

**1100 – 1150 Caledonia Road and 0 Caledonia Road –  
Official Plan and Zoning By-law Amendment  
Applications – Final Report**

<b>Date:</b>	December 15, 2011
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 15 – Eglinton-Lawrence
<b>Reference Number:</b>	10 105227 NNY 15 OZ and 10 255341 NNY 15 OZ

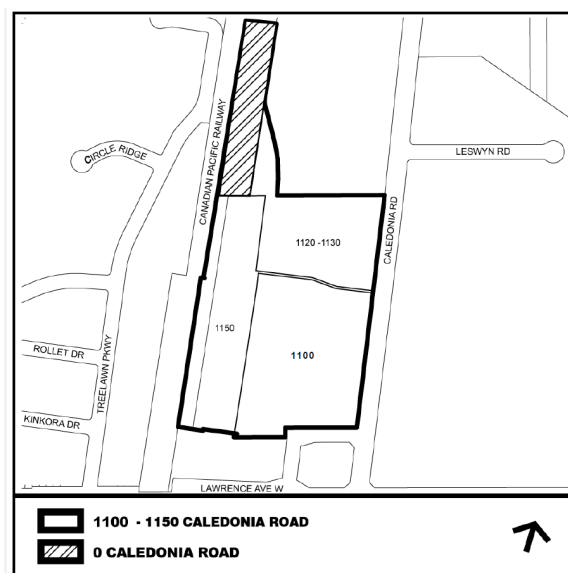
**SUMMARY**

The Zoning By-law Amendment application, submitted on January 15, 2010, seeks to permit 31,613 m<sup>2</sup> of major retail, service uses and office uses by adaptively re-using three existing buildings and proposing additions to two of the existing buildings at 0 and 1100 – 1150 Caledonia Road. A total of 1,077 standard surface parking spaces are proposed on site, as well 35 smaller parking spaces. The Official Plan Amendment application, submitted on September 9, 2010, seeks to re-designate the vacant lands at 0 Caledonia Road from *Utility Corridors* to *Employment Areas*.

The proposed commercial development conforms to the City's Official Plan and fulfills urban design and built form objectives of the Plan. The proposed redesignation of the lands at 0 Caledonia Road to *Employment Areas* is appropriate.

The applications are in conformity with the Places to Grow Growth Plan for the Greater Golden Horseshoe and are consistent with the Provincial Policy Statement.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 0 Caledonia Road, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6.
2. City Council amend former City of North York Zoning By-law No. 7625, for the lands at 0 and 1100-1150 Caledonia Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:
  - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
    - i. Prior to the issuance of any building permits for the development (including interior alteration permits), the owner be required to provide a cash contribution of \$350,000 which is to be used for capital upgrades to Caledonia Park and one of the following:
      - (a) provision of a 465 m<sup>2</sup> fully finished, furnished and equipped on-site community space for use as a community facility to the satisfaction of the Chief Planner and Executive Director, City Planning; or
      - (b) provision of an additional \$100,000 cash contribution to be secured for capital upgrades to Caledonia Park and the provision and maintenance of on-site public art pursuant to the Percent for Public Art Guidelines to a value of \$300,000 to the satisfaction of the Chief Planner and Executive Director, City Planning.
    - ii. Require that the cash amounts to be secured be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date of payment.
  - b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support the development:

- i. Prior to the issuance of building permits (including interior alteration permits), pay for and/or construct any required improvements to the municipal infrastructure (including off-site road improvements), to the satisfaction of the Executive Director of Technical Services.
  - ii. Prior to the issuance of building permits (including interior alteration permits), provide \$100,000 to equip four intersections in the vicinity of the site with transit signal priority.
  - iii. Prior to the issuance of the first building permit, the Owner shall submit a cost estimate and all the necessary plans for the proposed driveway realignment work east of Caledonia Road (and any possible disruptions to the park and its features) to be approved by the General Manager, Parks, Forestry and Recreation and General Manager, Transportation Services.
  - iv. Prior to the issuance of the first building permit (including interior alteration permits), the Owner shall post an irrevocable Letter of Credit in the amount of 120% of the value of the approved estimate for the works identified above to the satisfaction of the General Manager, Parks, Forestry and Recreation. No credit shall be given towards the Parks and Recreation component of the Development Charges or the Section 37 cash contribution identified above for costs associated with the proposed driveway re-alignment work in the park.
5. Before introducing the necessary Bills to City Council for enactment, the City's Notice of Approval Conditions is to be issued by the Director, Community Planning, North York District under Section 41(16) of the *Planning Act* and Section 114 of the *City of Toronto Act*.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

#### **August 19, 2009 Report**

On May 25, 26 and 27, 2009, City Council directed the Chief Planner and Executive Director, City Planning to report to the North York Community Council and Planning and Growth Management Committee on the interpretation of the *Employment Areas* policies of the Official Plan as they apply to 1100-1150 Caledonia Road.

