

18-26 Rean Drive – Official Plan Amendment and Rezoning Application – Further Report

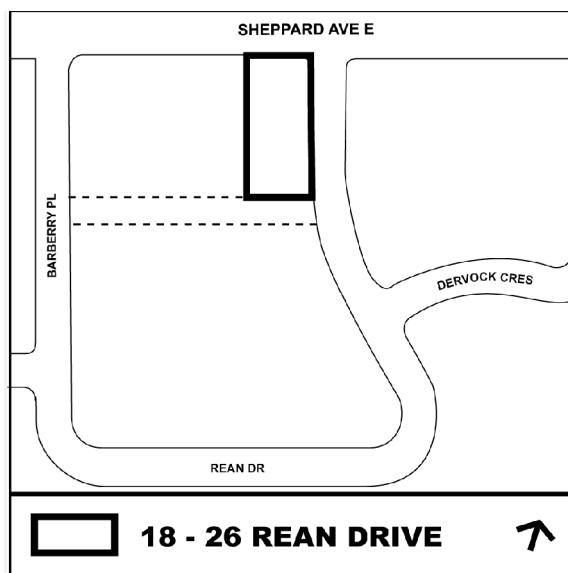
Date:	November 22, 2011
To:	City Council
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward No. 24 – Willowdale
Reference Number:	Cc11051 (File No. 10 308452 NNY 24 OZ)

SUMMARY

At its meeting of November 2, 2011, North York Community Council adopted the staff recommendations set out in the report from the Director, Community Planning, North York District to approve the applications. In addition to the Section 37 community benefit recommended by staff, North York Community Council recommended City Council require the applicant to also provide a public art contribution in an amount equal to 1% of the gross construction costs.

North York Community Council also requested the Chief Planner to report directly to City Council on options to relocate a driveway proposed at southwest corner of the site. The Community Council direction is in response to concerns expressed by nearby condominium residents that the proposed driveway is too close to a pedestrian pick-up/drop-off area they installed at the entrance to their building.

Staff and the applicant have explored various options and advise it is not practical or feasible to shift the driveway. Transportation Services staff support the location of the proposed driveway.



RECOMMENDATIONS

The City Planning Division recommends that:

1. This report be received for information.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

At its meeting of November 2, 2011, North York Community Council adopted the staff recommendations set out in the October 17, 2011 report from the Director, Community Planning, North York District to approve the applications. In addition to the Section 37 community benefit recommended by staff, North York Community Council recommended City Council require the applicant to provide a public art contribution equal to 1% of the gross construction costs.

In response to concerns from nearby condominium residents (The Claridges) that the proposed driveway is too close to their pick-up/drop-off area, North York Community Council directed staff to further review any options to relocate the driveway further east. As shown on Attachment 1, the proposed driveway is located at the southwest corner of the site from an unassumed road - a future east-west mid-block connector south of Sheppard Avenue between Rean Drive and Barberry Place. The Claridges condominium building is located opposite the site on the south side of an unassumed road (see Attachment 3). The existing pick-up/drop-off area is in the area southwest of the proposed driveway.

COMMENTS

In response to Community Council's request, planning staff and the applicant explored options and the implications of shifting the driveway east of its current proposed location to alleviate concerns expressed by residents in the Claridges condominium building to the south. Attached is a letter from the applicant describing the options.

One option maintains the current parking layout and driving aisle by introducing a jog in the entrance driveway (refer to Attachment 2). The surface parking spaces are located under an open section of the building with residential floors above. As shown, this option would eliminate two required spaces for retail customers. The issue of ample and convenient retail parking is an ongoing issue in the community and were initially proposed by the applicant below grade. However, at the request of North York Community Council, the spaces were relocated to grade to provide more convenient parking for retail customers. In order to satisfy the zoning by-law requirement, the commercial floor space proposed along the Sheppard Avenue frontage would need to be reduced by 40%. The applicant has expressed concerns with the reduction.

