

146 – 150 Laird Drive – Zoning By-law Amendment Application – Request for Direction Report

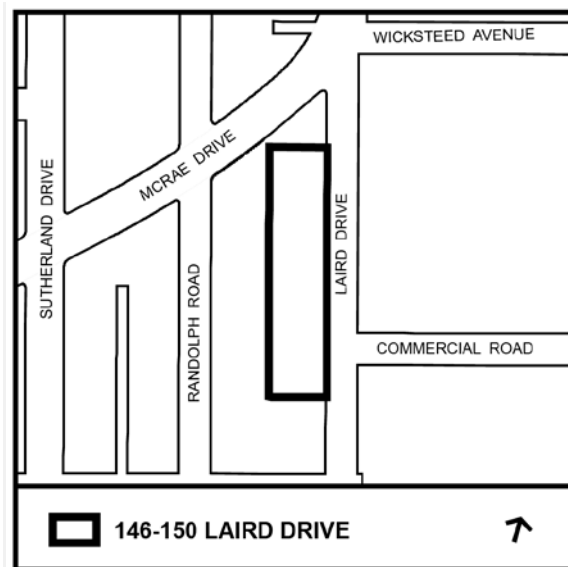
| | |
|--------------------------|---|
| Date: | August 18, 2015 |
| To: | North York Community Council |
| From: | Director, Community Planning, North York District |
| Wards: | Ward 26 – Don Valley West |
| Reference Number: | 14 169650 NNY 26 OZ |

SUMMARY

The applicant has appealed the Zoning By-law Amendment application to the Ontario Municipal Board (OMB) due to Council's failure to make a decision on the application within the time prescribed by the *Planning Act*. A Prehearing has been scheduled for September 22, 2015.

This application proposes to amend Zoning By-law 1916 and Zoning By-law 569-2013 to permit a phased development with an 8 storey rental retirement building (Phase 1) with 175 units and a 7 storey condominium for seniors (Phase 2) with 109 units at 146-150 Laird Drive. The overall development would have 284 units with a Floor Space Index of approximately 3.45 and 183 parking spaces provided in an underground parking garage. The second phase includes demolition of a portion of the heritage building with the front façade and a portion of the side walls being retained.

This report recommends that the City Solicitor, together with City Planning staff, attend the OMB hearing in opposition to the current proposal. The report also recommends that the City Solicitor and appropriate staff also be authorized to continue discussions with the applicant to address the issues outlined in this report.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning and other appropriate staff, to attend the Ontario Municipal Board proceedings for the appeal to oppose the Zoning By-law Amendment application in its current form.
2. Should the Ontario Municipal Board approve the application, City Council authorize the City Solicitor to request that the Board withholds its Order(s) approving the application until such time as:
 - a. The Board has been advised by the City Solicitor that the proposed zoning by-law amendments are in a form satisfactory to the City; and
 - b. A Site Plan Control application has been filed and all pre-approval conditions have been met.
3. Should the Ontario Municipal Board approve the application, City Council direct the City Solicitor to advise the Board that the zoning by-laws should not be approved without the provision of such services, facilities or matters pursuant to Section 37 of the Planning Act, as may be considered appropriate by the Chief Planner in consultation with the applicant and the ward councillor.
4. In the event that the Ontario Municipal Board allows the appeal in whole or in part, City Council direct staff to request that the Board withhold any order to approve a Zoning By-law Amendment for the subject lands until such time as the City and the owner have presented a draft by-law to the Board that secures appropriate community benefits and a Section 37 Agreement has been entered into.
5. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant to address the issues outlined in this report and to report back to City Council on the outcome, including proposed Section 37 contributions relating to any revised proposal, as appropriate.

Financial Impact

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

DECISION HISTORY

At its meeting of October 2, 2007, North York Community Council adopted staff recommendations that the building at 150 Laird Drive be included in the Toronto Inventory of Heritage Properties. A copy of the staff report submitted on the appropriateness of adding the site to the Inventory can be found at <http://www.toronto.ca/legdocs/mmis/2007/ny/bgrd/backgroundfile-6777.pdf>

Attachment 3 of the report mentioned above outlined the reasons that the building should be included in the Inventory of Heritage Properties. A copy of that attachment can be found at

<http://www.toronto.ca/legdocs/mmis/2007/ny/bgrd/backgroundfile-6780.pdf>

The application to amend the zoning by-laws was received on June 6, 2014 and on August 12, 2014 North York Community Council adopted a Preliminary Report on the Zoning By-law amendment application. Community Council directed that City Planning staff schedule a community consultation meeting with the Ward Councillor with an expanded notification area and that notice for the public meeting be given in accordance with the regulations under the *Planning Act*. Community Council also directed staff to report on an assessment of the heritage listing/designation for both 146 and 150 Laird Drive.

The Preliminary Report is available at:

<http://www.toronto.ca/legdocs/mmis/2014/ny/comm/communicationfile-49142.pdf>

ISSUE BACKGROUND

Proposal

The application proposes to construct two buildings for seniors on the site in two phases. Each building would be held in separate ownership. The first phase, located the south end of the lot would replace the existing 3 storey commercial building and surface parking lot with an 8 storey rental retirement building with 175 units. The second floor of the building would provide 31 assisted living units and have a dining room. The remaining floors do not provide assisted living but the units would not have full kitchens. A total of 144 units above the second floor are proposed. These residents would dine on the ground floor in communal dining facilities. The ground floor would consist of amenity space and dining room space for residents living above the second floor. Additional amenity space is proposed outdoors at-grade and on the roof. The 8 storey building would have a height of 27.86 metres (31.81 metres to the top of the mechanical space) and a gross floor area of 15,440 square metres. The building would step down in height to the residential area to the west and would have a minimum rear yard setback of 6 metres.

