



# STAFF REPORT ACTION REQUIRED

## 1-17 Anndale Drive, 31-35 Bales Avenue and 22-70 Glendora Avenue – Rezoning and Site Plan Control Applications - Request for Direction Report

<b>Date:</b>	August 18, 2008
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 23 – Willowdale
<b>Reference Number:</b>	07 230632 NNY 23 OZ & 08 144682 NNY 23 SA

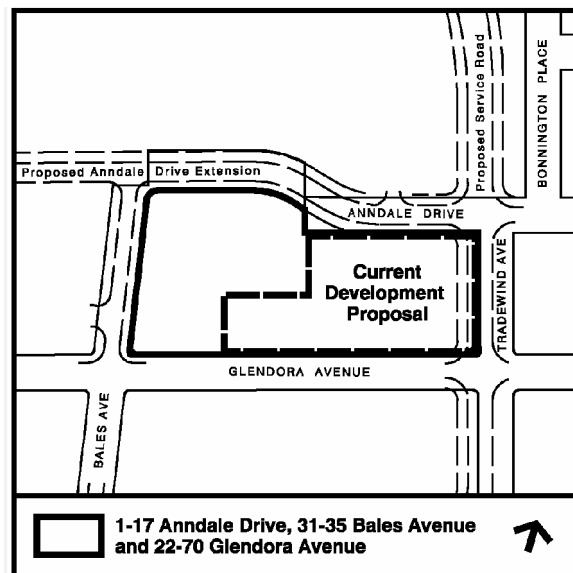
### SUMMARY

The Zoning By-law Amendment application was submitted on June 11, 2007 and the Site Plan Control application was submitted on April 8, 2008. Both applications are subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

The applications propose a 22-storey residential building and 3 blocks of 3-storey townhouses on the eastern portion of the block bounded by Anndale Drive, Tradewind Avenue, Glendora Avenue and Bales Avenue. The site is located east of Yonge Street, north of Highway 401 and south of Sheppard Avenue East.

The applicant has appealed the proposed Zoning By-law Amendment and Site Plan Control applications to the Ontario Municipal Board, citing Council’s failure to render a decision within the allotted time frames.

The proposed project represents an appropriate development of the subject site. This Report seeks Council’s support of the proposed Zoning By-law Amendment and Site Plan Control applications, and recommends that staff attend the Ontario



Municipal Board in support of the proposal.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that City Council:**

1. support the proposed Zoning By-law Amendment for a 22-storey residential building and three blocks of townhouse units on the subject site, with a total maximum gross floor area of approximately 33,132 m<sup>2</sup>, substantially as outlined in this Report, for a maximum total gross floor area of approximately 77,270 m<sup>2</sup> for the entire block including the existing development constructed in Phase 1 and Phase 2 on the western portion of the block, and not to exceed the maximum base density plus combined density incentives and transfers authorized by the North York Centre Secondary Plan.
2. support the proposed Site Plan Control application substantially in accordance with the plans and conditions of approval as outlined in Attachment No. 6, including the requirement that the Owner enter into an appropriate Site Plan Agreement to the satisfaction of the City Solicitor.
3. authorize the City Solicitor and appropriate City staff to attend the Ontario Municipal Board in support of the position outlined in this Report.
4. authorize the City Solicitor to request that the Ontario Municipal Board withhold its Order with respect to the Zoning By-law Amendment until such time as:
  - (a) a Zoning By-law Amendment is prepared to the satisfaction of the City Solicitor in consultation with the Chief Planner or his designate; and
  - (b) the Owner has entered into a Section 37 Agreement to the satisfaction of the City Solicitor, in consultation with the Chief Planner or his designate, to provide the facilities, services and/or matters as generally outlined below:
    - (i) the provision of a minimum of 1.5 m<sup>2</sup> per unit of indoor recreational amenity area;
    - (ii) the provision of a minimum of 0.1 bicycle parking spaces per unit, in an approximately 111 m<sup>2</sup> indoor, at-grade common bicycle storage room conveniently accessible to the outside;
    - (iii) a monetary contribution toward the City's cost of land acquisition for the North York Centre Service Road and associated road network and buffer areas, and/or toward the cost of constructing and furnishing a public recreational centre or social facility serving the North York Centre, for the proposed density incentive of

approximately 4,517 m<sup>2</sup>. The Owner shall provide the monetary contribution in the form of a certified cheque, no later than 10 days from the date of final approval of the site-specific Zoning By-law for the project. The amount of the monetary contribution shall be equal to the market value of density for the North York Centre, as recommended by the Director of Real Estate Services.

5. authorize the City Solicitor to request that the Ontario Municipal Board withhold its Order with respect to the Site Plan Control application until such time as the applicant has satisfied all Site Plan Control pre-approval conditions listed in Attachment No. 6, including entering into an appropriate Site Plan Agreement to the satisfaction of the City Solicitor, in consultation with the Chief Planner or his designate.

### **Financial Impact**

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

### **DECISION HISTORY**

At its meeting of April 14, 15 and 16, 2003, City Council approved Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications to permit the development of two, 23-storey residential buildings and 6 townhouses on the west portion of the Anndale Drive, Bales Avenue, Glendora Avenue and Tradewind Avenue block (the earlier phase of the Menkes Cosmo development, which the applicant has characterized as Phase 1 (the two towers) and Phase 2 (the six townhouses)).

That proposal had included the conveyance of lands forming part of the proposed Anndale Drive service road and for the northward extension of Bales Avenue to Anndale Drive. That proposal had also included, for density purposes, a parcel of land located north of the future Anndale Drive extension and now forming part of the Minto site at 23 and 33 Sheppard Avenue East, and a parcel of land fronting on Glendora Avenue (see attached Zoning Map). Council adopted a site-specific Official Plan Amendment to permit a maximum residential gross floor area of 43,970 m<sup>2</sup>, and enacted Zoning By-law No. 529-2003 on June 26, 2003.

At the time of approval of the earlier phase of development in April, 2003, Council directed that no further development will be approved on those lands within the North York Centre located south of Sheppard Avenue and north of Avondale Avenue, between Yonge Street and Tradewind Avenue/Bonnington Place, until there is a detailed plan, including land acquisition and firm construction timetables, for completion of the Service Road through those lands.

## **ISSUE BACKGROUND**

### **Proposal**

The applicant is proposing to build a 22-storey, 305 unit residential apartment building with frontage on both Anndale Drive and Glendora Avenue, and which would be located to the east and south of the existing Cosmo condominium towers. The applicant is also proposing 3 blocks of townhouses, containing a total of 20 units, with 1 block to be built to the immediate east of the existing Cosmo townhouses at Bales Avenue and Glendora Avenue, and 2 blocks to be built at the east end of the development block adjacent to Tradewind Avenue. The current application proposes a total of 325 residential units and 384 parking spaces. The total density for the overall development would be approximately 3.9 FSI (see Attachment 5 for additional details).

Vehicular access to the development is proposed via a driveway from Anndale Drive approximately mid-block between Bales Avenue and Tradewind Avenue. Loading and servicing are proposed via an additional driveway connecting between Glendora Avenue and Anndale Drive, and which is to be located between the proposed 22-storey building and the two eastern blocks of townhouses (see Attachment 1).

The applicant is also proposing to convey, for road widening purposes, lands along the site's entire Tradewind Avenue (eastern) frontage, including corner parcels associated with municipal addresses 17 Anndale Drive and 70 Glendora Avenue. The applicant is proposing to convey a total of approximately 920 m<sup>2</sup> of identified Service Road lands in relation to the proposed development, in addition to the lands that were conveyed for the extension of Anndale Drive and Bales Avenue as part of the previous phase.

### **Site and Surrounding Area**

The portion of the site developed in the earlier phase contains two existing 23-storey residential condominium buildings on the northwest portion of the block, and 6 townhouses along Glendora Avenue east of Bales Avenue. The balance of the block, subject of the current development proposal, consists of 18 single detached houses that are proposed to be demolished. The proposed Service Road alignment follows Anndale Drive to the immediate north of the site, and Tradewind Avenue to the immediate east of the site. The overall block has a net site area of approximately 1.47 ha.

Surrounding land uses are as follows:

North: single detached houses fronting on the north side of Anndale Drive within the redevelopment area, and an approved 33-storey residential building (Minto) fronting on the north side of the future Anndale Drive extension, east of Bales Avenue;

South: single detached houses fronting on the south side of Glendora Avenue within the redevelopment area;

East: single detached houses within the stable residential area to the east of Tradewind Avenue; and

West: the 16-storey Procter & Gamble office building on the east side of Yonge Street between Glendora Avenue and the future Anndale Drive extension.

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

The Provincial Policy Statement 2005 (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 by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

### **Official Plan**

The lands on which the 22-storey building and 3 townhouse blocks are proposed to be built are designated "Mixed Use Area D" by the North York Centre Secondary Plan. This designation provides for the proposed residential use. The lands on which the earlier development phase was built have a site-specific exception to allow for the previously proposed residential development.

The Secondary Plan provides for a maximum base density of 3.5 FSI for the current proposal lands. The site-specific Secondary Plan policy for the previous phase of the Cosmo development allowed the residential use with a gross floor area of 43,970 m<sup>2</sup>. The Secondary Plan allows density incentives and transfers to a total maximum 33% increase in gross floor area over and above the base density permission. The height limit for the Bales Avenue/ Anndale Drive/ Tradewind Avenue/ Glendora Avenue block is 65 m for approximately the westerly two-thirds of the block, and 11 m for approximately the easterly one-third of the block.

The Secondary Plan contains a number of additional policies, including those related to built form, urban design, transportation, and amenity and open space, which will be used when evaluating the development proposal.

