

2970 Jane Street, 13 and 15 Elana Drive – Zoning By-law Amendment Application – Refusal Report

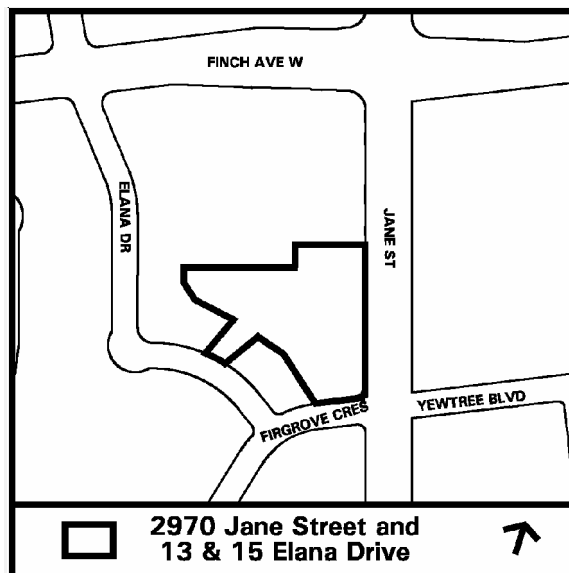
Date:	March 4, 2009
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 7 – York West
Reference Number:	08 195240 WET 07 OZ

SUMMARY

This application was made on or after January 1, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes a 16 unit infill development consisting of 2 detached dwellings and 7 pairs of semi-detached dwellings on a new private road at 13 and 15 Elana Drive and on a part of the property at 2970 Jane Street. The existing rental apartment building at 2970 Jane Street is to be retained on a reduced lot. The existing pair of semi-detached dwellings at 13 and 15 Elana Drive are proposed to be removed to accommodate the new private road and one detached dwelling.

This report reviews and recommends refusal of the application in its current form to amend the Zoning By-law and seeks Council's direction for staff to attend the Ontario Municipal Board in opposition to the development should the application be appealed.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council refuse the application

- in its current form for the reasons set out in this report.
2. City Council request the Director, Community Planning, Etobicoke York District to continue discussions with the applicant, local Councillor and neighbourhood representatives on a revised rezoning proposal which would be consistent with City policies, in conjunction with the concept plan prepared by staff and attached as Attachment 4 to this report and the provision of community benefits to be secured through Section 37 of the Planning Act.
 3. In the case that the application is appealed to the Ontario Municipal Board, the City Solicitor and appropriate City Staff be authorized to attend at the Ontario Municipal Board in support of Council's refusal.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

The application was filed August 19, 2008. This application proposes to redevelop the rear amenity area and a portion of the surface parking lot of the existing apartment building at 2970 Jane Street as well as two properties along Elana Drive so as to permit an infill development consisting of 2 detached dwellings and 7 pairs of semi-detached dwellings (16 units total) on a new private road with access from Elana Drive. The existing pair of semi-detached dwellings at 13 and 15 Elana Drive are proposed to be demolished to accommodate the new private road and one detached dwelling. The existing rental apartment building at 2970 Jane Street is to be retained on a reduced lot. Refer to Attachment 5 for project data.

The application was revised on January 19, 2009. All the second storey decks on the proposed houses were removed; the children's playground was moved to the north side of the apartment building; and the parking layout was revised. In addition, the applicant submitted written confirmation that the elevations of the proposed dwellings would be altered to provide a mansard roof design incorporating the upper storey, in place of the hip-roof design over the upper storey as original proposed.

Site and Surrounding Area

The site is located on the west side of Jane Street just south of Finch Avenue West. The site has an area of approximately 11 347.98 square metres (2.8 acres). The entire site, as assembled, has frontage on Jane Street, Firgrove Crescent and Elana Drive.

The property at 2970 Jane Street contains a 14-storey apartment building fronting on Jane Street with an amenity area and surface parking to the rear of the building. Vehicle access for the apartment building is by a driveway off Firgrove Crescent. The apartment

building currently has 204 parking spaces, 136 in a below grade parking garage and 68 surface parking spaces.

The two properties at 13 and 15 Elana Drive contain a pair of two storey semi-detached houses also are included in the site.

The portion of the site that is to accommodate the infill development has an area of approximately 4 607.91 square metres (1.14 acres)

The surrounding land uses are as follows:

North: a commercial plaza (Norfinch Shopping Centre)

South: Firgrove Crescent and a one storey commercial building, which is currently vacant and further south are a number of high rise apartment buildings

East: Jane Street and a commercial plaza (Jane Finch Plaza)

West: a residential neighbourhood consisting of semi-detached and detached houses.

Provincial Policy Statement and Provincial Plans

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

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

Official Plan

The site has a split Official Plan designation. The property at 2970 Jane Street is designated as Apartment Neighbourhoods and the properties fronting on to Elana Drive are designated as Neighbourhoods.

Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the Neighbourhoods designation are also permitted in lands designated Apartment Neighbourhoods.

Section 4.2 Apartment Neighbourhoods Policy 2 sets out the criteria for development in Apartment Neighbourhoods. Development in Apartment Neighbourhoods will contribute to the quality of life by:

- a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale Neighbourhoods;
- b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods, particularly during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- f) providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- h) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Section 4.2 Apartment Neighbourhoods, Policy 3 states that significant growth is generally not intended within developed Apartment Neighbourhoods. However, compatible infill development may be permitted on a site containing an existing apartment that has sufficient underutilized space to accommodate one or more new buildings while providing good quality of life for both new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will:

- i) meet the development criteria set out in Section 4.2.2 for apartments;
- ii) maintain an appropriate level of residential amenity on the site;
- iii) provide existing residents with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1 of this Plan;

- iv) maintain adequate sunlight, privacy and areas of landscaped open space for both new and existing residents; and
- v) organize development on the site to frame streets, parks and open spaces in good proportion, provide adequate sky views from the public realm, and create safe and comfortable open spaces.

Section 3.2.1 Housing, Policy 5 states that significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development:

- a) will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
- b) may secure any needed improvements and renovations to the existing rental housing, in accordance with and subject to Section 5.1.1 of this Plan, without pass-through of such costs in the rents to tenants.

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys.

Section 4.1 Neighbourhoods, Policy 5 states that development in established Neighbourhoods will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- a) patterns of streets, blocks and lanes, parks and public building sites;
- b) size and configuration of lots;
- c) heights, massing, scale and dwelling type of nearby residential properties;
- d) prevailing building type(s);
- e) setbacks of buildings from the street or streets;
- f) prevailing patterns of rear and side yard setbacks and landscaped open space;
- g) continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- h) conservation of heritage buildings, structures and landscapes.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the neighbourhood. The prevailing building type will be the predominant form of development in the neighbourhood.

Section 3.1.1 The Public Realm, Policy 1.15 states that new streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

Section 2.3.1 Healthy Neighbourhoods, Policy 2 states developments in Apartment Neighbourhoods that are adjacent or close to Neighbourhoods will:

- a) be compatible with those Neighbourhoods;
- b) provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those Neighbourhoods; and
- c) maintain adequate light and privacy for residents in those Neighbourhoods.

Zoning

The site falls within two zoning districts in the former City of North York Zoning By-law 7625, as amended.

The property at 2970 Jane Street is zoned RM6 which permits an apartment building. The site is also subject to a site specific zoning under By-law 23457, which permits the number of dwelling units up to 60 units per acre.

The properties at 13 and 15 Elana Drive are zoned RM2 which permits detached dwellings, semi-detached dwellings and duplex dwellings. The maximum height permitted is 9.2 metres and 2 storeys above established grade.

Development Infrastructure Policy and Standards (DIPS)

City Council adopted a joint Planning and Transportation Committee and Works and Emergency Services Committee Report in regards to Development Infrastructure and Policy Standards (DIPS) on December 5, 6 and 7, 2005, which recommended criteria for the approval and design of both new public and private streets. DIPS reflect the City's design objectives for new streets and include policies generated through consultation between various City divisions, the public and members of the development community.

Recommendation number 3 of the joint staff report stated, that the criteria for the approval and design of private streets (mews) described in Appendix A of the DIPS report be adopted to give effect to the Official Plan's policy of permitting appropriate exceptions to the Official Plan's general policy that all new streets should be public streets.

The report contemplated that on small sites where the design standards for public streets may conflict with or compromise other City goals, privately owned streets or "mews" might be considered. Mews can be supported where grade-related intensification is desirable and where larger apartment types are not appropriate and adjacent land cannot be consolidated to allow for a subdivision with public streets. These short privately owned streets, typically perpendicular to an existing public street, would provide frontage and municipal address, private access and private utility connections to a small number of grade-related residential units. While mews would be in private ownership, they are still required to meet the Official Plan goals on the role of streets and the design criteria for new streets. The mews and the associated private servicing infrastructure would form the

common elements to be maintained by a single entity such as a condominium corporation. However, individual curbside solid waste and recyclables collection would be provided by the City on those mews where there is a “hammerhead” turn around facility or where there is through connection to another public street.

Developments on mews would be considered for small sites with less than 45m length of mews measured from the curb of the public street to which the mews is connected. The mews would serve 10 or fewer residential units, and not counting those units on the same site that take their address and services directly from the existing public street.