The second phase building on the north part of the lot would be a 7 storey condominium building targeted for seniors. The proposed building incorporates the front façade and a portion of the side walls of the existing listed heritage building (Durant Motors Office Building). A total of 109 units are proposed and each unit would have a full kitchen. There is no amenity space proposed as the amenity space in the rental building is intended for use by the residents of both buildings. The buildings would be connected by a 3 storey link to allow for access to the amenity spaces. The 7 storey building would have a height of 26.96 metres (30.86 metres to the top of the mechanical space) and a gross floor area of 8,069 square metres. The building would step down in height to the residential area to the west and would have a minimum rear yard setback of 5.5 metres.

Three levels of below-grade parking would be provided beneath the proposed rental building and would contain 177 spaces to be used by both buildings; no parking is proposed beneath the proposed condominium and heritage building. A drop-off area is proposed at-grade between the two buildings.

Site and Surrounding Area

The property is approximately 6,762 square metres in size and fronts onto the west side of Laird Drive. The property currently has two buildings on the site. The existing southern building (146 Laird Drive) is a 3 storey mixed-use building with a restaurant on the ground floor with commercial uses above and approximately eighty parking spaces.

The existing northerly building (150 Laird Drive) is a two-storey building which was listed on the City's Inventory of Heritage Properties in 2007. The building was formerly the office building for Durant Motors and was built in 1928. There are approximately 20 parking spaces on the site.

Abutting uses include:

North: A two-storey commercial building

South: One storey automotive dealership

East: A large format retail centre on the western edge of the Leaside Business Park

West: Detached dwellings and townhouses.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning, development and heritage resources. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong healthy communities; wise use and management of resources; and, protecting public health and safety. Provincial Policy Statement 2.6.1 reads "Significant built heritage resources and significant cultural heritage landscapes shall be conserved". 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.

Standards and Guidelines for the Conservation of Historic Places

In 2008 City Council adopted the *Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada* as the official document guiding planning, stewardship and conservation approach for all listed and designated heritage resources

within the City of Toronto. The General Standards (1-9) and Standards for Rehabilitation (10-13) apply to this project.

Official Plan

The Official Plan designates the site, on Map 17, as *Mixed Use Areas* which provides for a broad range of uses. Development in these areas will provide a balance of high quality commercial, residential and institutional uses. These uses should reduce automobile dependency and meet the needs of the local community. It is expected that *Mixed Use Areas* will absorb a large amount of the expected growth within the city however not all areas will experience the same scale or intensity of development. The Official Plan also contains policies respecting built form, transportation and the public realm.

Policy 2 of the *Mixed Use Areas* section of Chapter 4 identifies a number of criteria with regards to transition between development within *Mixed Use Areas* and adjacent *Neighbourhoods*. The policies require that new development will locate and mass new buildings to provide transition between areas of different development intensity and scale through means such as providing appropriate setbacks and a stepping down of heights. Policy 4.5.2(d) also requires that shadowing from new development be limited on adjacent *Neighbourhoods* especially during the spring and fall equinoxes.

The Built Form policies in Section 3.1.2 of the Official Plan relate to ensuring that new development in the city can fit harmoniously within the existing area. This includes providing appropriate transition to the existing surrounding area to ensure that the new development will fit within the existing and/or planned context. Development should be massed with good proportions to fit within the existing and planned context and to ensure sunlight and skyview from adjacent streets. Transition in scale may be achieved with many "geometric relationships and design methods in different combinations" including angular planes, stepping of heights, location and orientation of the buildings and the use of setbacks and stepbacks of building mass.

Official Plan Amendment (OPA) No. 199 provides the City's policy framework for heritage conservation in the City. OPA 199, Policy 4 states that, "Properties on the Heritage Register will be *conserved* and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council". Policy 5 of OPA 199 states that, "Proposed *alterations*, development, and/or public works on or *adjacent* to, a property on the Heritage Register will ensure that the *integrity* of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City".

Section 5.1.1 allows the City to approve height and/or density increases greater than permitted by the zoning by-law pursuant to Section 37 of the *Planning Act* for developments which exceed 10,000 square metres and increase the permitted density by at least 1500 square metres and/or significantly increase the permitted height. The

proposal is over 23,000 square metres and the proposed overall building heights in excess of thirty metres exceed the maximum permitted height of 12.2 metres.

The Toronto Official Plan is available on the City's website at:
http://www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The site is currently zoned Commercial – General (C1) by former Town of Leaside Zoning By-law 1916. This zone permits a wide range of retail and commercial uses. Residential dwelling units are permitted over a permitted commercial use except for over a garage or service station. Dwelling units are not permitted if there is no commercial use on the ground floor. A maximum lot coverage of 80 percent is permitted and a maximum height of 12.2 metres is permitted. The C1 zoning requires a front yard setback of 6 metres and a rear yard setback equal to 20 percent of the lot depth but in no case less than 6 metres.

The site is also zoned CR 2.0 (c2.0; r1.3) SS3 (x1163) by City of Toronto Zoning By-law 569-2013 which is currently under appeal. The CR zoned permits a mix of commercial and residential uses. Permitted residential uses include nursing home, residential care facility, retirement home and apartment building. A maximum height of 12.2 metres and a maximum lot coverage of 80 percent is permitted. A minimum rear yard setback of 7.5 metres is required. Exception 1163 only permits residential uses above the first floor.