### **Zoning**

The lands subject of the current development proposal are zoned R6 (One Family Detached Dwelling Sixth Density Zone) along Anndale Drive, and R7 (One Family

Detached Dwelling Seventh Density Zone) along Glendora Avenue. Single detached houses are permitted.

The lands subject to the previous development phase are zoned RM6(132) to permit the two 23-storey residential apartment buildings and the 6 townhouses now existing on the site. The lands north of the future Anndale Drive were also rezoned as part of the previous application, to RM6(133), which recognizes the consolidation of density on the RM6(132) lands (see Attachment 3). The RM6(133) lands north of Anndale Drive have been purchased by Minto, and now form part of the Minto Radiance site.

A portion of the lands forming the current proposal site (identified as 42 Glendora Avenue, or Parcel “H” on the applicant’s proposed plans) had also formed part of the previous Cosmo development phase, with the density of that parcel having been used in the earlier phase. The applicant has suggested that a new, comprehensive site-specific Zoning By-law be established for the entire development within this block, incorporating both the existing and the proposed project.

### **Site Plan Control**

The applicant has submitted a Site Plan Control application, which has also been appealed to the Ontario Municipal Board. This report recommends that City Council support the proposed Site Plan Control Approval application, subject to the conditions outlined in Attachment No. 6.

### **Reasons for the Application**

The applicant has proposed a Zoning By-law Amendment to establish built form and other development standards (in conformity with the North York Centre Secondary Plan) for the proposed 22-storey building and townhouses, as the current zoning does not permit the proposed form and scale of development.

### **Community Consultation**

A Community Consultation Meeting was held on November 5, 2007. The local Councillor, City Planning and Transportation Services staff, the applicant and approximately 120 members of the public attended the meeting. Area residents have also provided verbal and written comments on the proposal.

The comments and concerns raised by area residents with respect to the proposal have been considered during the review of the project and are generally related to the following matters:

- intensity of the proposed development and development of the area in general;
- loss of lower-scale houses in the neighbourhood, and the desire for family-oriented housing units to be included in the project;
- potential impacts on views to the east from the existing buildings at 31-35 Bales Avenue, and on views to the north from buildings on Harrison Garden Boulevard;
- pedestrian access and safety in the vicinity of the site;

- potential traffic impacts, particularly in relation to accessing Yonge Street and Sheppard Avenue from the area;
- routing of traffic from the project in advance of constructing the Anndale Drive Service Road connection to Yonge Street;
- progress and timing of implementation of the Service Road in general;
- adequacy of proposed visitor parking;
- adequacy of local schools and community centres to accommodate new growth;
- loss of mature trees and greenery;
- car pollution and impacts on environmental and air quality; and
- minimizing impacts related to construction activity.

### **Design Review Panel**

The proposal has been reviewed by the City’s Design Review Panel. The Panel provides independent design advice during the development approval process, with the objective of helping to ensure a high level of urban design.

The proposal was presented to the Design Review Panel on January 24, 2008. The Panel’s review included a discussion of the following matters:

- the desire to reduce the prominence of space allocated for vehicular use on the site;
- enhancing the quantity and quality of landscaped open space (thereby avoiding smaller, left over spaces) and enhancing the pedestrian realm;
- creating stronger building edges along streets and at building corners;
- opportunities to develop a “mews” design onto which the larger tower building could take its address; and
- strengthening the sustainable design strategy for the project.

The Panel also recognized that the slab building proposed is not supported by the Tall Buildings Guidelines and that opportunities to incorporate a point tower on the site are limited given maximum building heights authorized by the Secondary Plan.

These suggestions were used to evaluate and further refine the proposal and are outlined in the discussion below.

### **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 recommendations and proposed conditions of approval.

## **COMMENTS**

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

The proposal is consistent with the PPS which, among other matters, promotes efficient development and land use patterns, provides for a range of housing types and encourages the efficient use of existing infrastructure. The proposal also conforms with and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Built Form and Massing**

The proposal consists of a 22-storey apartment building with an east-west orientation. This building has frontage on both Anndale Drive and Glendora Avenue, and is located to the east and south of the two 23-storey buildings and the townhouses previously developed on the block. The proposal also includes three blocks of 3-storey townhouses, one block to the immediate east of the 6 existing townhouses on Glendora Avenue, and two townhouse blocks of back-to-back units fronting on Anndale Drive, Glendora Avenue and Tradewind Avenue. Townhouse Blocks A and B define the adjacent streets and support a garden forecourt along the future Service Road.

At heights of 64.8 m for the 22-storey building and 10.1 m for the townhouses, the proposed development complies with the North York Centre Secondary Plan height permissions, which are a maximum of 65 m for approximately the westerly two-thirds of the block, and 11 m for approximately the easterly one-third of the block. The project also satisfies the Secondary Plan requirement that along Service Roads and side streets, there must be a building step-back of a minimum of 3 m at a height of 12 m for the apartment building. The step-back is achieved with a 3-storey base building element along the building's two street frontages (Anndale Drive and Glendora Avenue).

The proposed apartment building is separated by approximately 25 m from the existing 23-storey building located at 35 Bales Avenue. This distance is acceptable for maintaining adequate light, view and privacy between the existing and proposed towers. The applicant has also submitted sun/shadow and wind studies, which have been reviewed by Planning staff and are acceptable given expectations for the larger scale heights and higher densities authorized by the Secondary Plan.

Appropriate development standards to reflect the direction of this Report should be included in the proposed site-specific Zoning By-law to be brought forward for this project. A new site-specific Zoning By-law would recognize both the existing development on the block and the proposed development, as well as address any technical housekeeping matters.

### **Streetscape, Landscaping and Outdoor Amenity Space**

As noted above, the proposed 22-storey apartment building incorporates a base building expression along both its Anndale Drive and Glendora Avenue frontages. At grade level, these street frontage spaces are proposed to be occupied by indoor amenity space (Anndale Drive) and by 5 townhouse units (Glendora Avenue). The pedestrian scale



expression continues along the Anndale Drive and Glendora and Tradewind Avenue frontages in the form of the proposed 3-storey townhouse units.

The applicant has re-oriented townhouse Blocks B and C to now front onto Anndale Drive and Glendora Avenue (rather than fronting Tradewind Avenue as previously proposed). Townhouse Blocks B and C are now proposed to be developed with back-to-back units, with the interior units fronting a new privately owned, publicly accessible courtyard fronting on and directly accessible to Tradewind Avenue.

A second privately owned, publicly accessible courtyard has been introduced to the east of townhouse Block A. These townhouses have been reoriented to front onto this open space. These landscaped open spaces incorporate walkways, seating areas and plantings, the details of which will be secured prior to final site plan approval.

The project also incorporates an informal publicly accessible, mid-block pedestrian connection, to be enhanced by landscape elements, which will connect Glendora Avenue and Anndale Drive alongside the proposed westerly driveway. The parking ramp access location, which is internalized within the site, is now proposed to be enclosed and decked over with a green roof design. The details of these elements will also be secured prior to final site plan approval.

The applicant has responded positively to suggestions made by the Design Review Panel and by City Planning staff to improve the quality, quantity and potential usability of landscaped open space on the site, to balance proposed open space with vehicular access and circulation needs, and to improve the project's public realm and built form expression along the three street frontages.

## **Density and Density Incentives**

### **Project Statistics**

Statistics for the existing, proposed and combined total project are summarized in the chart below. The applicant is proposing a total density of approximately 3.9 FSI over the entire site (including density incentives). This figure is within the maximum density of 4.78 FSI potentially available on the development block through density incentives, as authorized by the Secondary Plan.

Below is a chart indicating the project statistics and the maximum base and incentive densities authorized by the Secondary Plan, for each phase of the development and for the total development. The existing development (phases 1 and 2) and the proposed development (phase 3) both independently and collectively comply with the density and density incentive provisions of the North York Centre Secondary Plan.

	<b>EXISTING Phase 1+2</b>	<b>PROPOSED Phase 3</b>	<b>TOTAL Phase 1+2+3</b>
<b>Land Area</b>	11,753.70 m <sup>2</sup> <sup>1</sup>	8,015.10 m <sup>2</sup> <sup>2</sup>	19,768.80 m <sup>2</sup>
<b>Secondary Plan</b>			
Max. base density	43,036.05 m <sup>2</sup> (3.66 FSI)	28,052.85 m <sup>2</sup> (3.50 FSI)	71,088.90 m <sup>2</sup> (3.60 FSI)
Max. incentives (33%)	14,201.90 m <sup>2</sup> (1.21 FSI)	9,257.44 m <sup>2</sup> (1.15 FSI)	23,459.34 m <sup>2</sup> (1.19 FSI)
Max. total density	57,237.95 m <sup>2</sup> (4.87 FSI)	37,310.29 m <sup>2</sup> (4.65 FSI)	94,548.24 m <sup>2</sup> (4.78 FSI)
<b>Project</b>			
Base density	43,033.44 m <sup>2</sup> (3.66 FSI)	28,046.85 m <sup>2</sup> (3.50 FSI)	71,080.29 m <sup>2</sup> (3.60 FSI)
Density incentives	1,103.50 m <sup>2</sup> (0.09 FSI)	5,085.18 m <sup>2</sup> (0.63 FSI)	6,188.68 m <sup>2</sup> (0.31 FSI)
Total density	44,136.94 m <sup>2</sup> (3.76 FSI)	33,132.03 m <sup>2</sup> (4.13 FSI)	77,268.97 m <sup>2</sup> (3.91 FSI)

<sup>1</sup>Including Parcel H (part of Phase 3 property). <sup>2</sup>Excluding Parcel H (part of Phase 3 property).