On October 13, 2009, North York Community Council considered a report (dated August 19, 2009) from the Chief Planner and Executive Director, City Planning responding to this direction. The report can be found at:

[www.toronto.ca/legdocs/mmis/2009/ny/bgrd/backgroundfile-23651.pdf](http://www.toronto.ca/legdocs/mmis/2009/ny/bgrd/backgroundfile-23651.pdf).

In this report, City Planning staff identified that Official Plan Policy 4.6.3 would apply to any application proposing major retail uses on the subject lands. The report clarified that

an application for major retail uses on the lands would also be subject to the criteria of Policy 4.6.3 and other Official Plan policy matters that would need to be addressed before a rezoning of the subject site could be supported. The General Manager, Economic Development and the City Solicitor concurred with this opinion.

### ***Employment Area Policy Review***

In May 2009, the Planning and Growth Management Committee also requested that City Planning review the *Employment Area* policies, including Policy 4.6.3 which, subject to conditions, contemplates major retail uses along major streets that form the boundary of an *Employment Area*. Direction was provided to staff to assess the impact that major retail uses has on the prime economic function of *Employment Areas*.

A staff report in this regard was before Planning and Growth Management Committee at its May 19, 2010 meeting. This report can be found at:

<http://www.toronto.ca/legdocs/mmis/2010/pg/bgrd/backgroundfile-29918.pdf>.

The Planning and Growth Management Committee directed the Chief Planner and Executive Director, City Planning, to consult on the draft Official Plan Amendment contained in the report.

At its October 13, 2009 meeting, North York Community Council adopted the following motion and referred it to the Planning and Growth Management Committee for its consideration:

- “1. That the Planning and Growth Management Committee, in reviewing the Official Plan as it applies to employment areas, give consideration to:
  - a. excluding main streets that bisect employment areas, as areas permitting big box retail; and
  - b. excluding from consideration as the "boundary" of employment areas [lands] that abut residential zones or whose access is limited by physical barriers, like railways, and limited access highways."

At its May 30, 2011 meeting, the Planning and Growth Management Committee adopted the May 10, 2011 report from the Chief Planner and Executive Director entitled 'Five Year Review of the Official Plan and Municipal Comprehensive Review'. The report can be found at the following link:

[www.toronto.ca/legdocs/mmis/2011/pg/bgrd/backgroundfile-38172.pdf](http://www.toronto.ca/legdocs/mmis/2011/pg/bgrd/backgroundfile-38172.pdf).

The report advised that since the statutory review of employment policies and designations is now taking place, the review of the *Employment Area* policies is being incorporated into the Official Plan Review and Municipal Comprehensive Review.

### **Preliminary Report**

A preliminary report on the rezoning application for 1100-1150 Caledonia Road was adopted by North York Community Council at its April 27, 2010 meeting. The report provided background information on the proposal and recommended that a community

consultation meeting be held and notice be given according to the regulations of the *Planning Act*. The preliminary report is available at:  
[www.toronto.ca/legdocs/mmis/2010/ny/bgrd/backgroundfile-28986.pdf](http://www.toronto.ca/legdocs/mmis/2010/ny/bgrd/backgroundfile-28986.pdf).

At this meeting, North York Community Council also directed that:

- "The Director, Community Planning, North York District, do a presentation on "the edges of industrial lands" at the next North York Community Council meeting on May 25, 2010.
- As background for the presentation, the Director, Community Planning, North York District, abstract those amendments to the Official Plan designed to prevent the incursion of big box retail into employment lands for consideration at that time".