By-law 569-2013 can be found at <http://www.toronto.ca/zoning>.

Site Plan Control

The proposal is subject to Site Plan Control under Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act*. No application has been filed.

Community Consultation

Staff held a community consultation meeting on February 9, 2015 to present the proposal. Approximately 140 members of the public attended. Residents identified a number of concerns with the proposal and were generally opposed to it. It was felt that the area is comprised of low-rise buildings and that the size of the proposed buildings would be out of keeping with that character.

Residents indicated concerns with regards to the height of the proposed buildings. It was expressed that the buildings are too high resulting in shadowing of adjacent properties and overlook into the rear yards of the residential lots to the west of the site.

The setback of the buildings from the west lot line was also raised as a concern. In conjunction with building heights, this raises privacy concerns with regards to overlook onto adjacent residential lots. It was also mentioned that the rear yard setback is not

sufficient to provide appropriate transition to the low-rise neighbourhood to the west. The proposed loading is also located near the west property line which was a concern of the nearby residents with regards to impacts including noise and odor.

The massing of the building was also raised as a concern at the meeting. Residents felt that the building was too large, too tall and imposing on the streetscape. The amount of building coverage also left little room to provide appropriate landscaping elements.

Residents noted that the applicant is proposing to incorporate only the façade of the existing heritage building on the site. The impacts were seen to be inappropriate as it looked like the proposal "swallowed" the heritage building.

The traffic impacts from the proposed development onto the existing road network are also a concern. It was also expressed that in addition to negatively impacting the community, the proposal did nothing to improve or benefit the people already living and working in the area.

In addition to the feedback received at the community meeting, residents have also submitted a number of letters to staff outlining similar issues to those raised at the community meeting. A petition in opposition to the application has also been submitted with approximately 400 signatures.

Reasons for the Application

The application is required to amend both former Town of Leaside By-law 1916 and City of Toronto By-law 569-2013. By-law 1916 needs to be amended to permit the uses as dwelling units are only permitted in a C1 zone when commercial uses are provided at-grade. The rezoning would also amend performance standards, including maximum permitted height.

By-law 569-2013 also requires amendments to permit the development as Exception 1163 only permits residential uses when commercial uses are provided at grade. The proposed development also requires amendments to the applicable performance standards to permit the proposed height, density, and setbacks.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 and the Growth Plan for the Greater Golden Horseshoe are high-level and broad reaching documents. The City is a development area and infill is encouraged under these policies. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs.

Within this framework, the PPS recognizes that the Official Plan is the most important vehicle for implementing PPS requirements and that comprehensive, integrated and long term planning is best achieved through municipal official plans. The City's Official Plan meets the requirements of the PPS. The site is designated as *Mixed Use Areas* which are intended to accommodate some intensification however not all areas are expected to accommodate the same level of intensification.

Chapter 2 of the PPS deals with the wise use and management of resources. One of those resources is existing *significant built heritage resources*. *Built Heritage Resources* include buildings which are included on local registers such as the City's Inventory of Heritage Properties. The existing building at 150 Laird Drive is on the City's Inventory of Heritage Properties.

Heritage

The building at 150 Laird Drive, the Durant Motors Office Building, was added to the City's Heritage Register by City Council in 2007. The building was constructed in 1928 for Durant Motors of Canada, one of the earliest industries in Leaside, and a well-crafted example of an office building with Neo Gothic features.

The application proposes to retain only the front façade, 2 window bays on the north side and 1.5 window bays on the south side of the heritage building at 150 Laird Drive as part of the proposed condominium development. The proposed building would have a stepback at the third storey from the retained front façade of 3 metres. Heritage Preservation Services recommends a 10 metre stepback to allow for the heritage attributes of the building to remain significantly visible and provide appropriate separation from the new construction.

A 5 storey building mass is proposed at the north-west corner of the Durant Motors Office Building, projecting beyond the north façade of the heritage building. This portion of the proposed building should be removed to respect the relationship and expose more of the west elevation of the heritage building.

The proposal will remove the majority of the existing heritage building envelope and preserve only the front façade and portion of both of the north and south elevations. The applicant is also proposing to amend the existing light wells in the front yard. The applicant should amend the proposal to keep more of the heritage building instead of demolishing the majority of the building and altering the landscaping.

The property at 150 Laird Drive is listed on the City's Heritage Register, while the property at 146 Laird Dr is not currently listed. Both 146 and 150 Laird Drive are being evaluated by Staff for potential designation under Part IV of the Ontario Heritage Act in light of this application and as directed by North York Community Council at its meeting of August 12, 2014.

Should the property at 146 Laird Drive be deemed worthy of designation under Part IV of the Ontario Heritage Act, the application will need to be significantly revised to respond to its heritage features. Should the property at 146 Laird Drive not be deemed worthy of designation, the proposed materials of the new building, and the proposed building at 150 Laird Drive, should not compete with the materials of the heritage building and should allow the heritage fabric to remain the primary focus of the development. The proposed building at 150 Laird Drive should incorporate compatible materials that are lightweight in appearance and legible from the brick and stone of the existing heritage building.

Should the proposal, or a variation, ultimately be approved a Heritage Easement Agreement, a detailed Conservation Plan, and a Heritage Interpretation Plan should be secured as conditions of approval.

Site Organization

The buildings propose rear yard setbacks of 5.5 and 6 metres from the west property line. This lot line abuts the existing residential neighbourhood. This provides little privacy to the existing residents to the west of the site and is not in keeping with the minimum setback of 7.5 metres required by By-law 569-2013 for a building with a maximum height of 12.2 metres. A rear setback of 7.5 metres is also appropriate as the site abuts land designated as *Neighbourhoods* in the Official Plan and 7.5 metres provides adequate space to allow for an appropriate transition.