### Density Incentives and Section 37

The North York Centre Secondary Plan provides for a range of density incentives related to the provision of various matters. Both the existing development on the western portion of the block and the proposed development on the eastern portion of the block include density incentives related to indoor amenity and bicycle storage space. The current proposal also includes a monetary contribution for density.

Since the time of approval of the development on the western portion of the block, the density incentives authorized by the Secondary Plan have been modified in two ways. First, the provisions for the bicycle storage incentive have changed. Previously, the bicycle storage incentive was for below-grade bicycle storage space. As a result of the Ontario Municipal Board's disposition of appeals to OPA 567, bicycle storage space now must be provided at-grade, in a location conveniently accessible to the outside and at a ratio of 0.1 spaces per unit.

Second, the Secondary Plan now includes an incentive providing applicants an opportunity to make a monetary contribution for additional density, with such funds to be used toward the City's cost of acquiring land for the future Service Road, and/or toward the City's cost of constructing and furnishing a public recreation centre or social facility serving the North York Centre.

The implementing Zoning By-law for the project will recognize the density incentives associated with the existing development on the western portion of the block, as well as the incentives associated with the proposed development.

### Summary of Proposed Incentives

The facilities, services and/or matters recommended to be secured in the Section 37 Agreement for the proposed development in exchange for additional density as authorized by the Secondary Plan may be summarized as follows:

1. the provision of a minimum of 1.5 m<sup>2</sup> per unit of indoor recreational amenity area;
2. the provision of an approximately 111 m<sup>2</sup> at-grade bicycle storage room for indoor bicycle parking, directly accessible to the outside; and
3. the provision of a monetary contribution for density to fund approximately 4,517 m<sup>2</sup> of additional gross floor area, with such funds to be used toward the City's cost of acquiring land for the future Service Road, and/or toward the City's cost of constructing and furnishing a public recreation centre or social facility serving the North York Centre. It is recommended that these funds be provided to the City within 10 days of the date of final approval of the proposed site-specific Zoning By-law. The City's density cost estimate provided by the Director of Real Estate Services is indicated in Attachment No. 7.

### **Access, Parking and Loading**

Vehicular access to the proposed development is via Anndale Drive, connecting with a ramp to below-grade parking to accommodate 384 vehicles (including the required visitor parking).

Loading for the development is proposed via a driveway located between the proposed townhouses on the eastern portion of the block and the proposed 22-storey building. This is a through driveway connecting Anndale Drive and Glendora Avenue.

The proposed access, parking and loading arrangements are satisfactory to the Technical Services and Transportation Services Divisions (see Attachment No. 7).

### **Transportation**

#### **a. Traffic Certification**

The applicant has submitted a Traffic Impact Study including a Traffic Certification for the proposed development. The study has been reviewed and approved by the Transportation Services Division (for additional details see the Technical Services memorandum included in Attachment No. 7).

**b. Road Conveyances – Menkes Cosmo Project**

The developer of the Menkes Cosmo project, including both the existing and the proposed development within the block bounded by Anndale Drive and Tradewind, Bales and Glendora Avenues, has conveyed or is proposing to convey a total of 26% of the gross site area to the City for public road purposes. These conveyances include lands that were required to extend Bales Avenue northward to ultimately connect with the Anndale Drive extension, as well as Service Road frontage lands along Anndale Drive and Tradewind Avenue. The Tradewind Avenue frontage lands at the east end of the block include proposed conveyances to the City of the bulk of the corner properties at 17 Anndale Drive and 70 Glendora Avenue.

**c. North York Centre Service Road – Southeast Quadrant**

The provision of the Service Road and associated road network, the role and objectives of which are articulated within the policies of the North York Centre Secondary Plan, continues to be implemented as the Centre develops.

At the south end of the North York Centre, the Environmental Study Report Addendum (April 1998) identifies the road network required to support the anticipated development in the southeast quadrant of Sheppard Avenue East and Yonge Street (see Attachment No. 4, Planned Service Road Infrastructure, South of Sheppard Avenue).

The following information details the status of the Service Road network as it is emerging. More specifically, it outlines the transportation infrastructure that has been secured or is anticipated in association with development, as part of the orderly implementation of the road network in the Environmental Study Report Addendum.

Elements of the proposed Service Road network in the southeast Yonge Street/ Sheppard Avenue quadrant that have been secured and/or are currently emerging include:

- Anndale Drive – As noted above, property widenings along the south side of Anndale Drive extending from Bales Avenue to Tradewind/ Bonnington have been secured or are proposed to be secured as part of the Menkes Cosmo project at 1-17 Anndale Drive, 31-35 Bales Avenue and 22-70 Glendora Avenue. The City is also in the process of securing 2 and 4 Anndale Drive as part of the approvals for the Minto application at 23-33 Sheppard Avenue East, and is securing 12 Anndale Drive as part of the Oakburn development (1-12 Oakburn Crescent and 14-40 Oakburn Place) – both developments having been approved by the Ontario Municipal Board.
- Anndale Drive from Bales Avenue to Yonge Street – The application for the development of the Willowdale Plaza lands (southeast corner of Yonge/Sheppard) proposes to convey a portion of the site for the future extension of Anndale Drive.
- Traffic control signals and the property at the northwest corner of Avondale Avenue and Tradewind Avenue have been secured in relation to the Oakburn development.

- The application at 9 and 15 Bales Avenue and 34 Avondale Avenue (Baghai) is providing a required 5.2 m road widening along the Avondale Avenue frontage of the site, and is also conveying to the City the property at 44 Avondale Avenue for Service Road purposes, through a density transfer.

With respect to the portion of Anndale Drive between approximately Bales Avenue and Tradewind Avenue/ Bonnington Place, an Information Report from the Executive Director of Technical Services was received by North York Community Council at its meeting of May 29, 2007. This Report outlined that this segment of the Service Road extension could potentially be operational by Spring 2010, which is the time of expected occupancy of the approved 33-storey residential building (Minto) along this segment of Anndale Drive, assuming lands to construct this segment are in the City's possession, free and clear, by Fall 2008. The report may be accessed through the following link: <http://www.toronto.ca/legdocs/mmis/2007/ny/bgrd/backgroundfile-2958.pdf>.

The City continues to pursue identified Service Road lands as development proceeds, including the lands required to extend and connect Anndale Drive to Yonge Street at Poyntz Avenue.

### **Servicing and Construction Management**

The Technical Services Division has reviewed the servicing requirements of the proposal, including the project's proposed loading, garbage operations, and adequacy of water and sanitary and stormwater facilities, and is satisfied, subject to the conditions noted in Attachment No. 6.

The Technical Services Division also recommends that a Construction Management Plan be required for review and approval by the Right-of-Way Management Section, prior to final site plan approval.

### **Tree Preservation**

Urban Forestry staff have reviewed the applicant's Tree Preservation Plan and Arborist Report, and Planting Plan. The applicant is proposing to remove 29 on-site private trees to accommodate the development. The Tree Preservation Plan specifies that of 23 existing City trees, 16 will require removal to facilitate the construction of new sidewalks along Glendora and Tradewind Avenues and Anndale Drive. The applicant proposes to plant 16 new City trees. It is recommended that prior to final site plan approval, the applicant be required to submit any necessary fees, applications and securities to the satisfaction of Urban Forestry (see Attachments 6 and 7).

### **Parkland Dedication**

The Parks, Forestry and Recreation Division (Policy and Development) recommends a cash-in-lieu of parkland dedication (see Attachment No. 7). Prior to issuance of the first building permit, the applicant shall provide a certified cheque to the City as security for their off-site parkland dedication requirement. The amount of the certified cheque will be determined by the Real Estate Services Section of Corporate Services prior to the issuance of the first building permit. The City will hold the certified cheque until the

applicant has secured an appropriate location for an off-site parkland dedication. The location of the off-site parkland dedication shall be at the discretion of and determined by the General Manager of Parks, Forestry and Recreation in consultation with the local Councillor.

It should be noted that the parkland dedication standards within the North York Centre are currently under review. If the parkland dedication requirements change prior to the issuance of building permits, the new approved rates shall apply.

### **Toronto Green Development Standard**

The applicant is proposing a number of green development initiatives, including: energy efficient heating and cooling; energy saving construction materials; green roofs on top of the proposed townhouse units and parking ramp; easily accessible and secure bicycle parking facilities; and collection of rainwater to be used for irrigation.

### **Development Charges**

The development charges for this project are estimated to be \$2,061,055.00. This is an estimate. The actual charge is assessed and collected upon issuance of building permits.