As a result of Council’s adoption of the DIPS report, the following are City Council’s approved design standards for development proposals utilizing private streets or mews, where such private streets are appropriate:

- (1) Pavement – minimum width of 8.0m for two way traffic with parking permitted on one side.
- (2) Length of Street – maximum 45m from the curb of existing a public street.
- (3) Number of Units – maximum 10 units (not counting units that front onto an existing public street.)
- (4) Sidewalk – one 1.7 metre sidewalk or no sidewalk if paved with upgraded paving materials, with appropriate drainage and appropriate safe refuge areas for pedestrians provided.
- (5) Tree planting – an average of one tree per eight metres of unit frontage for the development. Provide 15m³ of soil per tree and allow for “sharing” of soil between trees.
- (6) Lighting – appropriate levels of lighting to provide safe year round use of the space by cars and pedestrians. Light fixtures can be integrated into the landscape and or the buildings. Use of light triggered photo cells or other technologies are encouraged.
- (7) Solid Waste and Recyclables Collection – adequate space for setting out waste and recyclables for City curbside collection with a hammerhead turning arrangement where applicable.

Site Plan Control

The proposed development is subject to site plan control. The applicant has not submitted a site plan application for the proposed development.

Demolition Control and Approval

There are 3 existing buildings on adjoining sites, a rental apartment building with a 164 units at 2970 Jane, and a pair of semi-detached buildings at 13 and 15 Elana Drive, each

of which contains one rental dwelling unit. The proposal is to demolish the pair of semi-detached dwellings and redevelop those properties as well as the rear vacant part of the property occupied by the rental apartment building. As the properties are part of the same proposal, and collectively contain more than five dwelling units (and in this case all are rented) they would be viewed as a related group of rental units and subject to Section 111 of the Municipal Code. An application is required for the demolition of the two rental units.

Land Division

It is the intention of the applicant to obtain approval of the development and subsequently apply to sever the development parcel from the retained apartment building site. The appropriate planning application to achieve this outcome would be determined at a later date.

Reasons for Application

The rezoning application is required to permit the existing apartment building on the reduced lot, and to provide site specific performance standards for the proposed infill development.

Community Consultation

Staff were advised that the local Councillor has held a number of meetings with the neighbours and the owner to discuss the redevelopment of the open space behind the apartment building. Planning staff were not in attendance at these meetings. As understood by Planning staff, the issues raised by the neighbours related to the scale and form of the proposed development.

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 the recommendations of this report.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS, given that the proposed residential use is directed on lands that are intended for residential purposes, as set out in the City's Official Plan. The proposed single and semi-detached dwellings form provides a ground related housing type that efficiently develops the property and utilizes existing infrastructure. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The residential land use is contemplated and permitted by the Official Plan and Zoning By-law. The proposed residential land use is appropriate for this site and from a land use

perspective does not conflict with the neighbouring residential land uses although it must be developed in a way that does not meaningfully reduce the amenity for the existing apartment building.

Density and Massing

The desire to achieve additional development on the site must be balanced with a respect for the existing site conditions, the adjacent semi-detached dwellings, the built form and the character of the community. The proposed infill development must be implemented in a manner that does not negatively impact on the existing rental apartment building, adjacent development or undermine the desirability and attractiveness of the neighbourhood in which it occurs. In reviewing the proposal for an infill development on the triangular shaped open space area of the existing apartment, it is staff's position that the proposal constitutes overdevelopment of the site for the proposal in its current layout. As discussed further below the proposed development does not provide appropriate pedestrian access, proposes substandard setbacks to adjacent properties, does not appropriately replace the existing amenity for the existing apartment building nor does it comply with City Council's policy for the use and design of private roads.

Pedestrian Access

The applicant proposes a 1.7 metre wide side walk for the private road adjacent to Elana Drive, however there is no sidewalk on the portion of the private road on which the proposed semi-detached units will front. The lack of an appropriate and well defined pedestrian walkway to access the proposed units fronting onto the private road raises a concern with pedestrian safety.

The sitting of Unit 10 is of concern as the main entrance is behind the front wall location of adjacent dwelling entrances and hidden from the public area of the development by the proximity of Unit 9.

Height- Elana Drive Frontage

The proposed detached house fronting onto Elana Drive is located in an area zoned RM2, in which the established character is two storey semi-detached houses. The permitted building height in the abutting RM2 zone is 9.2 metres or two storeys above established grade. The proposed detached house is approximately 8.5 metres in height and three storeys. The height of the proposed house is higher in the number of storeys than other developments existing along Elana Drive and in the neighbourhood and should be reduced to two storeys similar to the prevailing built form character.

As stated above the applicant indicated that the elevations of the proposed dwellings would be altered to provide a mansard roof design incorporating the upper storey, in place of the hip-roof design over the upper storey as original proposed. However the applicant has not yet provided any revised elevations. Further review of the height will need to undertaken once the revised elevation is submitted.

Setbacks and Siting

For the proposed units backing on to the abutting commercial plaza to the north, the rear yard setbacks range between 1.75 to 5 metres from the property line providing minimal residential amenity and a minimal separation to the commercial plaza and the associated parking and loading activities.