The other option that was explored eliminates the jog in the driveway and relocates the required parking spaces to the west property line. While this maintains the required

number of retail parking spaces, the option is not feasible due to truck turning movements within the site and structural support of the building above.

Transportation Services staff also reviewed the concern of local residents as it relates to the proposed location of the driveway and its relationship with the pick-up/drop-off area. Transportation Services staff are of the opinion there is limited potential for conflict and support the proposed location. To ameliorate the concerns of residents in the Claridges the applicant has agreed to fund and construct a new passenger pick-up and drop-off for the residents of the Claridges within the public boulevard in front of the main entrance to the building. The design and construction of the passenger lay-by would be secured in the Section 37 Agreement and through the Site Plan approval stage. Staff are satisfied the proposed location of the driveway is acceptable.

CONTACT

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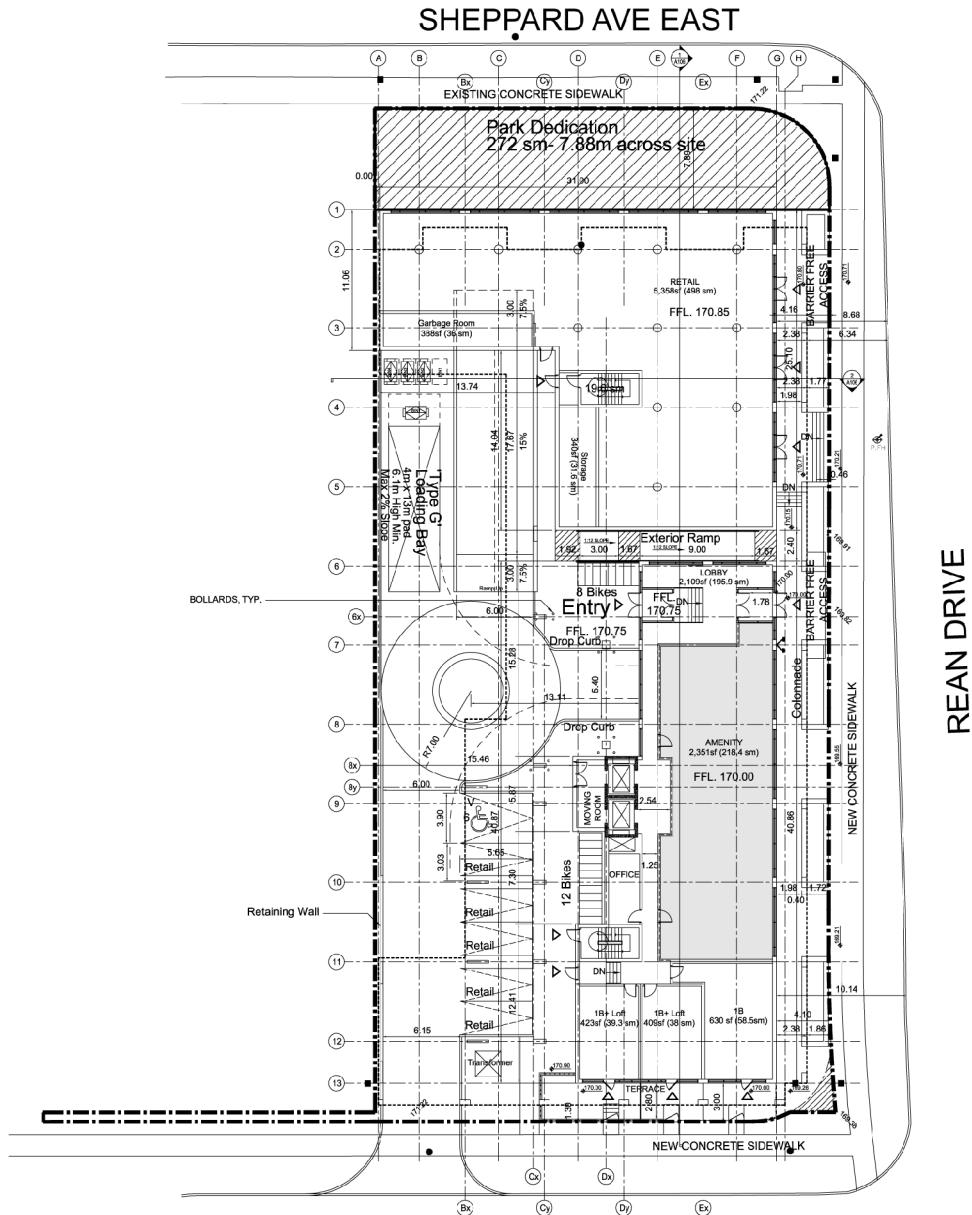
SIGNATURE