### **May 21, 2010 Report**

In response to the April 27, 2010 direction from North York Community Council, City staff submitted an information report, dated May 21, 2010 and made a presentation at the May 25, 2010 North York Community Council meeting. The report and presentation provided background information on the review of the *Employment Areas* policies in the Official Plan "to prevent the incursion of big box retail into *employment lands*".

North York Community Council:

1. Received the presentation on the *Employment Areas* policies in the Official Plan.
2. Requested the Planning and Growth Management Committee to consider the following:
  - a. amending the Official Plan to establish clearly that parkland abutting an employment area be considered to be part of the employment area for the purposes of determining the "edge" or "boundary of an employment area";
  - b. in determining the criteria for big box intrusion into an employment area, main streets that bisect an employment area be excluded from consideration; and
  - c. lands that abut a railway line or controlled access highway be excluded from consideration as part of the edge or boundary of an employment area in determining the location of big box retail.

The information report is available at:

<http://www.toronto.ca/legdocs/mmis/2010/ny/bgrd/backgroundfile-30473.pdf>.

## **ISSUE BACKGROUND**

### **Proposal**

The rezoning application was originally submitted on January 15, 2010 and has been revised to respond in part to concerns raised by City staff as well as to increase the

proposed gross floor area. The current proposal, submitted on July 5, 2011, seeks to permit 31,613 m<sup>2</sup> of major retail, service uses and office uses by adaptively re-using three existing buildings at 1100 – 1150 Caledonia Road with additions proposed to two of the buildings (Buildings A and C).

Of the total proposed gross floor area, permission is being sought for 27,707 m<sup>2</sup> for retail and service units (this excludes common servicing/loading areas and pedestrian corridors through the buildings). Interior alterations to the three existing buildings, partial demolition of portions of buildings A (6,072 m<sup>2</sup>) and B (552 m<sup>2</sup>) and the additions to Buildings A (6,289 m<sup>2</sup>) and C (3,795 m<sup>2</sup>) are proposed to accommodate 45 separate retail and service units of varying sizes on the ground floor of the buildings. A total of 3,798 m<sup>2</sup> of gross floor area is proposed for office uses. The office uses are proposed to be located on the second floors of the additions proposed to Buildings A and C.

A total of 18 smaller retail and service units, under 300 m<sup>2</sup>, are proposed in Buildings A, B and C. A total of 4 large and medium-sized units are proposed in Building A with gross floor areas exceeding 1,000 m<sup>2</sup>. One of the larger retail units in Building A is proposed to be almost 8,000 m<sup>2</sup> in size. The remainder of the units (23) are between 300 m<sup>2</sup> and 1,000 m<sup>2</sup> in size. The applicant is requesting that an exemption to the current zoning be introduced that would provide for the amount of retail and service uses requested as well as additional permissions that are not currently permitted, such as daycare uses and theatres. The applicant has not specified any tenants at this time, but has indicated a desire to have a grocery store and design and décor related businesses occupy the individual units in the buildings.

The proposal would provide 1,077 standard surface parking spaces, 35 small parking spaces and 9 loading spaces that meet City requirements. The small parking spaces measure 2.6 metres by 4.6 metres and do not satisfy the City's By-law requirements for parking space dimensions. They could accommodate smaller vehicles only.

Three vehicular driveways to Caledonia Road are proposed that approximate the locations of existing driveways. Landscape strips are proposed along the south, north and west edges of the subject site as well as some landscaping proposed within the surface parking area and along the Caledonia Road frontage. 172 parking spaces are proposed within the northern portion of the site that abuts the rail corridor (0 Caledonia Road). The remainder of this property is to be maintained as landscaped open space.

The site plan and elevations of the development are attached as Attachments 1 and 2. Additional site statistics are provided in the Application Data Sheet (Attachment 5). The following table provides a comparison between the original proposal and the current proposal submitted in July 2011:

	<b>Original Proposal January 2010</b>	<b>Current Proposal July 2011</b>
Total Gross Floor Area	26,575 m <sup>2</sup>	31,613 m <sup>2</sup>
Building A	Partial demolition: 1,579 m <sup>2</sup> Existing GFA to be retained: 18,895 m <sup>2</sup> New GFA: 0 m <sup>2</sup>	Partial demolition: 6,072 m <sup>2</sup> Existing GFA to be retained: 14,411 m <sup>2</sup> New GFA: 6,289 m <sup>2</sup>