Further, the applicant is proposing a south side yard setback of approximately one metre and a north side yard setback of 2.1 metres with both of these elevations containing windows. The south side yard should be increased to 5.5 metres to provide a sufficient buffer to the adjacent site, allow for landscaping and to provide adequate privacy separation distances to future development. The north side yard setback should be increased to respect the existing 5 metre setback of the existing heritage building.

The proposed front yard setback for Phase 1 (the southerly building) is 0 metres. This setback should be increased at grade to accommodate landscaping and outdoor amenity area with access to sunlight to enhance and animate the street edge. Interior uses should be organized to provide active uses to support and animate Laird Drive. The front yard setback should also be increased to provide an appropriate transition to the existing heritage building.

Currently both building entrances are proposed facing the vehicular drop off court, internal to the site. Main building entrances of both buildings should be revised to face Laird Drive so that entrances are clearly visible and directly accessible from the public sidewalk, animating the street edge. The main building entrance of the heritage building should be maintained as a building entrance in lieu of the proposed conversion into a private terrace.

Built Form

The length of the building in Phase 1 is 93 metres along Laird Drive. When this building is connected to the Phase 2 building by the proposed three-storey element it will result in a building length of approximately 164 metres along Laird Drive. The Official Plan *Built Form* policies state that development should be massed "to fit harmoniously into its existing and/or planned context". The building massing of Phase 1 should be articulated and broken up along its base and at the upper storeys to avoid excessively long facades. The proposal creates an inappropriate building massing length and the two buildings should be refined to separate the two buildings and respond to the finer grain character of Laird Drive.

The building massing of Phase 1 includes a 6 storey base with a 2 metre building step back above the 6th floor on Laird Drive. The building massing of Phase 2 includes a 2 storey base (the existing heritage building) along Laird Drive with a 3 metre building stepback on the east elevation above the second floor. The building massing of Phase 1 should be redesigned to create a 2 storey base that relates to the existing heritage building. In addition the stepback above the 6th floor for Phase 1 should be increased to adhere to a front angular plane in maintaining good street proposition and sunlight on the Laird Drive sidewalk.

The building stepback of Phase 2 above the heritage building should be increased to 10 metres to allow for the heritage attributes of the building to remain significantly visible and provide appropriate separation from the new construction.

The existing grade along the site slopes down approximately 0.60 metres from the north property line to the south property line. The proposal does not respond to the grade change adequately which results in part of the building slab being exposed to Laird Drive. A stepping of the finished floor elevation with the existing change in grade is recommended to maintain a better at-grade relationship to Laird Drive.

The existing Durant Motors Office Building has below grade unit space that gains access to light through sunken light-wells facing Laird Drive. The proposal for Phase 2 is to further lower and expand the light wells into sunken terraces for private residential amenity use. Expansion of the below grade light wells into amenity space is not recommended as it further exacerbates the grade relationship of the building to the street and removes existing landscaping in the front yard altering the relationship the existing heritage building has with the public street and sidewalk.

Building Height and Transition

The *Mixed Use Areas* section of the Official Plan discusses transition between areas of different development intensity and scale. The policies state that transition will be provided by "providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*" such as the one abutting the site to the west. New buildings should be located and massed so as to "adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes".

On Map 3 of the Official Plan the right-of-way of Laird Drive is planned to be 27 metres. Both former Town of Leaside By-law 1916 and Toronto By-law 569-2013 permit a maximum building height of 12.2 metres. The proposed Phase 1 building would have a height of 27.86 metres (31.81 metres to the top of the mechanical space) and the height of the Phase 2 building would be 26.96 metres (30.86 metres to the top of the mechanical space). The proposed buildings would be significantly greater than that permitted by the zoning by-laws and Phase 1 would be taller than the width of the planned width of the public right-of-way.

Laird Drive is characterized by predominately one- and two-storey buildings. The Built Form policies of the Official Plan require that development be massed to "fit harmoniously" into the existing and planned context and to limit its impacts on neighbouring streets by massing buildings to frame the street in a way which respects the context. The site is designated *Mixed Use Areas* in the Official Plan which provides direction on the planned context for the site. Development in *Mixed Use Areas* should provide appropriate transition to lower scale *Neighbourhoods* such as the one to the west of the site through means such as providing appropriate setbacks and stepping down of heights. Buildings should be massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

The height of both buildings should be reduced in order to meet the *Built Form* and *Mixed Use Areas* policies of the Official Plan regarding transition, to provide better a "fit" with the existing and planned context of Laird Drive and to not exceed 27 metres in height (width of the public right-of-way). The buildings should not encroach into a 45 degree angular plane drawn from the property line of the *Neighbourhoods* designation. In addition to reducing the overall height and providing transition to the low scale residential area, meeting a 45 degree angular plane also has the effect of reducing shadowing impacts on adjacent sites in accordance with Official Plan policies.

Streetscape/Access

The proposed development includes three curb cuts. The northerly curb cut is to provide access to a circular pick-up/drop-off entrance near the mid-point of the site. This pick-up/drop-off area creates a large paved area which caters solely to automotive users. This eliminates the opportunities for landscaping in the front yard as well as creating two curb cuts adjacent to each other increasing interactions between pedestrians and vehicles. The front yard of the site should be landscaped with minimal hard landscaping. Pedestrian interactions with automobiles should be minimized to provide for a safe pedestrian environment.

