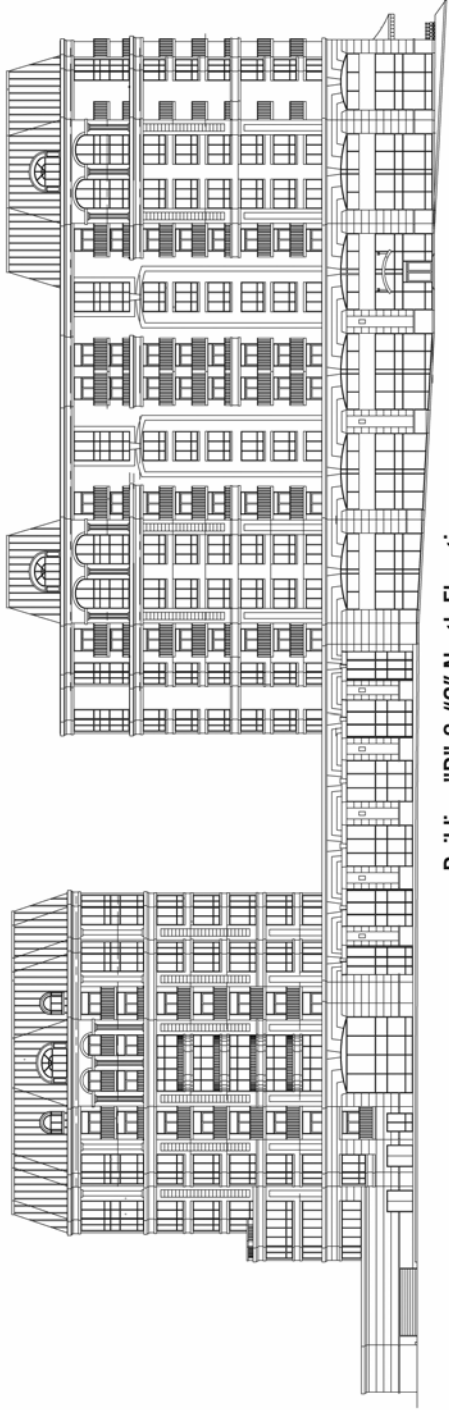
Applicant's Submitted Drawing

Not to Scale
06/09/06

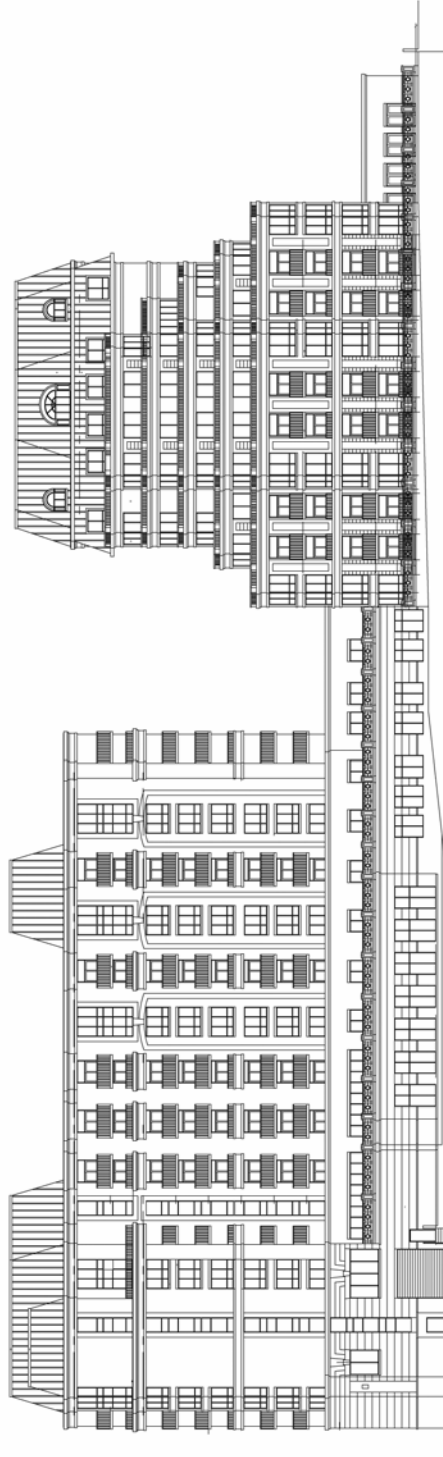
603-615 Sheppard Avenue East,
9-7 Rean Drive, and 6-10 Dervock Crescent