### **CONTACT**

Catherine Cieply, Senior Planner  
Tel. No. 416 395 7109  
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### **SIGNATURE**

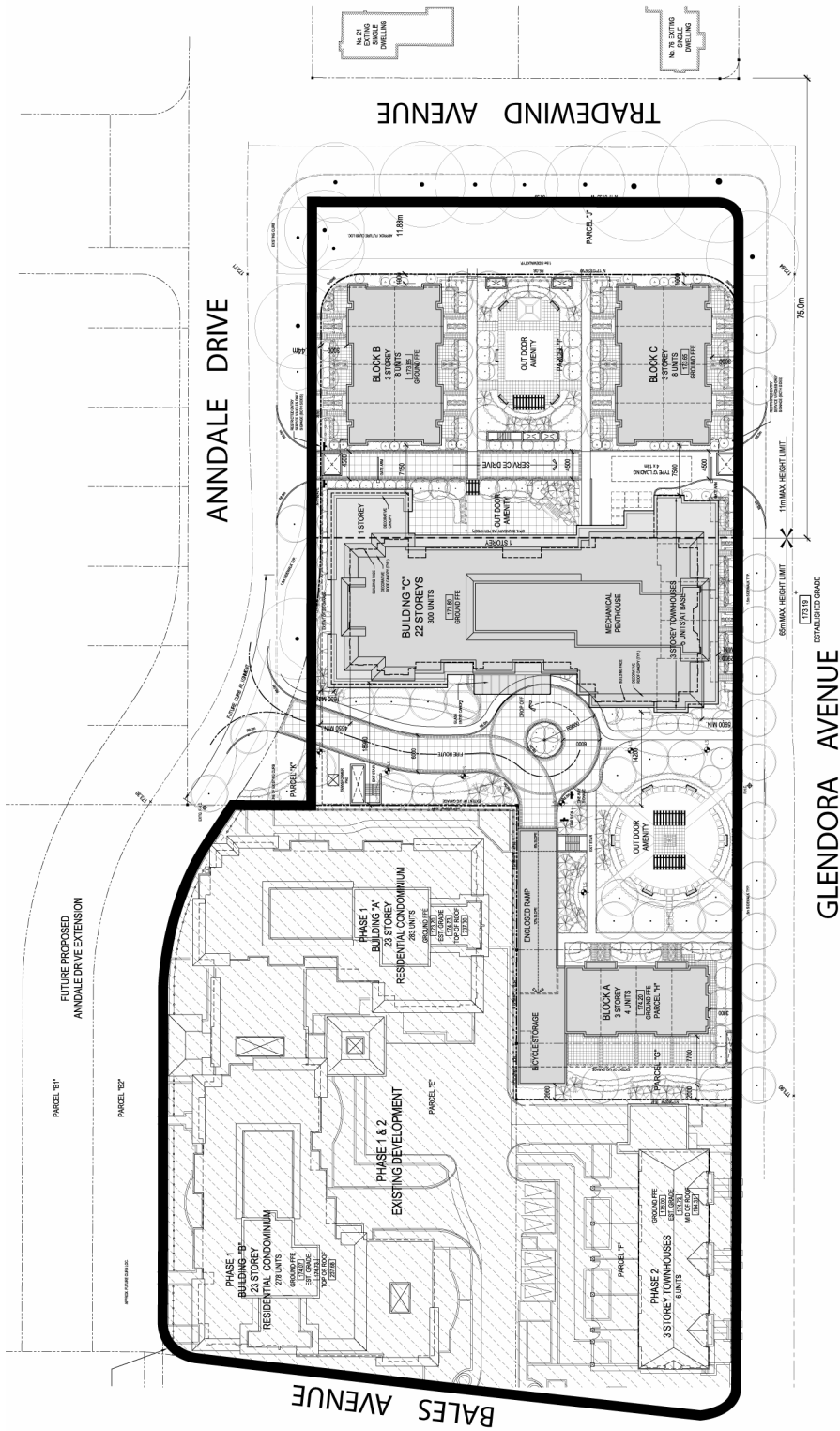
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Thomas C. Keefe, Director  
Community Planning, North York District

### **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Elevations  
Attachment 3: Zoning Map  
Attachment 4: Planned Service Road Infrastructure, South of Sheppard Avenue  
Attachment 5: Application Data Sheet  
Attachment 6: Proposed Site Plan Control Approval Conditions  
Attachment 7: Agency Comments

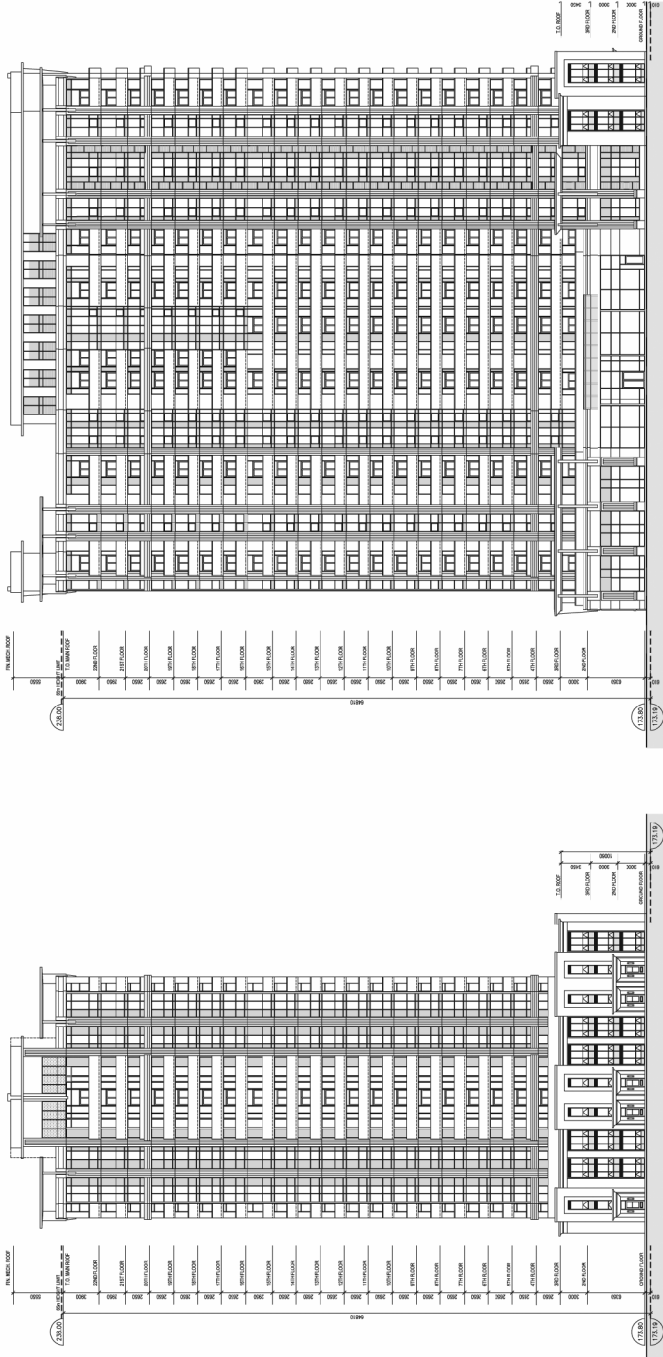
# Attachment 1: Site Plan



**Site Plan**  
 Applicant's Submitted Drawing  
 Not to Scale  
 08/08/2008

**1-17 Anndale Drive, 31-35 Bales Avenue  
 and 22-70 Glendora Avenue**  
 File # 07\_230632

**Attachment 2: Elevations**



West Elevation

**1-17 Anndale Drive, 31-35 Bales Avenue  
and 22-70 Glendora Avenue**

File # 07\_230632

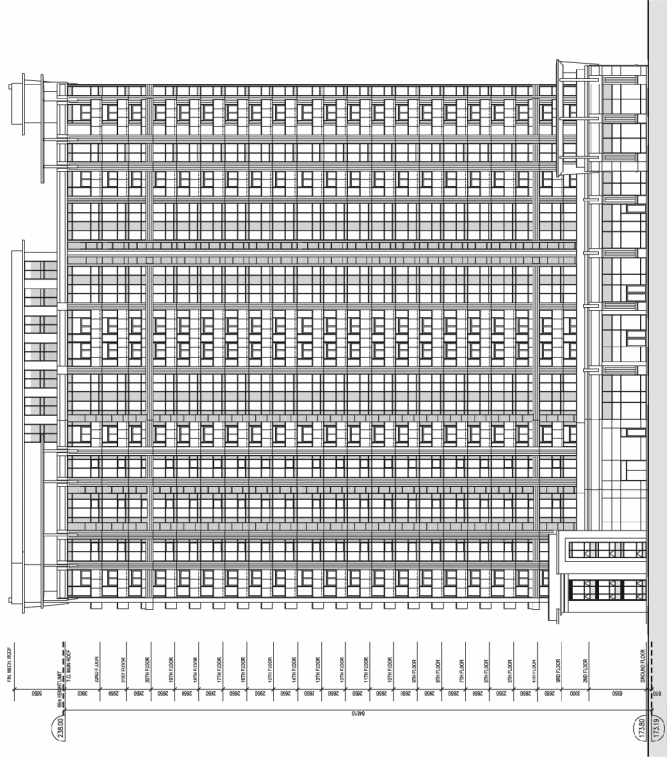
South Elevation

**Elevations - Building C**  
Applicant's Submitted Drawing

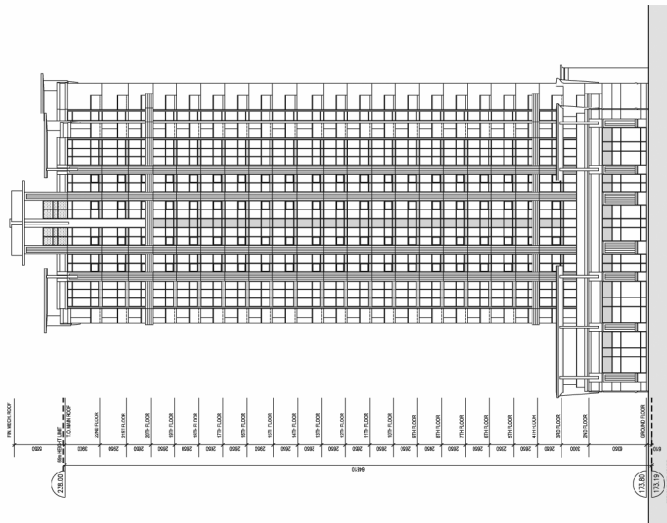
Not to Scale  
06/17/2008



**Attachment 2: Elevations (Continued)**



East Elevation



North Elevation

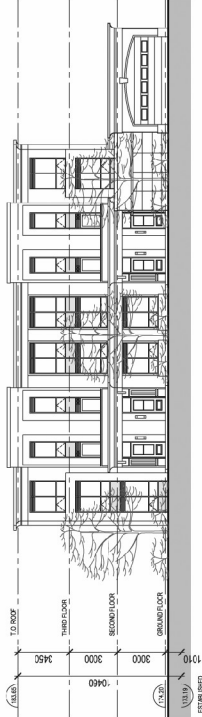
**Elevations - Building C**  
 Applicant's Submitted Drawing