Transportation Services recommends that the three curb cuts be consolidated into one, which should be located where the entrance to the parking garage is proposed. This requires the removal of the pick-up/drop-off driveway and the southerly most curb cut which accesses the proposed loading area. The remaining curb cut is located opposite the existing signalized intersection at Commercial Road making turning movements and interactions with pedestrians much safer.

A landscaped median currently exists in the centre of the public right-of-way in front of the existing heritage building. The landscaped median should be extended south along the Laird Drive frontage to enhance the streetscape environment.

Transportation

The applicant has submitted a Traffic Impact Study (TIS) in support of the application, however the TIS does not include any background development in the report nor does it provide existing transit information. The TIS also does not provide analysis of the Wicksteed Avenue and McRae Drive intersections with Laird Drive. As part of the analysis of the traffic impacts the consultant has estimated the trip distribution pattern for the site traffic based on the location of population and employment in the City. There is no background information provided in the TIS to justify the trip distribution. Until this outstanding information and analysis is submitted, the City cannot accept the traffic impacts of this proposal.

Also required is a 3.44 metre widening of the public right-of-way. This has been illustrated on the submitted drawings and if the application is approved by the Board will be secured as part of the Site Plan Control process.

Parking

The proposal includes a total of 177 parking spaces, 21 of which would be for visitors. This complies with the requirements of By-law 569-2013 and Transportation Services are satisfied with the amount of parking. However, the Toronto Green Standard (TGS) requires a minimum of five accessible parking spaces. The applicant is proposing two accessible parking spaces which do not meet the requirements of the TGS. The proposed parking spaces should be revised to meet the requirements of the TGS.

Also required by the TGS and By-law 569-2013 are bicycle parking spaces for both visitors and residents. The draft by-law submitted by the applicant requires no bicycle parking however the TGS checklist submitted indicates some will be provided but not as many as required. The applicant should provide visitor and resident bicycle parking in accordance with By-law 569-2013 and the TGS.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for an increase in height and/or density pursuant to Section 37 of the *Planning Act*. As the application is seeking a significant increase in height and density, a Section 37 contribution would be warranted if this application were approved.

To date, staff have not had any discussions with the applicant or Ward Councillor regarding a Section 37 contribution due to the outstanding issues discussed above. In the event that the OMB considers granting additional density and/or height beyond that which is permitted by the by-law, the City will request that the OMB not approve the

amending zoning by-law without the provision of such community benefits as are appropriate in the opinion of the Chief Planner in consultation with the applicant and the ward councillor. This may include an extension of the existing centre median in the public right-of-way.

Conclusions

The current development's siting, organization, massing, height and scale are not appropriate. The proposed built form does not adequately address the existing and planned context for Laird Drive and does not provide appropriate transition to the stable residential area to the west. The proposed alterations of the listed heritage building are inappropriate and do not respect its heritage attributes.

It is recommended that City Council authorize the City Solicitor and appropriate staff to attend any Ontario Municipal Board hearing in opposition to the current proposal. It is also recommended that City Council direct staff to continue discussions with the applicant to address the issues raised in this report including an appropriate Section 37 contribution for a revised proposal.

CONTACT

Guy Matthew, Planner
Tel. No. (416) 395-7102
Fax No. (416) 395-7155
E-mail: gmatthe2@toronto.ca

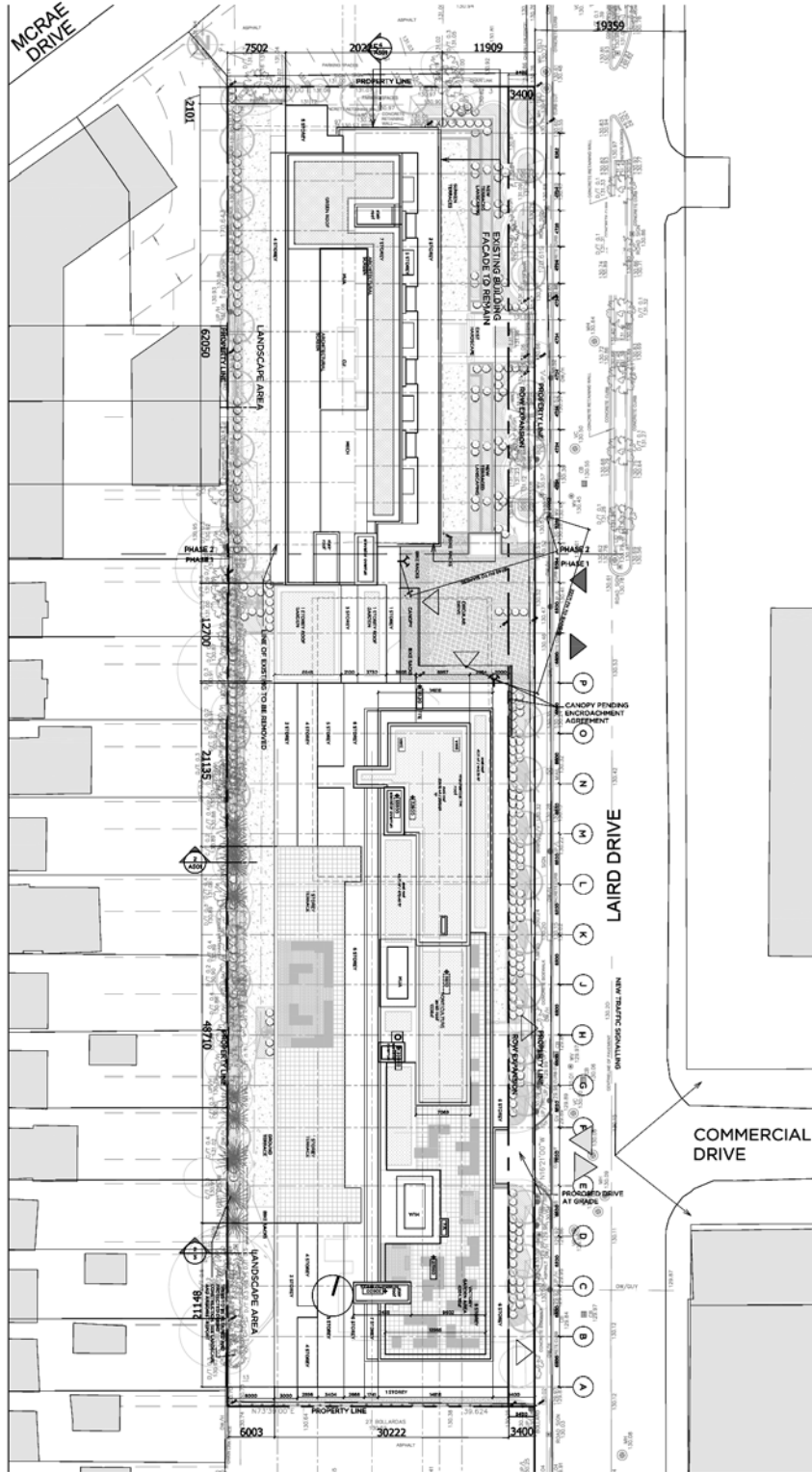
SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