Gary Wright
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Relocated Driveway Plan
Attachment 3: Context Map
Attachment 4: Letter from Applicant

Attachment 1: Proposed Site Plan



Site Plan

18 - 26 Rean Drive

Applicant's Submitted Drawing

Not to Scale 
09/22/2011

File # 10_308452 NNY 24 02

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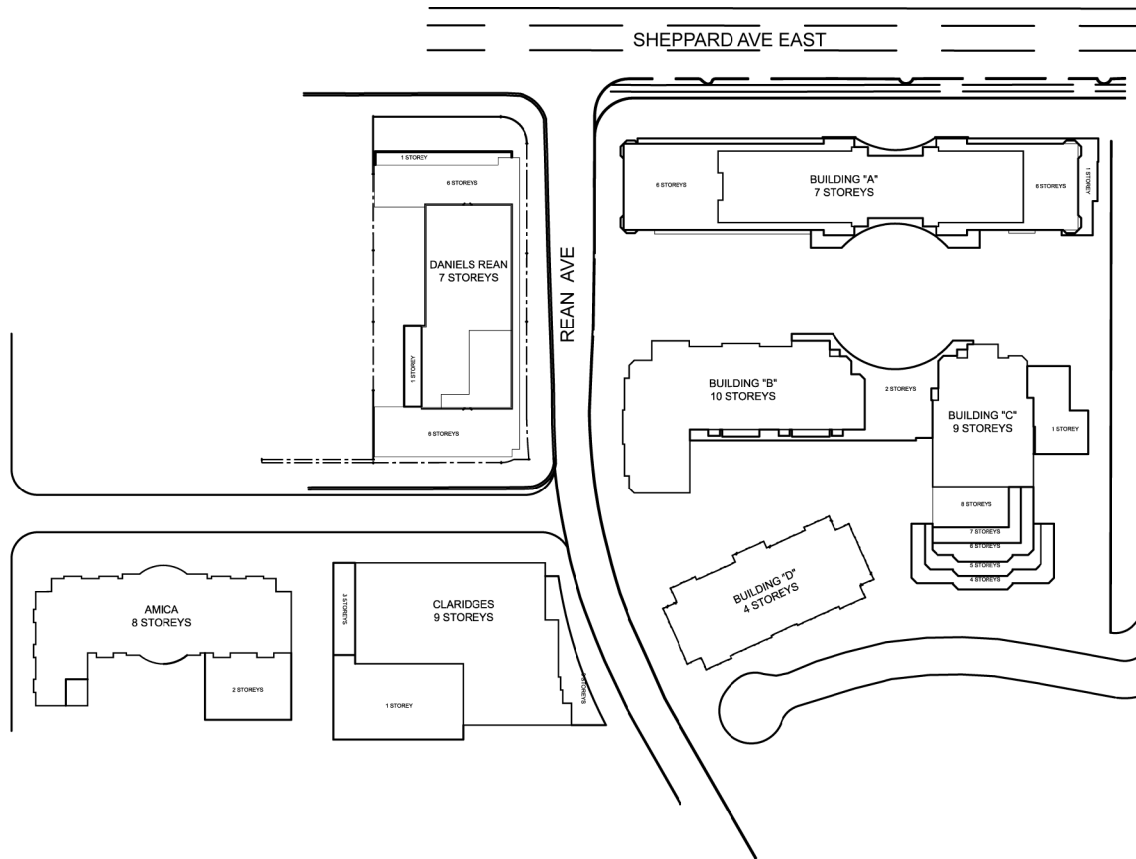
18 - 26 Rean Drive