**1-17 Anndale Drive, 31-35 Bales Avenue  
 and 22-70 Glendora Avenue**

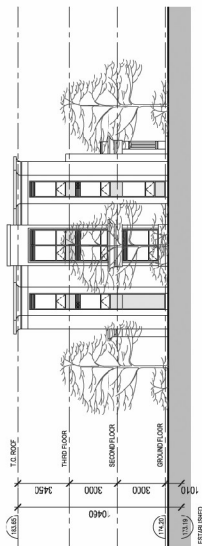
Not to Scale  
 06/17/2008

File # 07\_230632

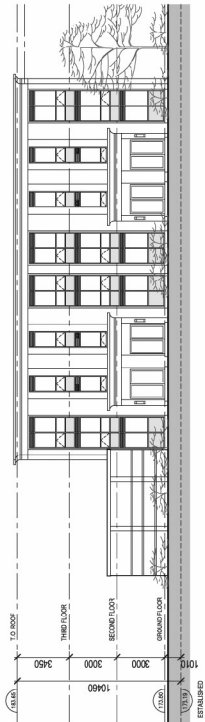
**Attachment 2: Elevations (Continued)**



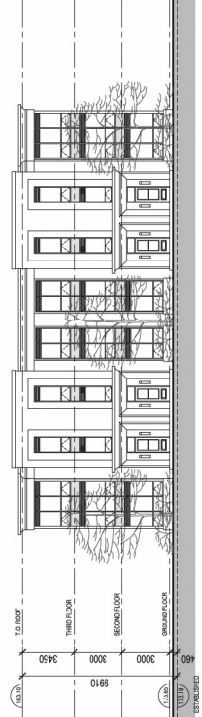
**Townhouse Block A - Front Elevation**



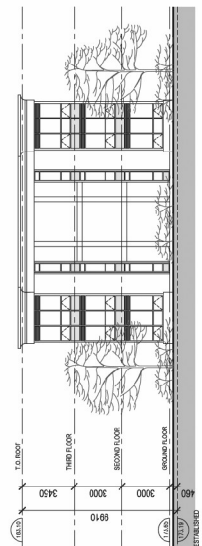
**Townhouse Block A - Side Elevation**



**Townhouse Block A - Rear Elevation**



**Townhouse Blocks B & C - Front Elevation**



**Townhouse Blocks B & C - Side Elevation**

**1-17 Anndale Drive, 31-35 Bales Avenue  
and 22-70 Glendora Avenue**

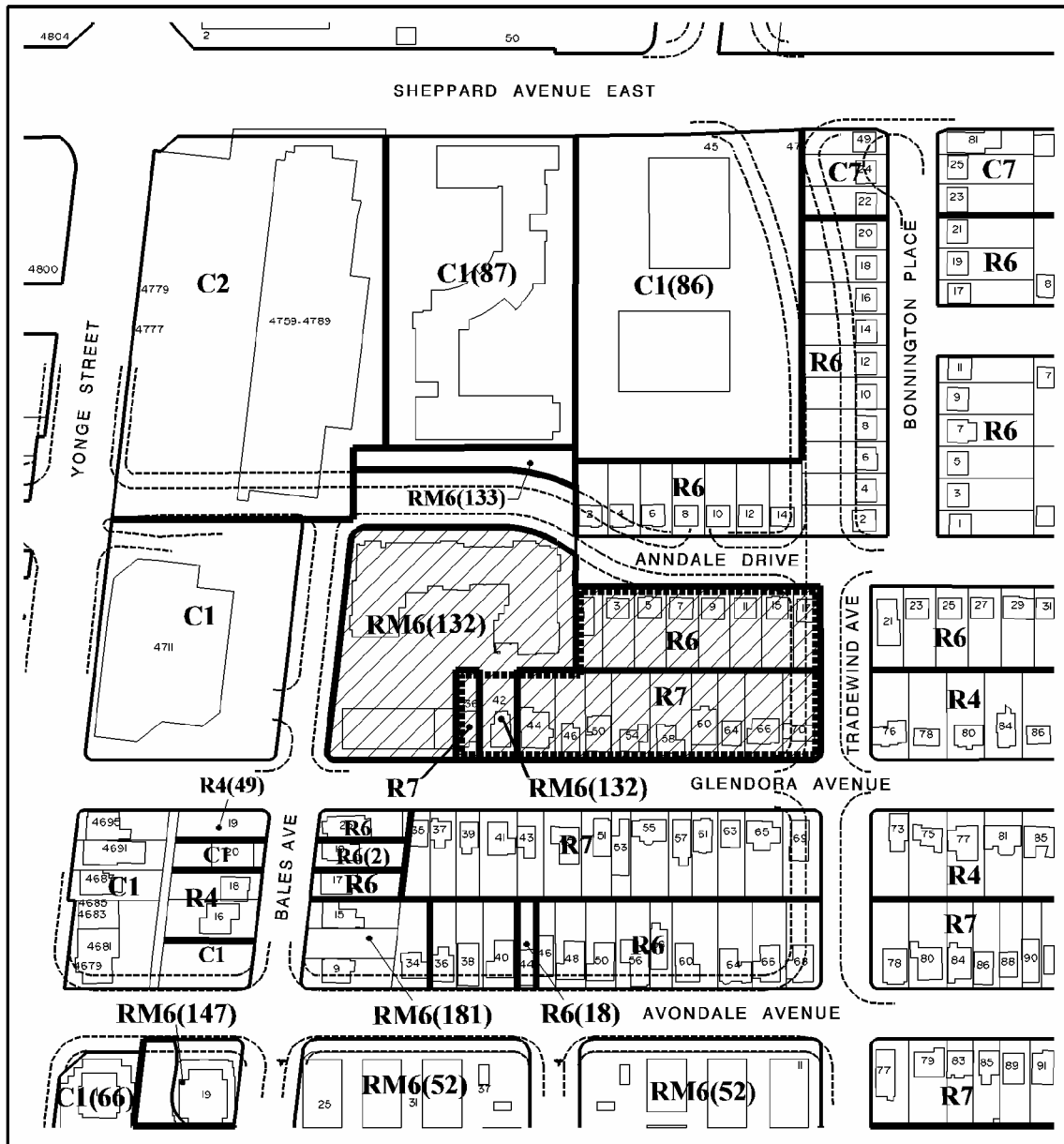
**Elevations - Townhouse Blocks**

Applicant's Submitted Drawing

Not to Scale  
06/17/2008

File # 07\_230632

### Attachment 3: Zoning Map



**TORONTO** City Planning  
Zoning

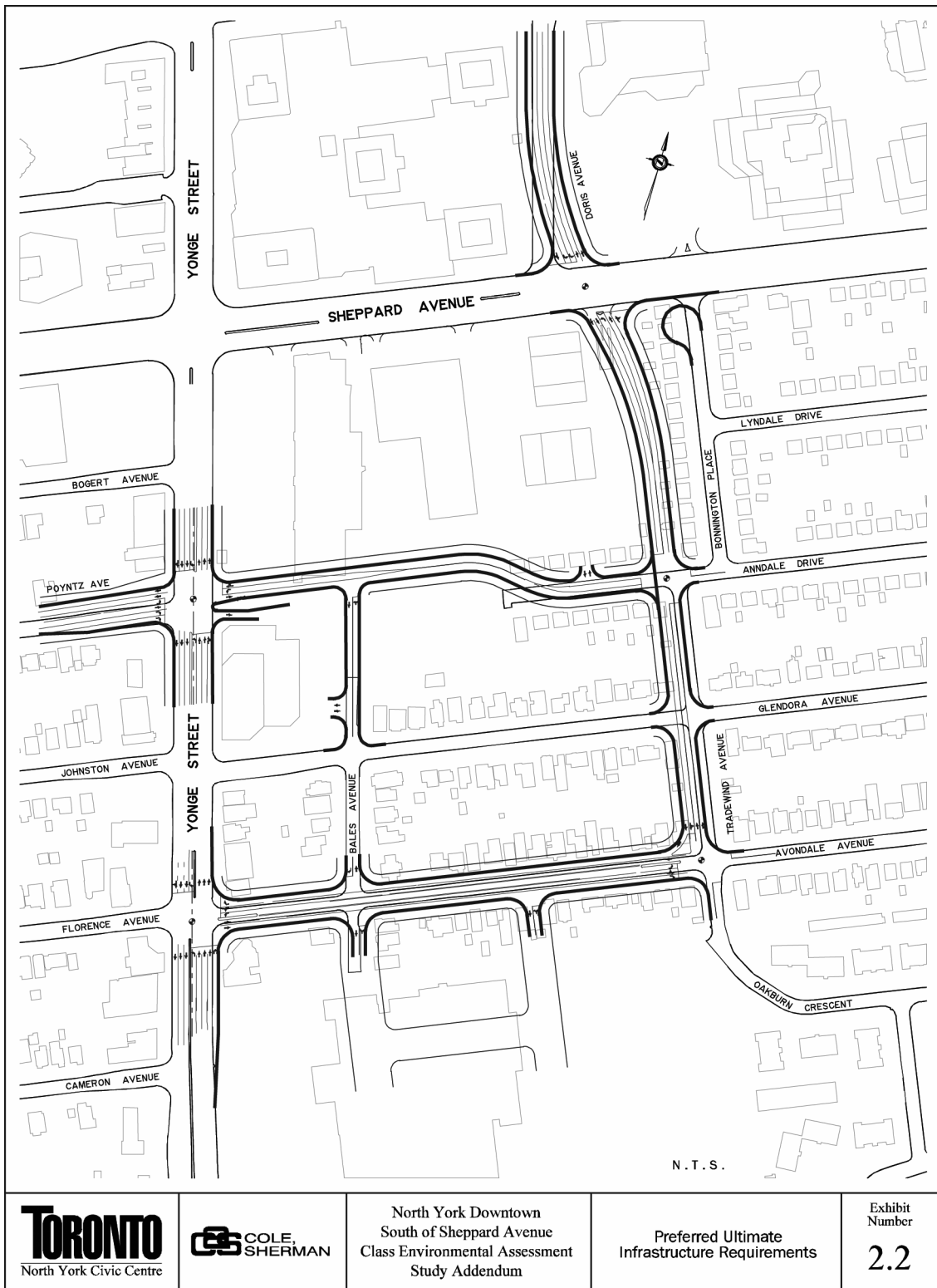
1-17 Anndale Drive, 31-35 Bales Avenue  
and 22-70 Glendora Avenue  
File # 07\_230632