File # 05_128488

Attachment 2E: Elevations



Building "B" & "C" North Elevation



Building "B" & "C" South Elevation

Elevations

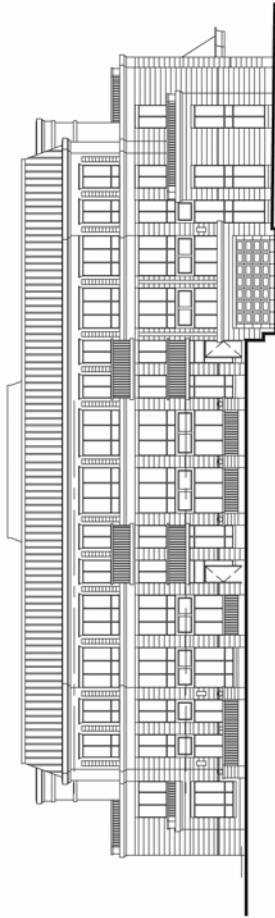
Applicant's Submitted Drawing

Not to Scale
04/26/06

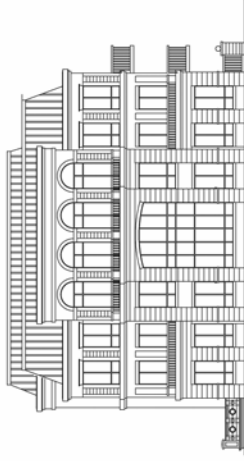
603-615 Sheppard Avenue East,
9-17 Rean Drive, and 6-10 Dervock Crescent