	<b>Original Proposal January 2010</b>	<b>Current Proposal July 2011</b>
Building B	Partial demolition: 552 m <sup>2</sup> Existing GFA to be retained: 2,429 m <sup>2</sup>	Partial demolition: 552 m <sup>2</sup> Existing GFA to be retained: 2,429 m <sup>2</sup>
Building C	Existing GFA to be retained: 4,697 m <sup>2</sup>	Existing GFA to be retained: 4,697 m <sup>2</sup> New GFA: 3,795 m <sup>2</sup>
Building D	New GFA: 555 m <sup>2</sup>	Removed from the current proposal
Density	0.3 FSI	0.35 FSI
Total Proposed Commercial Units at grade	43	45
Total Proposed Commercial Units under 300 m <sup>2</sup>	36	18
Total Proposed Second Floor Office GFA	0 m <sup>2</sup>	3,798 m <sup>2</sup>
Standard Parking Spaces (2.6 m x 5.6 m)	1,433	1,077
Small Parking Spaces (2.6 m x 4.6 m)	0	35
Bicycle Parking Spaces	0	Occupant: 0 Visitor: 100 spaces
Loading Spaces	9	9

## Site and Surrounding Area

The property is located on the west side of Caledonia Road, north of Lawrence Avenue West and east of the GO Bradford rail line. The subject site is approximately 9.06 hectares in size, with a frontage of 321 metres on Caledonia Road and a depth of 253 metres. The site also fronts the Lawrence Service Road to the south, but no vehicular access to this street is proposed.

Existing uses on the site consist of:

- Building A, currently occupied by Fenwick Automotive Products (100 employees remaining), is located on lands municipally known as 1100 Caledonia Road. There is also vehicle storage (100 to 200 cars) by a car dealership occurring on site;
- Building B is a multi-tenant, retail strip plaza with a surface parking lot fronting Caledonia Road and is located on lands municipally known as 1120 Caledonia Road;
- Building C, formally known as 1130 Caledonia Road, is a multi-tenant building on the same lot as Building B and is accessed by an internal driveway on the north edge of the site;
- A concrete plant with outdoor storage is located on the lands municipally known as 1150 Caledonia Road and is accessed via the internal driveway at 1120 and 1130 Caledonia Road; and
- A portion of the lands, municipally known as 0 Caledonia Road, abut the GO Bradford rail corridor and the adjacent property (1162-1180 Caledonia Road) to

the north. This lot is currently vacant but was a former railroad spur and storage area.

There is a total of 320 existing surface parking spaces on the property accessed from three driveways off Caledonia Road. None of the existing accesses are signalized.

Lands surrounding the site are as follows:

North: One and two storey industrial buildings fronting Caledonia Road;

East: Caledonia Park is located on the east side of Caledonia Road, across from the subject site. Also located on this property are the Lawrence Reservoir and a Toronto Emergency Medical Services building;

South: Directly to the south of the site is the Lawrence Service Road and Elmcrest College of Applied Health Sciences and Spa Management (1200 Lawrence Avenue). One and two storey commercial buildings also front Lawrence Avenue to the east and west of Caledonia Road; and

West: The GO Bradford rail corridor abuts the site to the west and beyond the rail corridor there are low-density residential uses.

#### *Priority Neighbourhoods*

The City of Toronto has placed increasing emphasis on identifying vulnerable neighbourhoods and targeting resources to improve outcomes for their residents. Thirteen neighbourhoods were identified for priority infrastructure investment due to their lack of community services and facilities. The subject site is located in the Lawrence Heights Priority Neighbourhood. The Lawrence Heights Priority Neighbourhood is bounded by Lotherton Pathway and Eugene Street to the west, Bathurst Street to the east, Highway 401 to the north and Briar Hill Avenue to the south.

### **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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The City's Official Plan is the most important vehicle for implementing the PPS and the Places to Grow Growth Plan.



## **Official Plan**

The subject site is shown on Map 2 – Urban Structure as being in an *Employment District*. Two land use designations apply to the site (Attachment 4). 1100-1150 Caledonia Road are designated *Employment Areas*. The lands abutting the rail corridor, municipally known as 0 Caledonia Road, are designated *Utility Corridors*.