The setback for the units flanking the proposed private road (Units 5 and 6) are proposed to have a side yard setback 0.77 and 0.59 metres, respectively. The proposed setback is not appropriate and should be increased to provide for a greater separation from the private road and sidewalk.

The siting of Unit 10 is of concern as the main entrance is behind the front wall location of adjacent dwelling entrances and hidden from the public area of the development by the proximity of Unit 9.

Amenity and Landscape Open Space

Infill development may be permitted provided the site has sufficient underutilized space to accommodate the proposed infill development while providing good quality of life for both new and existing residents. With the infill development an appropriate level of residential amenity on the site must be maintained.

The area where the infill development is proposed is currently the useable outdoor amenity and open space area for the existing tenants of the apartment building at 2970 Jane Street. The amount of open space will be reduced beyond what currently exists and it is proposed that the active amenity area for the tenants be relocated to the north side of the existing apartment building. The amount of amenity area (children's playground) and details of on the play structure to be provided requires further review in consultation with existing tenants of the apartment building. The enhancement and design of the proposed amenity area can be secured through the Section 37 Agreement.

Consideration should be given to the provision of a landscaped strip for the greening of the site and as a buffer along the future property line between the existing apartment building and the infill development.

Trees

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment. The city's Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 17 percent tree canopy coverage to between 30 to 40 percent.

The planting of large growing shade trees on both public and private lands should be an important objective for all development projects. The early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the

growth of large growing trees is particularly important. The conditions for tree planting must be considered integral to the design, planning and construction of projects.

The Arborist Report, prepared by Bostock Consulting Inc., dated August 11, 2008, indicates that there are numerous trees situated on both private property and city road allowance adjacent to this site. The arborist has indicated that the property owner does not intend to preserve any of these trees.

As indicated above, the City of Toronto is committed to enhancing its Urban Forest. One of the primary ways of achieving this goal is through the preservation of existing trees. Urban Forestry has indicated that they cannot support development that does attempt to incorporate existing trees. Urban Forestry is recommending that the applicant should be encouraged to consider an alternate proposal that allows for preservation of at least some of the existing trees found on site.

Design of the Proposed Street

The proposed private street does not conform to the City’s Official Plan or DIPS. Section 3.1.1.15 of the Plan states that private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets. The City’s design objectives for new public and private streets are captured in the Council approved Development Infrastructure Policy and Standards.

An evaluation of the proposed private street against the DIPS criteria is set out below.

	DIPS Criteria for Private Streets	Proposed Private Street
Pavement	Minimum width of 8.0 metres for two way traffic	First 65 metres is 6.0 metres wide (adjacent to Elana Drive); Remainder of street is 8.0 metres wide
Length of Street	Maximum 45 metres from the curb of existing public street	Approximately 72 metres long
Number of Units	Maximum 10 units (not counting units that front onto an existing public street)	15 units front on the private street; 1 unit fronts on Elana Drive
Sidewalk	One 1.7 metre wide sidewalk or no sidewalk if paved with upgraded paving materials, with appropriate drainage and appropriate safe refuge areas for pedestrians provided	1.7 metre wide sidewalk proposed on one side of the private street adjacent to Elana Drive; no sidewalk proposed on the remainder of the private street
Tree Planting	Average of one tree per eight metres of unit frontage for the development. Provide 15 cubic metres of soil per tree and allow for “sharing” of soil between trees	13 trees are proposed on either side of the private street
Lighting	Appropriate levels of lighting to provide safe year round use of the space by cars and pedestrians. Light	No street lighting detail has been shown on the submitted plans to date

	fixtures can be integrated into the landscape and/or the buildings. Use of light triggered photo cells or other technologies are encouraged	
Solid Waste and Recyclables Collection	Adequate space for setting out waste and recyclables for City curbside collection with a hammerhead turning arrangement where applicable	One of the radii of the hammerhead is 9.0 metres and is deficient for a functional turning arrangement

The proposed private street does not comply with DIPS criteria on several counts. Should there be a compelling reason why the new street is not to be public, the Official Plan requires the private street to meet the design objectives for new streets. Developments on substandard private streets have the potential to create concerns at both the policy and the operational levels. It is staff's position that the proposed development and internal street, as a private street, should comply with all the DIPS criteria approved by City Council.

Alternative Concept Plan

Staff have prepared an alternative concept plan for development of the site utilizing the applicant's lot dimensions and building footprints and form (Attachment 4). This concept plan demonstrates that a public road which is DIPS compliant can be achieved on the subject site. This concept plan would provide for a public road with a 16.5 metre right of way and 14 new lots with frontage on a public road. It is staff's position that the concept plan creates a better layout for this infill development in many respects including pedestrian safety, setbacks, infrastructure and servicing, amenity and interface with adjoining uses. This alternative concept plan was presented to the applicant for consideration. However the applicant has indicated that they would pursue their proposal. Staff are recommending that they continue discussions with the applicant, the local Councillor and neighbourhood representatives on a revised rezoning proposal which would be consistent with City policies, in conjunction with the concept plan prepared by staff.