- Subject Lands
- Current Development Proposal
- R4 One-Family Detached Dwelling Fourth Density Zone
- R6 One-Family Detached Dwelling Sixth Density Zone
- R7 One-Family Detached Dwelling Seventh Density Zone

- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone
- C2 Local Shopping Centre Zone
- C7 Mixed Use Commercial Zone
- NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Not to Scale  
Zoning By-law 7625  
Extracted 08/08/08

## Attachment 4: Planned Service Road Infrastructure, South of Sheppard Avenue



## Attachment 5: Application Data Sheet

Application Type	Rezoning and Site Plan	Application Number:	07 230632 NNY 23 OZ 08 144682 NNY 23 SA
Details	Rezoning, Standard	Application Date:	June 11, 2007 (ZON) April 8, 2008 (SPA)

Municipal Address: 1-17 ANNDALÉ DR., 31-35 BALES AVE., AND 22-70 GLENDORA AVE.  
 Location Description: PLAN 3421 PT LOT 92 \*\*GRID N2306  
 Project Description: 22-storey residential apartment building and three blocks of townhouses

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
ADAM J. BROWN	ADAM J. BROWN	RAFAEL + BIGAUSKAS	MENDORA HOLDINGS LTD

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Area-D	Site Specific Provision:	Y
Zoning:	R6, R7 and RM6(132)	Historical Status:	N
Height Limit (m):	8.8	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	8562.9 (actual) 8015.10 (for density calculation)	Height:	Storeys:	22
Frontage (m):	Irregular	Metres:		65
Depth (m):	Irregular			
Total Ground Floor Area (sq. m):	2,707.57			<b>Total</b>
Total Residential GFA (sq. m):	33,132.03	Parking Spaces:		384
Total Non-Residential GFA (sq. m):	0	Loading Docks		1
Total GFA (sq. m):	33,132.03			
Lot Coverage Ratio (%):	33.8%			
Floor Space Index:	4.13 FSI (phase 3); 3.91 FSI (entire site)			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	33,132.03
Bachelor:	2	Retail GFA (sq. m):	0
1 Bedroom:	111	Office GFA (sq. m):	0
2 Bedroom:	187	Industrial GFA (sq. m):	0
3 + Bedroom:	25	Institutional/Other GFA (sq. m):	0
Total Units:	325		

**CONTACT: PLANNER NAME: Catherine Cieply, Senior Planner**  
**TELEPHONE: (416) 395-7109**

## Attachment 6: Proposed Site Plan Control Approval Conditions

The City Planning Division North York District, has completed the review of the application for the proposed 22-storey residential building and 3 townhouse blocks at 1-17 Anndale Drive, 22-70 Glendora Avenue and 31-35 Bales Avenue, as outlined in the following plans and drawings:

<b>Plan Number and Title</b>	<b>Revision Date</b>	<b>Date Stamped Received by City Planning</b>	<b>Prepared By</b>
A1-1, Context Plan & Statistics	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A1-2, Site Plan	August 12, 2008	August 15, 2008	Rafael + Bigauskas Architects
A2-1, P1 Level Underground	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A2-2, P2 Level Underground	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A2-3, P3 Level Underground	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A3-1, Ground Floor Plan	August 12, 2008	August 15, 2008	Rafael + Bigauskas Architects
A3-2, Second Floor Plan	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A3-3, Third Floor Plan	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A3-4, Typical Floor Plan (14 <sup>th</sup> to 15 <sup>th</sup> Floor)	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A3-5, Typical Floor Plan (16 <sup>th</sup> to 22 <sup>nd</sup> Floor)	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A3-6, Podium Townhouse Plans	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A3-7, Townhouse Floor Plans	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A4-1, Elevations	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A4-2, Elevations	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A4-3, Townhouse Elevations	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
A5-1, Building Section	July 21, 2008	July 31, 2008	Rafael + Bigauskas Architects
L1, Tree Preservation Plan & Arborist Report	August 12, 2008	August 14, 2008	Strybos Barron King Landscape Architecture

L2, Landscape Grading Plan	August 12, 2008	August 14, 2008	Strybos Barron King Landscape Architecture
L3, Planting Plan	August 12, 2008	August 14, 2008	Strybos Barron King Landscape Architecture
L4, Landscape Layout Plan	August 12, 2008	August 14, 2008	Strybos Barron King Landscape Architecture
L5, Landscape Sections	August 12, 2008	August 14, 2008	Strybos Barron King Landscape Architecture
L6, Construction Details	July 21, 2008	August 14, 2008	Strybos Barron King Landscape Architecture
L7, Construction Details	July 21, 2008	August 14, 2008	Strybos Barron King Landscape Architecture
L8, Construction Details	August 12, 2008	August 14, 2008	Strybos Barron King Landscape Architecture

The Director, Community Planning, North York District recommends final approval of the Site Plan Control Approval application, which would also satisfy applicable law requirements of Section 41(16) of the *Planning Act* and Section 114 of the *City of Toronto Act*, once the Owner has satisfied all of the pre-approval conditions set out herein.

It is the Owner's responsibility to work with the respective City Divisions to satisfy the pre-approval conditions set out below. If the pre-approval conditions are not fulfilled within two (2) years of the date of this notice, then this notice is no longer valid and a new submission is required unless a written request for time extension is received and granted by the Chief Planner or his designate.

**A. PRE-APPROVAL CONDITIONS**

**LEGAL SERVICES – Stephanie Morrow, Supervisor of Law Clerks, 416-397-5379**

Enter into the City's standard site plan agreement to and including registration of the site plan agreement on title to the subject lands by the City at the Owner's expense, to the satisfaction of the City Solicitor.

**TECHNICAL SERVICES – Yelena Akselrod, P. Eng., Development Engineer, 416-395-6181**

1. Prepare all documents and convey to the City, at nominal cost,
  - a) 1.44 m road widening along the Anndale Drive frontage of this property;
  - b) 11.88 m road widening along the Tradewind Avenue frontage of this property; and

- c) A 6.5 metre radius corner rounding at the corner of new property lines of Anndale Drive and Tradewind Avenue and also at the corner of new property line of Tradewind Avenue and existing property line of Glendora Avenue,

in fee simple, such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access in favour of the Grantor until such time as said lands have been dedicated as a public highway, all to the satisfaction of the Executive Director of Technical Services and the City Solicitor;

2. Submit a draft Reference Plan of Survey to the Executive Director of Technical Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:
  - a) be in metric units and integrated with the Ontario Co-ordinate System (3° MTM, Zone 10, NAD 27, 1974 Adjustment);
  - b) delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
  - c) show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.
3. Pay all costs for registration and preparation of reference plan(s).
4. Retain a Qualified Person to conduct environmental site assessments for the lands to be conveyed to the City.
5. Submit all environmental site assessment reports prepared in accordance with the Record of Site Condition Regulation (O. Reg. 153/04) describing the current conditions of the land to be conveyed to the City and the proposed remedial action plan based on the site condition standards approach, to the Executive Director, Technical Services, for peer review.
6. Pay all costs associated with the City retaining a third-party peer reviewer including a 7% administrative cost to the City, and submit a certified cheque payable to the City of Toronto in the amount of \$3,000.00, as an initial deposit towards the cost of the peer review to the Executive Director; Technical Services. Submit further deposits when requested to cover all costs of retaining a third-party peer reviewer.
7. At the completion of the site remediation process, submit a Statement from the Qualified Person, to the Executive Director, Technical Services, for peer review and concurrence, that, based on all necessary supporting environmental documents:
  - a) The land to be conveyed to the City meets the Site Condition Standards of the intended land use OR the most environmentally sensitive adjacent land use, whichever is more stringent; and



- b) It is unlikely that there is any off-site contamination resulting from past land uses on or in the vicinity of the development site, that has migrated on to the adjacent rights-of-way, that would exceed the applicable Site Condition Standards.
8. One-way/do not enter signage shall be installed to either side of the outlet of the service driveway at Glendora Avenue and shall be clearly identified on revised site plan drawings.
9. The owner will be required to deposit, prior to Site Plan Approval, a letter of credit or certified cheque with the Technical Services for the estimated cost of construction and a certified cheque for the 5% engineering review fee of the following works:
  - a) Construction of the new 1.7m sidewalk across the entire frontage of the Tradewind Avenue located 1.0m from the new widened property line. The cost of these works is estimated to be \$ 15,000.00.
  - b) Construction of the new 2.0m sidewalk across the entire frontage of the Anndale Drive located 1.0m from the new widened property line. The cost of these works is estimated to be \$17,400.00.
  - c) Construction of the new 2.0m sidewalk across the entire frontage of the Glendora Avenue located 1.0m from the new widened property line. The cost of these works is estimated to be \$27,000.00.
  - d) \$2,970.00 representing the 5% Engineering review fee of the above construction works.