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

Attachment 1: Site Plan



146-150 Laird Drive

File # 14 169650 NNY 26 0Z

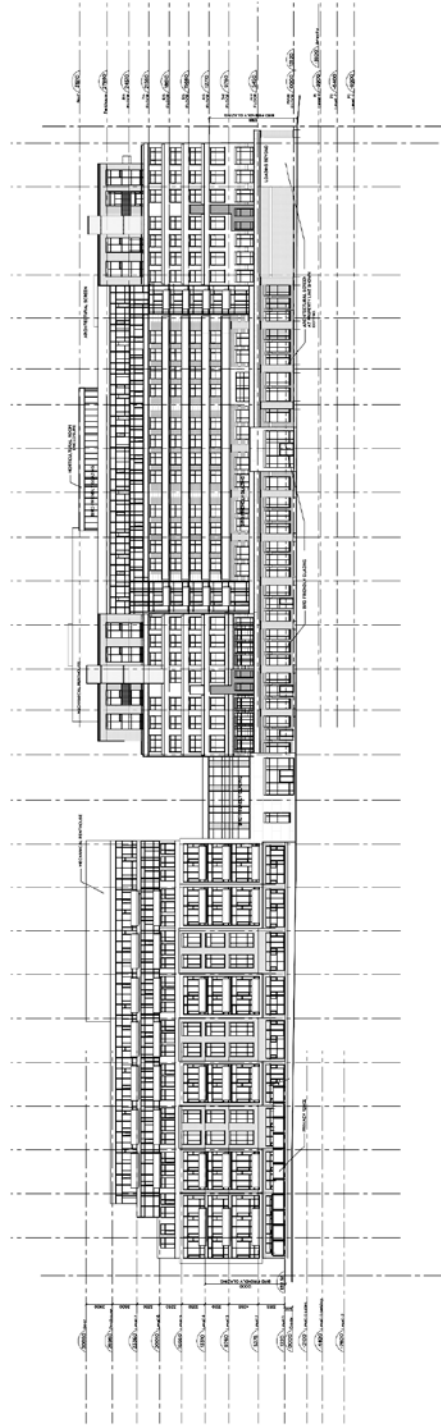
Site Plan

Applicant's Submitted Drawing

Not to Scale
07/09/2014



Attachment 2: Elevations



WEST ELEVATION

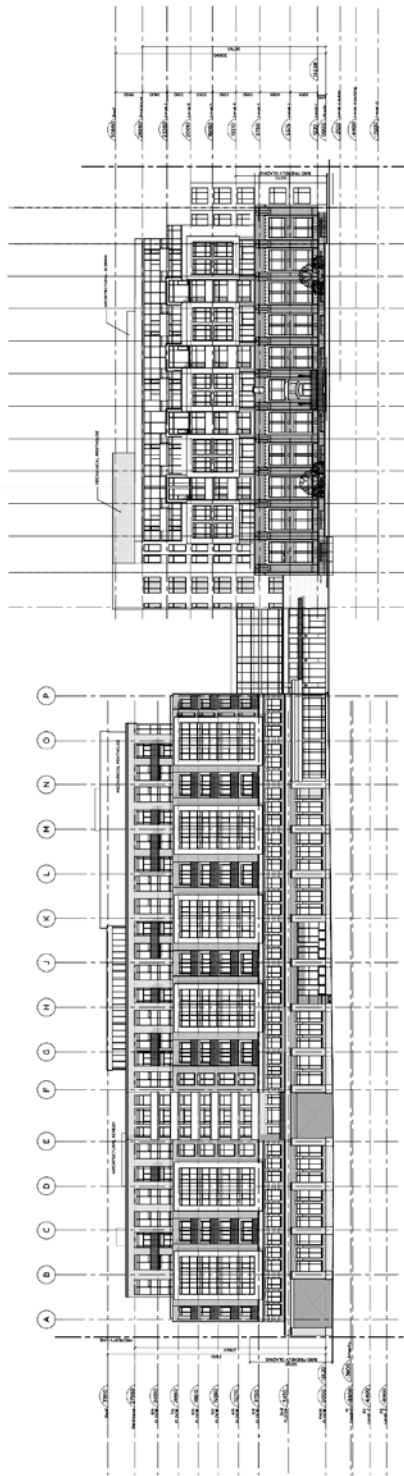
Elevations

Applicant's Submitted Drawing

Not to Scale
07/02/2014

146-150 Laird Drive

File # 14 169650 NNY 26 0Z



EAST ELEVATION

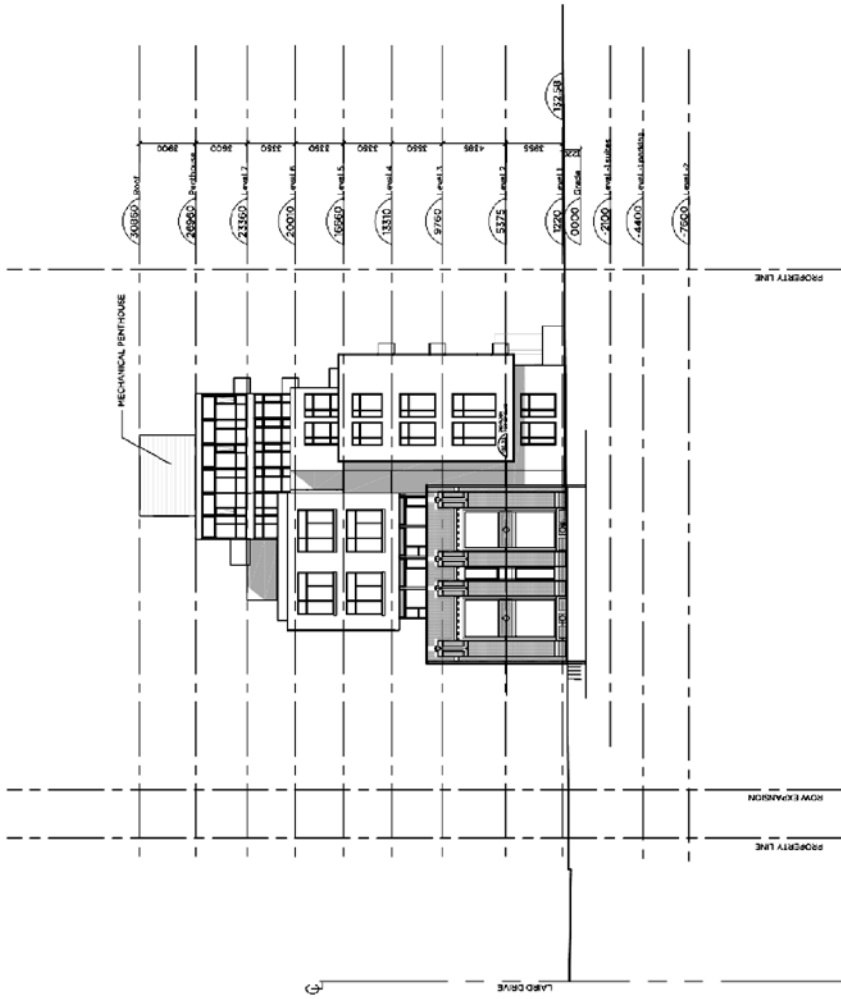
Elevations

Applicant's Submitted Drawing

Not to Scale
07/02/2014

146-150 Laird Drive

File # 14 169650 NNY 26 0Z



NORTH ELEVATION

Elevations

Applicant's Submitted Drawing

Not to Scale
07/09/2014

146-150 Laird Drive

File # 14 169650 NNY 26 02



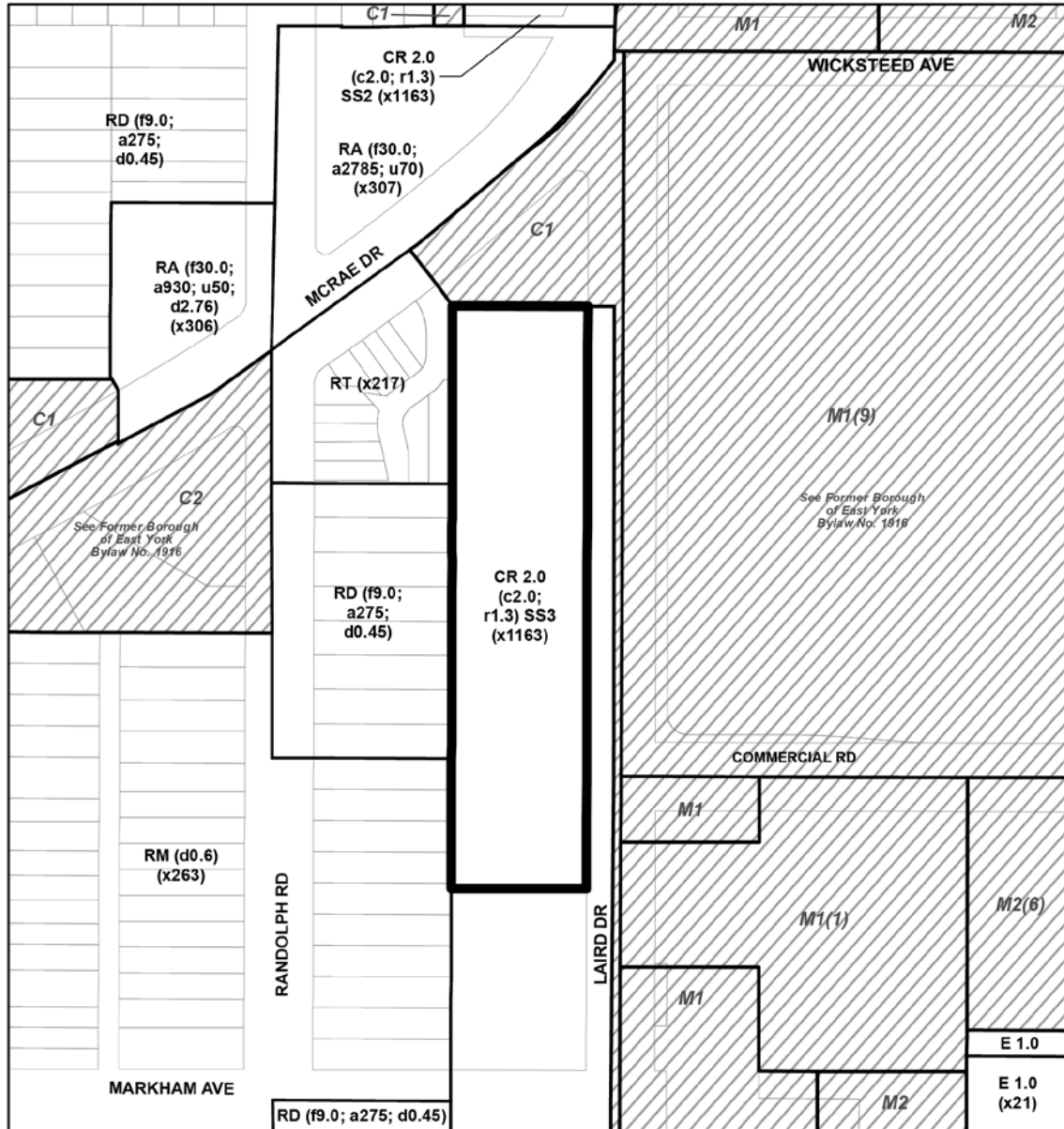
146-150 Laird Drive

Elevations
 Applicant's Submitted Drawing

File # 14 169650 NNY 26 0Z

Not to Scale
 07/09/2014

Attachment 3: Zoning



Zoning By-law 569-2013

146-150 Laird Drive

File # 14 169650 NNY 26 02

Location of Application

See Former Borough of East York Bylaw No. 1916

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple

RA Residential Apartment
CR Commercial Residential
E Employment Industrial

C1 Commercial - General
C2 Commercial - Local
M1 Light Industrial