A development which includes a public road would require plan of subdivision approval.

Studies and Reports

As the proposed development does not comply with DIPS, Technical Services has not undertaken a full review of the plan, studies and reports submitted in support of the application. Additional issues may be identified upon a detailed review of the plans, Servicing Report, Loading Study and Parking Study.

In addition, the applicant has not indicated how snow removal would be addressed on this site. There appear to be limited opportunities for snow storage due to the extent of development.

Open Space, Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City.

Parks, Forestry and Recreation staff have advised that the development site is subject to the alternate rate park levy. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 0.04 hectares. Although the site is within a parkland acquisition priority area, a parkland dedication of 0.04 hectares is too small to be of functional size. Should this application be approved, Parks, Forestry and Recreation staff recommends that the parkland dedication requirement be satisfied through cash payment-in-lieu of parkland dedication.

Toronto Green Development Standard

Staff have advised the applicant to review sustainable development opportunities by utilizing the City's Green Development Standard (GDS) adopted by Council in July 2006.

Section 37

The applicant has offered as part of the development a Section 37 public benefit contribution of \$180,000. This money would be directed to funding improvements to the kitchen at St. Frances de Sales Elementary School (333 Firgrove Cr.). It is proposed that these facilities be shared with the City and would be programmed by the Parks and Recreation Division. Further discussion would be required to work out the details of this proposed Section 37 benefit.

In addition, Toronto Public Library has expressed a desire for possible Section 37 funds for the enhancement of the York Woods District Library. Other benefits consistent with City Policies may be pursued and secured through Section 37.

However, before consideration can be given to the securing a Section 37 benefit, the proposed development must constitute good planning, be consistent with the objectives and policies of the Official Plan, and comply with the built form policies and all applicable neighbourhood protection polices. It is staff opinion that the proposed development in its current form does not meet the above requirements.

Development Charges

It is estimated that the development charges for the applicant's proposal at 2970 Jane Street and 13-15 Elana Drive will be \$197,856.

The estimated development charges for the alternative concept plan would be \$173,124. These are estimates. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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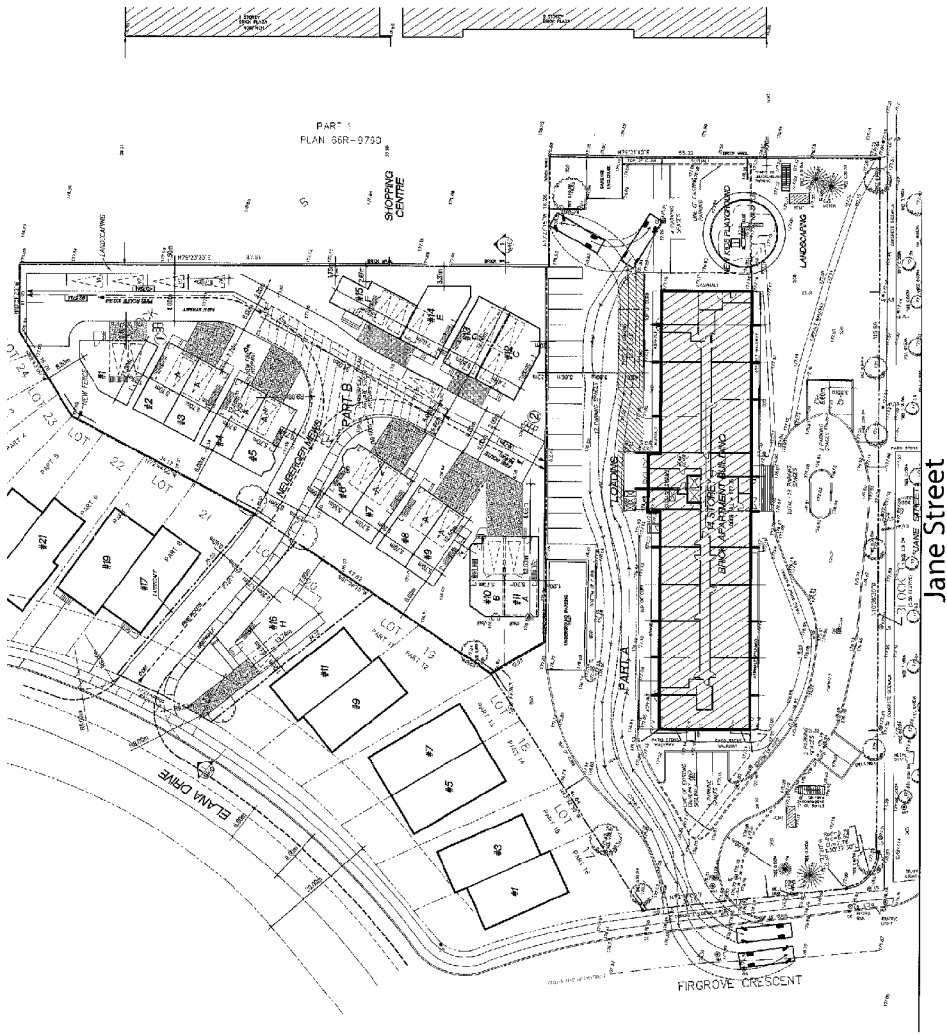
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Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Alternative Concept Plan
Attachment 5: Application Data Sheet