### **Employment Districts**

The *Employment Districts* form part of the urban structure of the City. They are large districts comprised of lands reserved for employment uses and are to be protected from encroachment of non-economic functions. The *Employment Districts* policies protect employment uses from conversion to residential uses or other non-employment functions to ensure the long-term economic viability of these areas.

### **Employment Areas**

*Employment Areas* are places of business and economic activity. Offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, hotels and retail outlets ancillary to the preceding uses are the primary uses that support *Employment Areas*. Restaurants and other small scale stores and services are permitted, but must serve area businesses and workers.

The *Employment Areas* policies restrict uses that are extensive land users, such as large scale, stand-alone retail stores, that are not directly supportive of the primary employment function of these areas. The Official Plan recognizes that these uses have special locational needs and recognizes that limited permissions for large-scale stand-alone retail stores are required to accommodate this type of retailing in the City.

These limited permissions are set out in Policy 4.6.3 of the Official Plan, which states that large scale, stand-alone retail stores and “power centres” are only permitted through the enactment of a Zoning By-law on sites in *Employment Areas* fronting major streets as shown on Map 3. The major street also has to form the boundary of the *Employment Areas*. If a site meets this locational criteria, rezoning applications are required to demonstrate that:

- a) sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and
- b) the functioning of other economic activities within the *Employment Areas* and the economic health of nearby shopping districts are not adversely affected.

The Official Plan also establishes development criteria in *Employment Areas* for these areas to function well and be attractive. These criteria include: avoiding excessive car and truck traffic on the road network, creating an attractive streetscape and screening of parking, loading and service areas.

### **Utility Corridors**

*Utility Corridors* mainly consist of rail and hydro right-of-ways and are identified as being used primarily for the movement and transmission of energy, information, people and goods. The Official Plan identifies that where rail corridors are no longer required for

the movement of people and goods, they will be protected for future use as public transportation routes, bicycle and pedestrian trails and telecommunications and electrical corridors where appropriate.

There are also considerations for development or redevelopment on lands nearby or adjacent to *Utility Corridors*, which includes:

- a) protecting for access to any potential bicycle and pedestrian trail or park and open space, and providing access where such a recreation facility exists; and
- b) screening and securing the property edge through such measures as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.

### **Natural Heritage**

Map 9 – Natural Heritage – identifies the lands adjacent to the rail corridor as being within the natural heritage system. When development is proposed on or near lands shown as part of the natural heritage system, the proposed development's impact is to be evaluated and an impact study may be required to identify natural heritage system restoration and enhancement opportunities. Policy 4.4.6 of the *Utility Corridors* designation also identifies the protection, enhancement or restoration of the natural heritage system within *Utility Corridors* will be pursued wherever possible.

### **Built Form Policies**

The Official Plan also contains Built Form policies (Section 3.1.2) which, among other matters, require new development to be located and organized to fit with its existing and/or planned context, to frame and support adjacent streets, and to locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk.

The Toronto Official Plan is available on the City's Website at:

<http://www.toronto.ca/torontoplan/index.htm>.

### **Zoning**

The site is covered by former City of North York Zoning By-law No. 7625 and there are two zones that apply to the subject site: Industrial Zone Two (M2) and a site-specific exemption to the M2 zone. The M2 zone permits a variety of uses such as artist studios, commercial recreation, financial institutions, research laboratories, manufacturing uses, office uses, parking lots, service shops, veterinary clinics and warehouses. There is no minimum lot area or lot frontage specified in the zone.

The maximum permitted floor space index (FSI) is 1.0 times the area of the lot, except for offices, retail stores and personal service shops. Retail stores and personal service shops are permitted as an accessory use or as a main use, provided they do not exceed the lesser of a floor space index of 0.25 or a combined total gross floor area of 2,500 m<sup>2</sup>. Office uses are restricted to the lesser of 0.5 FSI or 5,000 m<sup>2</sup>.

The minimum front yard setback is 9 metres with no more than 50 per cent of the front yard setback covered with hard surfaces. The minimum side yard setbacks are 4.5 metres for one side yard and 3.0 metres for the other side yard. The rear yard setback is 7.5 metres.

The site specific zoning applies to lands abutting the rail corridor. This site specific zoning permits all of the permitted uses in the M2 zone as well as a concrete plant and a general builders' supply yard either within or outside a building.