M2 Genreal Industrial
R3A High Density Residential



Not to Scale
Extracted: 06/17/2014

Attachment 4: Application Data Sheet

| | | | |
|------------------|--------------------|---------------------|---------------------|
| Application Type | Rezoning | Application Number: | 14 169650 NNY 26 OZ |
| Details | Rezoning, Standard | Application Date: | June 6, 2014 |

Municipal Address: 146 - 150 LAIRD DRIVE

Location Description: PLAN 2120 LOT 614 TO 629 **GRID N2603

Project Description: Proposed two mid-rise buildings (7-storey and 8 storey) consisting of 23,561 square metres of older adult living accommodations. The 8-storey building will be retirement rental accommodations and the 7-storey building will be a condominium for older adults.

| | | | |
|-----------------------------|---------------|-------------------|---------------------------|
| Applicant: | Agent: | Architect: | Owner: |
| VIVA RETIREMENT COMMUNITIES | BOUSFIELDS | RAW DESIGN | INVAR (EAST YORK) LIMITED |

PLANNING CONTROLS

| | | | |
|----------------------------|--|--------------------------|--------|
| Official Plan Designation: | Mixed Use Area | Site Specific Provision: | |
| Zoning: | C1 (By-law 1916) CR 2.0 (By-law 569-2013) | Historical Status: | Listed |
| Height Limit (m): | 12.2 metres | Site Plan Control Area: | Y |