The above works shall be constructed by the owner anytime after Site Plan Approval provided the owner contacts Technical Services to confirm that:

- i) A City representative has approved the proposed location of the above sidewalk.
  - ii) The owner is required to make an application for a streetscaping permit.
10. Any landscaping within the Anndale Drive, Tradewind Avenue and Glendora Avenue boulevard must be approved by the Transportation Services Division prior to site plan approval.
11. For the Functional Servicing Report, revised July 21, 2008 (Al Underhill & Associates Ltd.) together with Functional Service Plan:
  - Sanitary Sewer design sheet – population and unit numbers (325 in total) must be revised together with flow calculations. In addition, it doesn't appear that a  $q = 270L/c/day$  (page 10 of the report) was used to calculate average flows.
  - The Anndale Drive entrance must be constructed as per City Standard T-350.01 and the plans need to be revised accordingly. Also, please refer to the item describing sidewalk location.

12. For the Stormwater Management Report dated April 8, 2008 (Al Underhill & Associates Ltd.), revised on July 21, 2008 together with Site Servicing and Grading Plan revised on June 17, 2006:
  - Page 9 – It's proposed to use stored water for irrigation of the landscaped areas from May to September and for other maintenance uses in the balance of the year. The consultant engineer must provide details of potential maintenance uses.
  - The Anndale Drive entrance must be constructed as per City Standard T-350.01 and the plans need to be revised accordingly.
13. The Owner will be required to provide the City with a Construction Management Plan outlining the following:
  - a) Dust/mud control on and offsite;
  - b) Location of truck loading points, trailer parking;
  - c) Location of temporary material storage areas;
  - d) Access/truck routing;
  - e) Provision of hoarding, temporary fencing & covered walkways;
  - f) Location and extent of aerial crane operations; and
  - g) Parking for construction trades;

for any work within the public right-of-way. For further information, please contact the Right-of-Way Management Section, North York District, at 416-395-6221.

#### 14. Other Conditions

- 14.1 The following changes are required to the Site Plan Drawing A1-2, dated June 21, 2008 by Rafael+Bigauskas Architects:
  - a) Clearly label new property line location along Anndale Drive and Tradewind Avenue.
  - b) Revise the site plan to show that all access driveways will be constructed in accordance with City of Toronto Engineering Design Standard T-350.01.
  - c) The site plan fails to address the following items with respect to Fire Access Route requirements of the Ontario Building Code:
    - Load support shall be sufficient to support the expected loads imposed by fire fighting equipment & shall be surfaced in order to be accessible under all climatic conditions.
    - Hydrant must be located no more than 45 metres from a fire department Siamese connection.
    - As established by Toronto By-Law, Chapter 880, it is required that an approved fire access route be provided.
    - Fire alarm annunciator shall be provided at main entrance vestibule.

- 14.2 The following changes are required to the Landscape Plans L1-L5, dated January 9, 2008, revised on July 21, 2008 by Strybos Barron King Landscape Architecture:
- a) The applicant is required to submit prior to site plan approval, a revised landscape plan showing locations and dimensions of all existing and proposed development related underground and above ground utility services and structures including all municipal infrastructure within the City Right-of-Way.
  - b) Show and label 2.0m wide sidewalk located 1.0m from the new property line along Glendora Avenue, 1.7m wide sidewalk located 1.0m from the new property line along Tradewind Avenue and 2.0m continuous sidewalk along Anndale located 1.0m from the new property line and 1.0m from the northern side of Parcel "K". The final sidewalk layout will be determined following the site visit and will take existing trees within the City's right-of-way into consideration.
  - c) Clearly label new property line location along Anndale Drive and Tradewind Avenue.

**CITY PLANNING – Catherine Cieply, 416-395-7109**

1. The Owner shall submit revised architectural plans to address the following detailed requirements, to the satisfaction of the Director, Community Planning, North York District:
  - a) 1:50 scale elevation-section drawings, showing the step-backs on the tower in relation to the adjacent proposed sidewalks;
  - b) 1:50 scale elevations of representative details of the lower three storeys of the buildings (tower, townhouses and driveway ramp) at key locations (along streets and at corners and entrances);
  - c) colonnade/ arcade element with a minimum vertical clearance of 4.5 m to visually connect the architectural expression of the proposed 22-storey building with the townhouses along the north (Anndale Drive) and south (Glendora Avenue) frontages;
  - d) details of townhouse flanking walls (Glendora Avenue frontage of Block A, and Tradewind Avenue frontage of Blocks B and C), including window treatment, to achieve architectural quality;
  - e) continuation of a 3-storey base building expression along east and west facades of proposed tower; and
  - f) architectural resolution of the ramp (including transverse section) illustrating plantings on top of the ramp cover, and its relationship to the adjacent garden to the immediate south of the ramp.
2. The Owner shall submit revised landscape plans and details to address the following detailed requirements, to the satisfaction of the Director, Community Planning, North York District:

- a) streetscape treatment along Glendora Avenue, Tradewind Avenue and Anndale Drive including landscaped setbacks between the public boulevard and buildings;
  - b) detailed design and materials for the two proposed privately owned, publicly accessible landscaped open spaces (Glendora Avenue and Tradewind Avenue frontages), and for the mid-block pedestrian connection between Anndale Drive and Glendora Avenue to be located alongside the proposed driveway (walkways, plant materials, seating, lighting etc.);
  - c) final landscape details to address matters including plant materials, walkway materials, fence treatment and lighting; and
  - d) final design of the proposed green roofs on top of the three townhouse blocks and the access ramp to the underground parking.
3. The owner shall revise the driveway to accommodate Wheel Trans to the satisfaction of City Planning in consultation with TTC and the Transportation Services Division.
  4. The Owner shall submit to the Chief Financial Officer and Treasurer as a deposit a letter of credit or certified cheque for 120% of the value of the on-site landscaping, including but not limited to any plantings, fencing, seating, decorative paving, retaining walls, terraces and/or other landscape features.

The letter of credit shall be in a form satisfactory to the City Treasurer in accordance with its standard format for letters of credit as of the date of submission of the letter of credit to the City, and which shall provide for automatic renewal rights at the end of term, to complete all outstanding work required by these conditions. The deposit shall be returned to the Owner at such time as the Director, Community Planning, North York District is satisfied that the property has been developed in accordance with the approved drawings and the conditions of approval.

#### **URBAN FORESTRY – Bruce Gordon, 416-395-6686**

1. The Planting Plan identifies sixteen (16) new trees to be planted within the City street allowance. Urban Forestry requires a resubmission of the Planting Plan to substitute the red maple trees, Kentucky Coffee trees and the Iron Wood trees, as these are not suitable as boulevard trees. Urban Forestry recommend planting London Plane trees, Pioneer elm trees, Turkish Hazel trees or Freeman Autumn Blaze trees to substitute the above noted subject trees.
2. Urban Forestry requires a tree planting security deposit of **\$9,328.00**, in the form of an irrevocable letter of Credit or certified cheque, for tree planting within the road allowance. The tree planting security deposit is held for the duration of the renewable guarantee period. The funds from the tree planting security deposit will

be drawn upon to cover any costs Urban Forestry incurs as a result of enforcing and ensuring that the trees are kept in a healthy and vigorous state. These costs are subject to change and the current cost per tree sites are: \$583.00 per tree planted in turf.

3. Urban Forestry requires submission of a completed permit application along with a permit fee of **\$8,700.00**. The Tree Preservation Plan and Arborist Report, by Strybos Barron King Landscape Architecture identifies twenty-nine (29) private trees on the subject site that are 30cm or greater in diameter that will be directly impacted by the proposed development. The applicant must submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$300 for each tree included in the application.
4. The Tree Preservation Plan identifies twenty-three (23) City trees that are involved with this development proposal. Of these trees, sixteen (16) will require removal to facilitate construction of a new sidewalk for Glendora Avenue, Tradewind Avenue and Anndale Avenue. The applicant will be required to submit a completed application along with a permit fee of **\$4,800.00** for removal of sixteen (16) City trees denoted as Tree No(s). 1, 2, 3, 14, 15, 23, 39, 50, 51, 54, 55, 69, 71, 77, 88 and 92. Tree No. 87 will not require the necessary permit fees nor the associated fees as this tree is in poor condition.
5. Submission of a separate fee for the amenity value of **\$28,590.00** for Tree No(s). 1, 2, 3, 14, 15, 23, 39, 50, 51, 54, 55, 69, 71, 77, 88 and 92 is also required.
6. Urban Forestry advises that a tree security guarantee deposit of **\$58,827.00** is required in the form of a certified cheque or Letter of Credit covering all associated tree value, removal and replacement costs prior to the granting of any building permits necessary for this project. The trees are denoted as Tree No(s). 52, 53, 56, 57, 58, 59, 70, 72 and 76. The funds from the cheque or Letter of Credit will be drawn upon to cover any costs Urban Forestry incurs as a result of enforcing the Municipal Code and ensuring that the City owned trees are kept in a healthy and vigorous state.

#### **PARKS AND RECREATION PLANNING - Rosanne Clement, 416-395-6670**

Parks, Forestry and Recreation staff recommend that prior to issuance of the first building permit, the applicant shall provide a certified cheque to the City as security for their off-site parkland dedication requirement. The amount of the certified cheque will be determined by the Real Estate Services Section of Corporate Services prior to the issuance of the first building permit. The City will hold the certified cheque until the applicant has secured an appropriate location for an off-site parkland dedication. The location of the off-site parkland dedication shall be at the discretion of and determined by the General Manager of Parks, Forestry and Recreation in consultation with the local Councillor.