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11/21/2011



Staff report for action – Further Report – 18-26 Rean Drive

Attachment 3: Area Context



Context Map

Applicant's Submitted Drawing

Not to Scale
10/06/2011



18 - 26 Rean Drive

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Attachment 4: Letter from Applicant

Daniels HR Corporation
Suite 3400 – 20 Queen Street West
Toronto, ON M5H 3R3
Tel: (416) 598-2129
Fax: (416) 979-0415

November 17, 2011

Mr. Allen Appleby, Director of Planning
City of Toronto, North District
Urban Development Services
North York Civic Centre, 5100 Yonge Street
Toronto, ON M2N 5V7

Attn: Steve Forrester, Senior Planner

Dear Mr. Forrester

**Re: 18-26 Rean Drive
Official Plan and Zoning By-Law Amendment Application**

Daniels HR Corporation (“Daniels”) filed applications on December 3, 2010 to amend the Official Plan and Zoning By-law to facilitate a multi-residential development with grade related retail uses on the above referenced lands. A final staff report recommending approval of the applications was prepared by Community Planning, dated October 17, 2011.

At the November 2, 2011 meeting of the North York Community Council made the following request under the heading of “Decision Advice and Other Information”:

“North York Community Council requested Planning staff to further review any options to relocate the driveway further east and report directly to City Council for its meeting on November 29, 2011.”

It has been suggested that relocating the driveway 3m to the east by placing a jog in the driveway would alleviate concerns raised by area residents. It should be noted, relocating the driveway from its current position will impact the required retail parking spaces at-grade. These retail parking spaces have been located at grade to provide convenient parking for retail users, as directed by a decision of North York Community Council, dated March 11, 2011. The issue of convenient retail parking is an ongoing issue in this community, displacing these off-street parking spaces encourages more street parking thereby exacerbating the concern of the neighbouring building.

We understand discussion among planning staff advocated reversing the entire driveway layout, this option is not feasible due to truck turning movements within the site and structural support of the building above. The current surface parking is located under an open section of the building where structural support is required between the parking spaces. Covering the parking spaces at grade also helps compliance with the urban design and built-form principles of the applicable Secondary Plan and Context Plan. Such an approach is impractical while ensuring structural stability and would also defeat the built-form objectives of the Context Plan.

The reduction of overall retail gross floor area has also been mentioned as a solution. A reduction of 40% of the retail floor area would be required to off-set a loss of 2 retail parking spaces (by placing a jog in the driveway). The policies of the Official Plan encourage retail to locate along the Sheppard Avenue frontage to create animated, safe and attractive streetscapes. This retail must be functional to succeed, by artificially reducing the retail floor area within this redevelopment the ability to provide a functional, practical and therefore successful commercial presence on the street is marginalized.

As you are aware we have agreed to design, construct and fund a passenger lay-by within the public boulevard on the south side of the unassumed road to resolve our neighbours concerns. This negotiation was undertaken in good faith despite both the City's and our own traffic engineers not requiring this revision to support the proposal. We consider adding another "solution" to this perceived issue is unnecessary. There has been no professional evidence put forward how arbitrarily moving the driveway eastward will improve traffic conditions over which our traffic neither our engineers or the City's engineers have a concern.

Yours truly,
Daniels HR Corporation



Neil Pattison, MCIP, RPP
Senior Manager of Development

Cc. Niall Haggart, Executive Vice President, Daniels Corporation