PROJECT INFORMATION

| | | | | | |
|------------------------------------|-------|---------|-----------------|-------|--------------|
| Site Area (sq. m): | 6762 | Height: | Storeys: | 8 | |
| Frontage (m): | 170.4 | | Metres: | 27.86 | |
| Depth (m): | 39.6 | | | | |
| Total Ground Floor Area (sq. m): | 3378 | | | | Total |
| Total Residential GFA (sq. m): | 23561 | | Parking Spaces: | 177 | |
| Total Non-Residential GFA (sq. m): | 0 | | Loading Docks | 1 | |
| Total GFA (sq. m): | 23561 | | | | |
| Lot Coverage Ratio (%): | 50 | | | | |
| Floor Space Index: | 3.48 | | | | |

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

| | Rental, Condo, Other | | Above Grade | Below Grade |
|--------------|----------------------|----------------------------------|--------------------|--------------------|
| Rooms: | 0 | Residential GFA (sq. m): | 23561 | 0 |
| Bachelor: | 37 | Retail GFA (sq. m): | 0 | 0 |
| 1 Bedroom: | 219 | Office GFA (sq. m): | 0 | 0 |
| 2 Bedroom: | 28 | Industrial GFA (sq. m): | 0 | 0 |
| 3 + Bedroom: | 0 | Institutional/Other GFA (sq. m): | 0 | 0 |
| Total Units: | 284 | | | |

| | | |
|-----------------|----------------------|-----------------------------|
| CONTACT: | PLANNER NAME: | Guy Matthew, Planner |
| | TELEPHONE: | (416) 395-7102 |