It should be noted that the parkland dedication standards within the North York Centre are currently under review. If the parkland dedication requirements change prior to the issuance of building permits, the new approved rates shall apply.

## **B. POST APPROVAL CONDITIONS**

In addition to the above pre-approval conditions, the following post approval conditions are to be fulfilled by the Owner following site plan approval and will be incorporated into a site plan agreement:

The proposed development shall be carried out and maintained in accordance with the plans and drawings referred to herein, to the satisfaction of the City of Toronto.

## **TECHNICAL SERVICES**

1. Convey to the City, at nominal cost, the following:
  - a) 1.44 m road widening along the Anndale Drive frontage of this property;
  - b) 11.88 m road widening along the Tradewind Avenue frontage of this property; and
  - c) A 6.5 metre radius corner rounding at the corner of new property lines of Anndale Drive and Tradewind Avenue and also at the corner of new property line of Tradewind Avenue and existing property line of Glendora Avenue,

such lands to be free and clear of all physical and title encumbrances, subject to a right-of-way for access in favour of the Grantor until such time as said lands have been laid out and dedicated for public highway purposes.

2. A minimum vertical clearance of 2 metres must be provided within the site for vehicles, including underground garage clearances, as per Zoning By-law 7625.
3. All signal timing modifications and necessary modifications required for the subject application shall be undertaken at no cost to the City of Toronto.
4. All utility poles, fire hydrants and other street furniture must be shown on the site plan. The proposed new access must be at least 1.0 metre from existing utilities. If required, the relocation of any public utilities (utility poles, etc.) would be at the cost of the developer and shall be subject to the approval of the applicable governing agencies.
5. Any encroachments within Municipal Road Allowances will not be permitted unless they are explicitly approved by the Right-of-Way Management Section of Transportation Services. The applicant is required to contact the said section through the permit approval process to obtain the exact particulars of these requirements.

6. All existing redundant curb cuts must be closed and restored to the satisfaction of the Executive Director of Technical Services.
7. The proposed driveways on City property must be graded downward towards the roadway and have a 2% to 6% slope.
8. A stop sign shall be installed on-site at the top of the ramp from the underground parking structure as shown on the site plan drawing.
9. Where applicable, a width of at least 3.65 metres shall be provided for disabled parking spaces, as per By-law 31770.
10. Snow must be stored on the site such that the parking supply is not reduced and vehicular sightlines are not affected. Snow which cannot be adequately stored on-site must be cleared and removed from the site by the owner/building management after each snowfall.
11. In accordance with Zoning By-law 7625, all on-site driveways and parking areas must be surfaced and maintained with asphalt, concrete, or interlocking stone.
12. Signage shall be installed on site to identify visitor parking spaces in the underground parking areas.
13. Signage shall be clearly installed at the entrance of the service driveway from Anndale Drive to restrict use to solid waste service and loading vehicles only and that use of this access shall be co-ordinated with building management.
14. Driveway curbs must be flush on either side of the sidewalk for a minimum of 0.45 metres.
15. Construct and maintain all facilities necessary to permit the City to collect solid waste and recyclable materials in accordance with By-law 235-2001, Waste Collection for Residential Properties.
16. Provide and maintain single chute with a tri-sorter waste diversion system for multiple household residential buildings.
17. The condominium corporation must provide custodial staff for jockeying of bins in the collection staging area during solid waste collection.
18. The City collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage). The underground parking garage roof slab is to be designed taking into account the collection vehicle weight. The City must be provided, prior to commencement of City solid waste pick up, with a

letter certified by a qualified Engineer that the structure can safely support a fully loaded collection vehicle weighing 35,000 kilograms.

19. Construct and maintain stormwater management measures/facilities and site grading as recommended in the accepted Stormwater Management Report and Grading Plan.
20. Construct and maintain site servicing indicated on the accepted Site Servicing Drawings.
21. Provide certification to the Executive Director of Technical Services by the Professional Engineer who designed and supervised the construction that the stormwater management facilities and site grading have been constructed in accordance with the accepted Stormwater Management Report and the accepted Grading Plans.
22. Provide certification to the Executive Director of Technical Services by the Professional Engineer who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings.
23. Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties.

### **CITY PLANNING**

1. Provide and maintain the landscaping for the lands in accordance with the approved landscape plan to the satisfaction of the Director, Community Planning, North York District.

### **URBAN FORESTRY**

1. The Planting Plan prepared by Strybos Barron King Landscape Architecture identifies new trees proposed for the City street allowance. Trees indicated for planting on the City road allowance must be planted in accordance with Planting Detail No. 101 for Balled and Burlapped Trees in Turf Areas, dated June 2002.
2. Please note that the applicant must conduct an investigation of underground utilities prior to proposing tree planting within the City road allowance. If planting is not possible due to a utility conflict, a utility locate information sheet from the respective utility company should be provided to the City.



3. A tree planting security deposit is required for tree planting within the road allowance. The deposit is to be in the form of an irrevocable Letter of Credit or certified cheque. The tree planting security deposit must be sent to the attention of Harold Moffatt, Supervisor of Urban Forestry Planning and Protection (Hmoffat@toronto.ca), prior to the issuance of a landscaping permit which must be obtained from Works and Emergency Services, Transportation Services North District, Right of Way Management (416-395-7112). The tree planting security deposit is held for the duration of the renewable guarantee period.
4. The funds for all tree planting security deposits will be drawn upon to cover any costs Urban Forestry incurs as a result of enforcing and ensuring that all trees are kept in a healthy and vigorous state. These costs are subject to change and the current cost per tree sites are: \$583.00 per tree planted in turf. If during or at the end of the renewable guarantee period the trees are not in good condition, require maintenance or require replacement, the applicant will be responsible for rectifying the problem as determined by and to the satisfaction of the General Manager of Parks, Forestry & Recreation. The owner will be required to provide an additional two-year renewable guarantee period for any trees requiring replacement. The Supervisor of Tree Protection & Plan Review may be reached at (416-395-6134).
5. For landscaped open space areas proposed above any underground structure including parking structures, the applicant must provide and maintain the following to permit the installation and mature growth of all proposed plant material, in particular large growing shade trees:
  - i. Sandy loam soil (comprising 50 to 60 percent sand, 20 to 40 percent silt, 6 to 10 percent clay, 2 to 5 percent organic, with pH of 7.5 or less) to a sufficient depth of not less than 1.5m; and
  - ii. An engineered drainage system which prevents soil saturation.

Should there be insufficient planting room on private property of the subject site for planting of new trees then the owner is required to provide payment in *Lieu of Tree Planting* based on three (3) trees for every tree removed at a fee of \$583.00 per tree. Urban Forestry will use the funds to supplement tree planting else where in the City.

**TORONTO CATHOLIC DISTRICT SCHOOL BOARD – Lynda Thomas, 416-222-8282, extension 2278**

1. The applicant/developer insert in their Agreement of Purchase and Sale, or Lease, a clause with respect to availability of school accommodation and a requirement for the placement of a sign on the site.
2. The wording for the sign should read as follow:

“The Toronto Catholic District School Board has plans to accommodate Catholic students from this development. If no Catholic school is located in the area, students will be accommodated in a Catholic school in an adjacent area.

For information regarding Catholic schools serving this development, please contact the Planning Department at 416-222-8282, ext. 2278, or visit our website at [www.tcdsb.org](http://www.tcdsb.org).”

The dimensions of the sign should be consistent with the requirements of the coterminous board and should be in the range of 4’ x 5’ or 4’ x 6’. The TCDSB logo should be displayed in a maroon colour.

3. Wording for clause insertion in the Agreement of Purchase and Sale or lease should be as follows:

“The Toronto Catholic District School Board has plans to accommodate Catholic students from this development area in a Catholic school. If no Catholic school is located in the development area, students will be accommodated in a Catholic school in an adjacent area.

The purchaser or tenant acknowledges that school bus service for students, if required, will be from designated school bus stops located within or outside the development area”

4. The owner agrees to include in all offers of purchase and sale or lease the above-noted clause for a period of 10 years after registration of the condominium plan.

### **TORONTO DISTRICT SCHOOL BOARD – Mario Silva, 416-394-3944**

1. The applicant/developer enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that;

"The Toronto District School Board makes every effort to accommodate students locally. However, due to residential growth, sufficient accommodation may not be available in this area for all students. Students may be accommodated in facilities outside the area until adequate funding or space becomes available.

For information regarding designated school(s), please call (416) 394-7526."

These signs shall be to the Board's specifications and erected prior to registration or the issuance of any building permit.

2. the applicant/developer agree in the Servicing and/or Development agreement, or in a separate agreement between the School Board and the Developer, to include the following warning clauses in all offers of purchase and sale of residential units (prior to registration of the plan and for a period of ten years following registration), that;

“Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.

Purchasers agree for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the Board's policy, that students will not be bussed home to school, but will meet the bus at designated locations in or outside of the area.”

Despite these provisions, the Board reserves the right to change this status at any time without further notice. If you have any questions regarding this matter, I can be reached at (416) 394-3944.

**BELL – Rosita Giles, 416-296-6599**

The following paragraphs are to be included as Conditions of Site Plan Approval:

1. The Developer is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication / telecommunication infrastructure is currently available within the proposed development to provide communication / telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the connection to and/or extension of the existing communication / telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication / telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication / telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication / telecommunication services for emergency management services (i.e., 911 Emergency Services).

2. Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunications facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.

**TORONTO HYDRO – Peter Flood, 416-542-3100, ext. 32236**

1. Hydro Poles 3 & 9 will require relocation to satisfy the indicated routes of vehicle ingress/egress. The owner is required to pay for all costs associated with the relocation of the Hydro Poles by Toronto Hydro.