Attachment 1: Site Plan



Site Plan
Applicant's Submitted Drawing
Not to Scale
02/27/2009

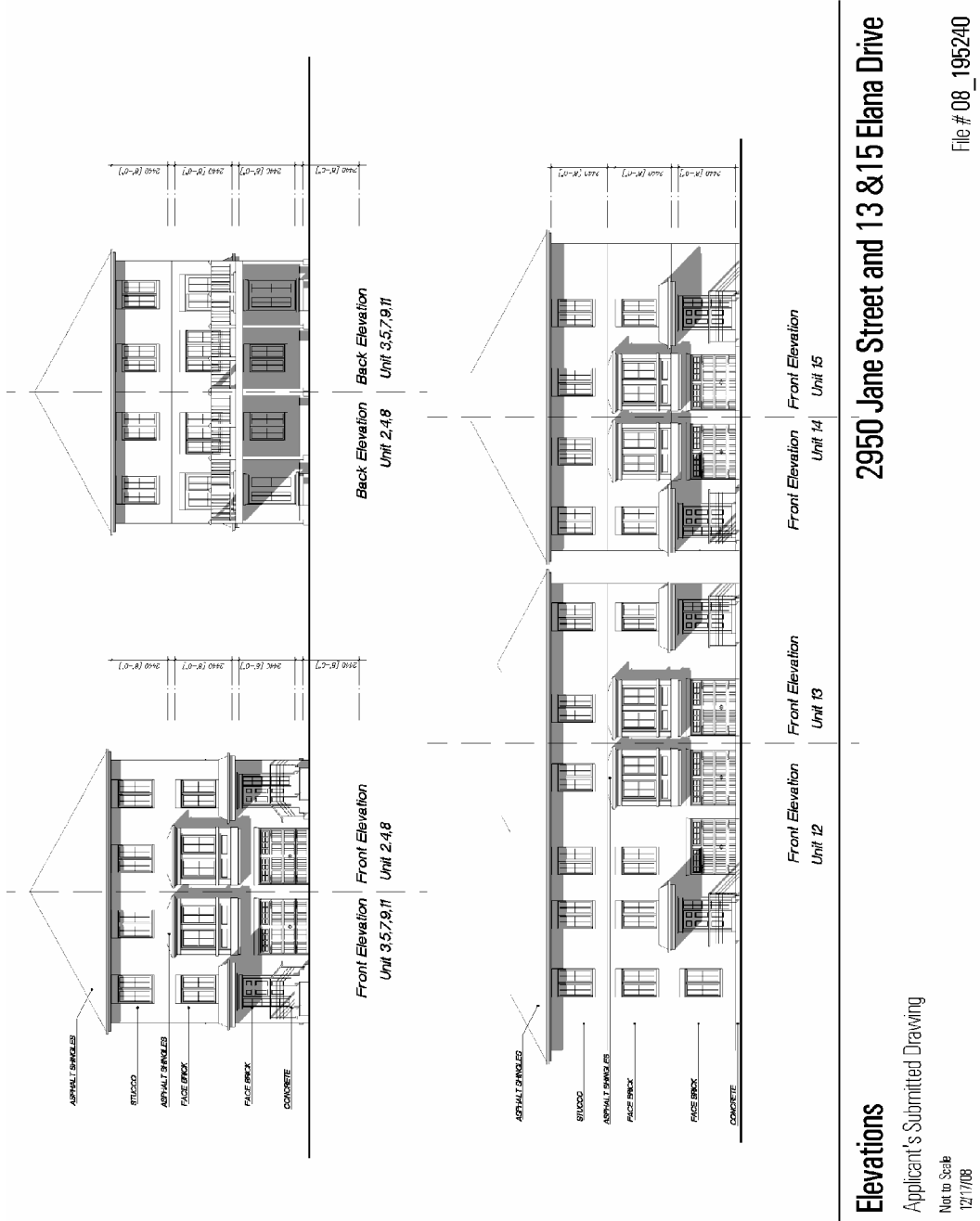
2950 Jane Street and 13 & 15 Elana Drive