File # 05_128488

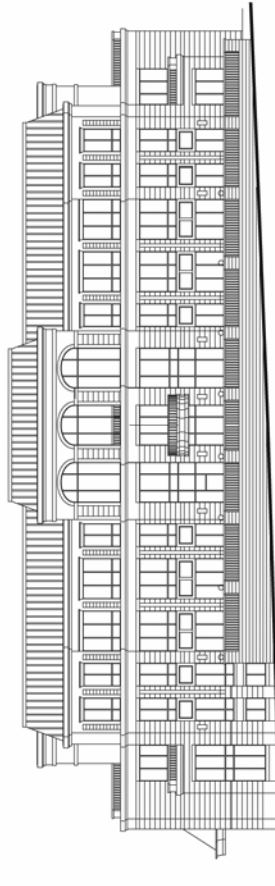
Attachment 2F: Elevations



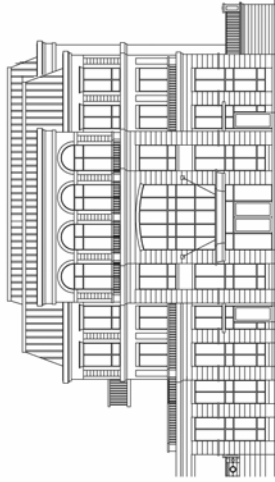
Building D North Elevation



Building D East Elevation



Building D South Elevation



Building D West Elevation

Elevations

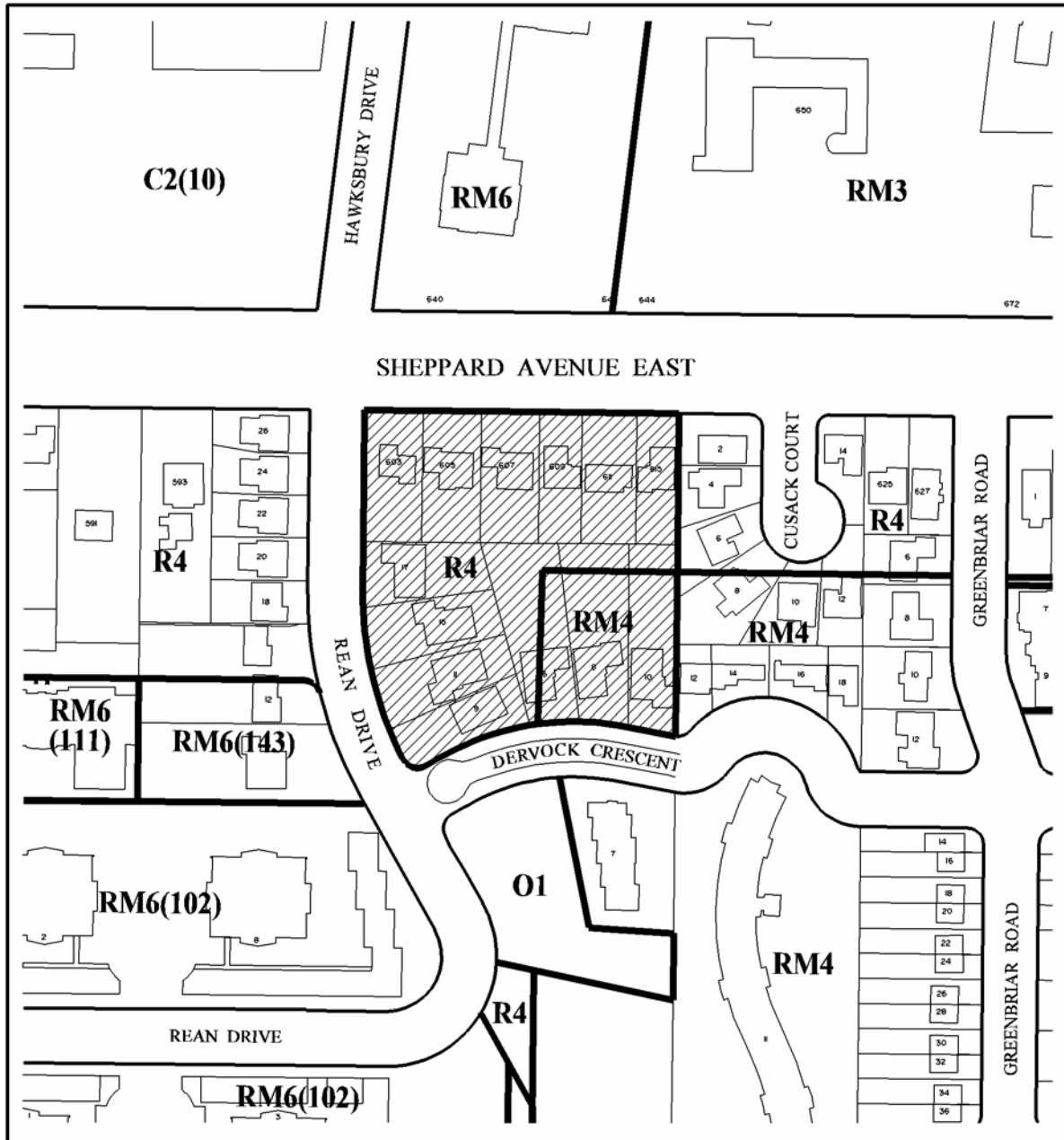
Applicant's Submitted Drawing

Not to Scale
06/09/06

**603-615 Sheppard Avenue East,
9-17 Rean Drive, and 6-10 Dervock Crescent**

File # 05_128488

Attachment 3: Zoning (Map)



603-615 Sheppard Avenue East,
9-17 Rean Drive, and 6-10 Dercock Crescent
File # 05_128488

- R4 One-Family Detached Dwelling Fourth Density Zone
- RM3 Multiple-Family Dwellings Third Density Zone
- RM4 Multiple-Family Dwellings Fourth Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

- C2 Local Shopping Centre Zone
- O1 Open Space Zone

↑
Not to Scale
Zoning By-law 7625
Extracted 12/01/05

Attachment 4**APPLICATION DATA SHEET**

Application Type	Rezoning	Application Number:	05 128488 NNY 24 OZ
Details	Rezoning, Standard	Application Date:	May 2, 2005

Municipal Address: 603 SHEPPARD AVE E, TORONTO ON

Location Description: PLAN 3440 LOT 1 **GRID N2406

Project Description: 7-storey, 152-unit, mixed-use residential condominium apartment building with ground floor retail uses along Sheppard Ave East (Bldg. "A"); a 10-storey, 155-unit retirement home along Rean Dr. (Bldg "B"); a 9-storey, 91-unit residential condominium building along Dervock Cres. (Bldg "C"); and a 3-storey, 20-unit residential condominium building along Rean Dr. (Bldg "D").

Applicant:	Agent:	Architect:	Owner:
DANIELS HR CORPORATION		KIRKOR ARCHITECTS	PARK AVENUE ESTATES INC.

PLANNING CONTROLS

Official Plan Designation:	MIIXED USE	Site Specific Provision:	
Zoning:	R4 & RM4	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	13,447.13	Height:	Storeys:	10
Frontage (m):	114.8		Metres:	30.4
Depth (m):	118			
Total Ground Floor Area (sq. m):	6,242.93			Total
Total Residential GFA (sq. m):	40,278.71		Parking Spaces:	455
Total Non-Residential GFA (sq. m):	1,552.05		Loading Docks	3
Total GFA (sq. m):	41,401.21			
Lot Coverage Ratio (%):	43.65			
Floor Space Index:	3.0			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	281
2 Bedroom:	120
3 + Bedroom:	17
Total Units:	418

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	41,401.21	0
Retail GFA (sq. m):	1,552.05	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