### **Site Plan Control**

This proposal is subject to Site Plan control approval. An application has been submitted and is being evaluated concurrently with this rezoning application. There remain some outstanding issues with the Site Plan Control application and as such it is recommended that the bills be withheld until the City issues the Notice of Approval Conditions document to the applicant.

### **Reasons for Applications**

An application to amend the Zoning By-law is required to permit the 27,815 m<sup>2</sup> of retail uses proposed on the site as well as to specify appropriate development standards.

An application to amend the Official Plan is required for the lands known as 0 Caledonia Road to allow for the proposed surface parking area. The subject lands are part of an old railroad spur which was decommissioned. The *Utility Corridors* designation identifies that rail corridors that are no longer used for rail use will be protected for future use as public transportation routes or telecommunications and electrical corridors. Surface parking areas associated with the proposed commercial development are not provided for under the *Utility Corridors* designation.

### **Community Consultation**

The applicant's proposal was presented to local residents at a community consultation meeting held on June 23, 2010 at Joyce Public School. The meeting was attended by the local Councillor (Howard Moscoe), the applicant and their consultants as well as City staff. Approximately 15 members of the community attended the meeting. While the Official Plan Amendment application had not yet been submitted, the applicants addressed the requirement for the amendment in their presentation at the community consultation meeting.

The community expressed the following regarding the proposal:

- questions were asked regarding the proposed tenants and types of uses;
- concerns with additional traffic that would be generated by the proposed development;
- comments were provided that within the immediate area there are no grocery stores;
- concerns were identified that there are not enough community rooms, libraries, day care and schools in the area; and
- questions were asked about how access would be restricted to the abutting rail corridor.

### **Agency Circulation**

The applications were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the applications and to

formulate appropriate by-law standards. The review of the site plan application by appropriate agencies and City divisions is on-going.

## **COMMENTS**

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

The proposed development is consistent with the policy direction of the PPS. The proposal makes efficient use of land, since it would re-purpose existing buildings and proposes additions to two of the the existing buildings, resulting in redevelopment and intensification within the built-up area. Improvements are also proposed to the boulevard on the west side of Caledonia Road which will enhance the pedestrian environment in accordance with Policy 1.5.1 (a).

Similar to the PPS, the Places to Grow Growth Plan identifies the importance of intensification for accommodating growth within the built-up area, providing an adequate supply of lands for employment uses and providing high quality public open spaces with site design and urban design standards that create attractive and vibrant spaces. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Official Plan Amendment**

The requested Official Plan amendment would redesignate the lands known as 0 Caledonia Road from *Utility Corridors* to *Employment Areas*. Planning staff are supportive of this redesignation and are recommending approval.

The subject lands are not required for utility expansion, nor have they been identified for a potential bicycle and pedestrian trail or park and open space. The former owner of the rail corridor to the west of the site – CN Railways – severed the subject lands in the late 1990s. The rail corridor was subsequently sold to Metrolinx in 2009 and the application was circulated to Metrolinx for comment. They have identified no concerns with the proposed redesignation. The application was also circulated internally, and no divisions identified a need for these lands for a potential bicycle and pedestrian trail or park.

### **Land Use**

As noted earlier, the Official Plan provides for large scale, stand-alone retail uses and "power centres" within *Employment Areas* subject to specific locational limitations and impact criteria. Such uses are only permitted in *Employment Areas* fronting on major streets shown on Map 3. The major street must also form the boundary of the *Employment Area*.

Caledonia Road is identified as a major street on Map 3 of the Official Plan. Caledonia Road, along the subject site, is also considered to form the boundary of the *Employment Area* because the lands on the east side of Caledonia Road across from the subject site are designated *Parks and Open Space Areas*. As such, the site meets the Official Plan's locational criteria for permitting major retail uses within an *Employment Area* with the exception of 1150 Caledonia Road.

It was noted in the preliminary report that the lot at 1150 Caledonia Road, located to the rear of 1100 and 1120-1130 Caledonia Road and abutting the rail corridor to the west, does not have direct frontage on a street, rather it is accessed via an internal driveway at the north end of the subject site. This lot was acquired by the current property owner in 2002 and the four lots comprising the site merged into one property in 2009. As this lot has no frontage on a street and abuts the rail corridor to the west, it is land-locked with no direct access to a public street. Due to the fact that this lot takes its access from Caledonia Road and that it is physically isolated, it is recommended that the proposed site-specific By-law apply across the entirety of the lands in this instance.