Applicant's Submitted Drawing

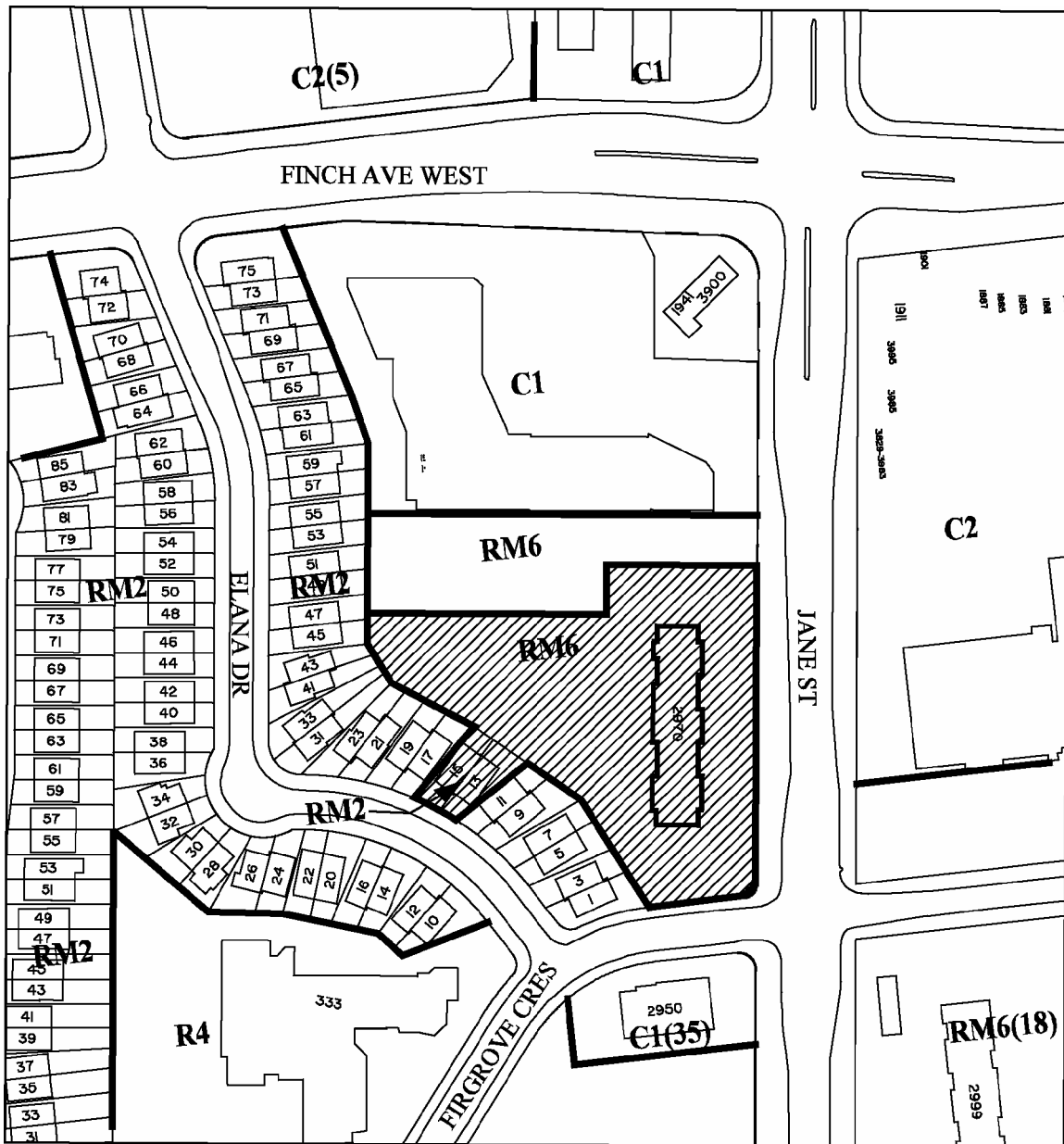
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Attachment 2: Elevations



Attachment 3: Zoning



TORONTO Urban Development Services
Zoning

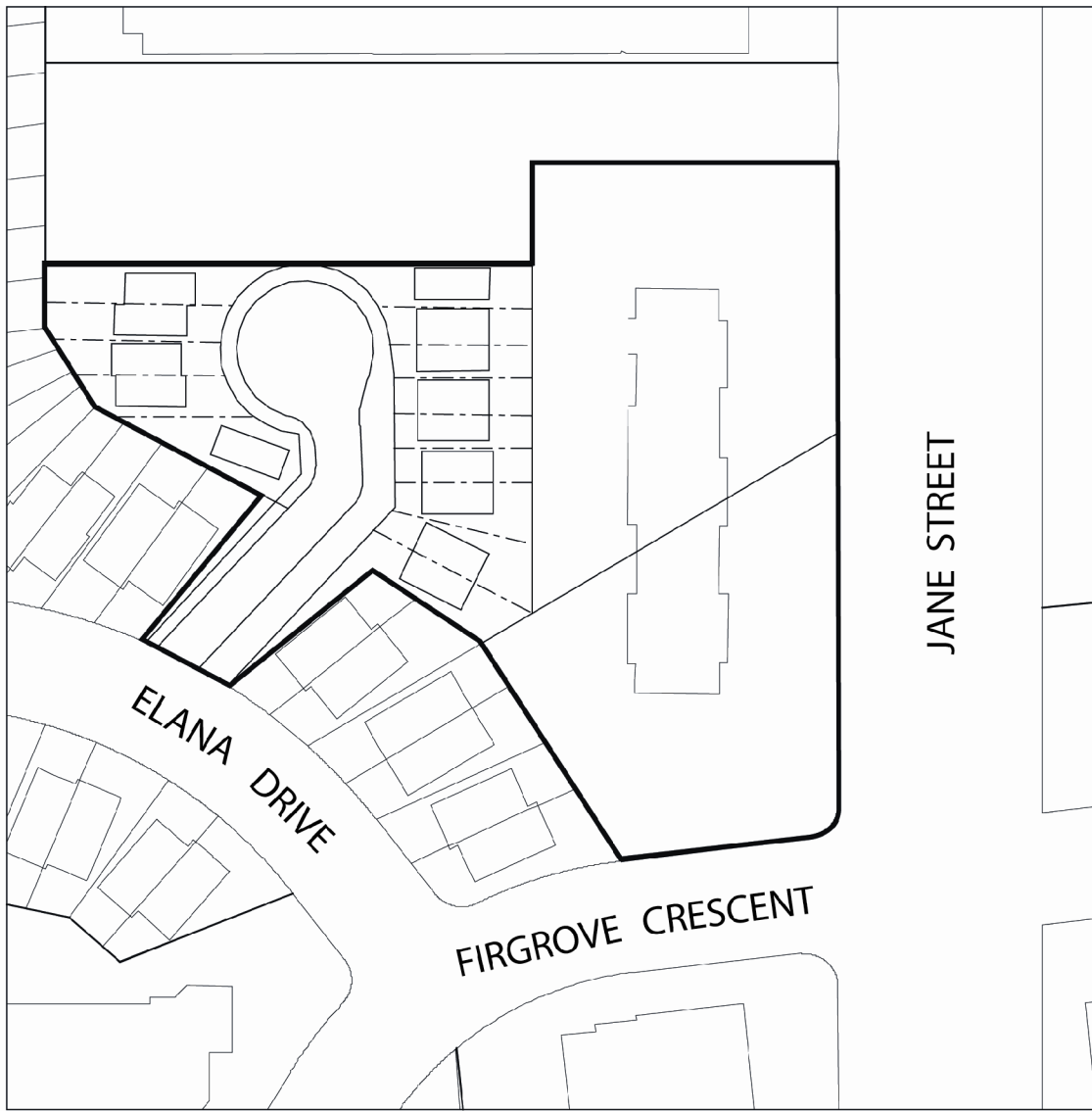
**2970 Jane Street and
 13 & 15 Elana Drive**
 File # 08_1952240

RM2 Multiple-Family Dwellings Second Density Zone
 R4 One-Family Detached Dwelling Fourth Density Zone
 RM6 Multiple-Family Dwellings Sixth Density Zone

C1 General Commercial Zone
 C2 Local Shopping Centre Zone

↑
 Not to Scale
 Former North York Zoning By-law 7625
 Extracted 02/24/09 - JM

Attachment 4: Alternative Concept Plan



Alternative Concept Plan

2970 Jane Street

Planning Staff Drawing

Not to Scale
03/02/09



File # 08_195240

Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	08 195240 WET 07 OZ
Details	Rezoning, Standard	Application Date:	August 19, 2008

Municipal Address: 2970 JANE ST, 13 and 15 Elana Drive
 Location Description: PLAN M1399 PT BLK B **GRID W0706
 Project Description: Proposal to rezone the property to permit the development of a new (16) unit single and semi-detached housing project and maintain existing apartment building..

Applicant:	Agent:	Architect:	Owner:
EDIE NEUBERGER			NUBERG & DALE CONSTRUCTION LTD

PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N/A
Zoning:	RM6 RM2	Historical Status:	N/A
Height Limit (m):		Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	11,347.98	Height:	Storeys:	14
Frontage (m):	0		Metres:	0
Depth (m):	0			
Total Ground Floor Area (sq. m):	3149.34			Total
Total Residential GFA (sq. m):	189446		Parking Spaces:	189
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	189446			
Lot Coverage Ratio (%):	1.66			
Floor Space Index:	1.67			

DWELLING UNITS

Tenure Type:	Freehold
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	16
Total Units:	180

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	189446		0
Retail GFA (sq. m):	0		0
Office GFA (sq. m):	0		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

CONTACT: PLANNER NAME: Gregory Byrne, Senior Planner
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