The inclusion of restaurants and small scale stores and services that serve area businesses and workers is provided for by Policy 4.6.1 of the Official Plan. Examples of small scale stores and services that serve area businesses and workers would include uses like convenience stores and hair salons. The applicant is proposing 18 units under 300 m<sup>2</sup> that would be considered small scale stores.

### **Employment District**

The subject site is located in the Orfus Employment District. The district is generally bounded by Highway 401 to the north, Dufferin Street to the east, Lawrence Avenue West to the south and the GO Bradford rail line to the west.

The area accommodates a variety of office, retail and industrial uses. In 2005, the district had a total of 327 establishments, employing 7,436 people. The largest employment sector in the district was Fashion and Apparel with 63 establishments, followed by Business Services with 51 establishments.

As noted previously, when proposals are submitted for large scale, stand alone retail stores and power centres in locations where they are permitted, the Official Plan (Policy 4.6.3) requires applicants to demonstrate that the functioning of other economic activities within the *Employment Area* and the health of nearby shopping districts will not be adversely impacted.

### **Retail Market and Employment Area Impact Analysis**

A Retail Market and Employment Area Impact Analysis and related addendums were submitted for review to address the requirements of Policy 4.6.3. The report and addendums evaluate the proposal and provide an assessment of its potential impacts. For the employment analysis, the report focuses on the Orfus Employment District and the Lawrence/Keele Employment District located south of the Orfus Employment District. For the analysis of the economic health of nearby shopping districts, a Trade Area was developed generally bounded by Sheppard Avenue to the north, Humber River and Weston Road to the west, St. Clair Avenue West to the south and Bathurst Street and Avenue Road to the east.

The analysis notes that levels of employment in the Orfus and Lawrence/Keele Employment Districts have remained stable over the last ten years, with the two districts adapting to market changes through increases in retail jobs and fashion/design and décor merchandising. The assessment identifies there are currently many retail establishments

in the area and notes they have no apparent impact on the areas' non-retail employment uses.

The analysis concludes the proposed development will not adversely affect the functioning of economic activities within the Orfus Employment Area and that the proposal will not affect the economic health of nearby shopping districts. Moreover, the analysis notes the anticipated type of retail for the proposal, consisting of largely design and décor uses, will serve a different market and offer a tenant mix dissimilar to other nearby shopping districts.

### **Review of the Retail Market and Employment Area Impact Analysis**

At the request of City staff, a peer review of the Retail Market and Employment Area Impact Analysis and addendums was undertaken at the cost of the applicant. The peer reviewer retained by the City reviewed the submitted report and addendums in accordance with the two economic activity criteria identified in Policy 4.6.3. The peer reviewer indicates that the methodology used in the analysis is acceptable.

With respect to the impacts on the employment function, the peer reviewer concludes the conversion of the subject site to allow the proposed retail uses will not impact the functioning of other economic activities within the *Employment Area* and does not anticipate that additional retail permissions would contribute to the erosion of the employment land base in this area.

The peer reviewer identified that the economic health of nearby shopping districts will not be adversely affected by the proposal. However, the peer reviewer recommends that a reduction in the amount of space allocated to a grocery store be reduced by 10%. Additionally, the peer reviewer recommends limiting the number of retail units under 300 m<sup>2</sup> to the current proposal of 18 units.

City staff accept the professional advice of the peer reviewer with respect to the methodology and conclusions of the Retail Market and Employment Area Impact Analysis and in limiting the number of smaller-scale retail units. The Retail Market and Employment Area Impact Analysis was also reviewed by Economic Development staff and they have indicated no concerns with the proposal.

### **Traffic Impact**

Policy 4.6.3 of the Official Plan also requires proposals for new large scale, stand alone retail stores and “power centres” to demonstrate that sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets.

A Traffic Impact Study was submitted and reviewed by Transportation Services staff. The study assesses the traffic impacts of the proposed retail and office uses on the surrounding street network. It included an analysis of turning movements at a series of intersections in the vicinity of the site, existing traffic conditions in the area, future background traffic generation and trip distribution. The study concludes that with a series of recommended changes to the road network sufficient capacity is available to accommodate the traffic generated by the development, resulting in an acceptable level of

traffic on adjacent and nearby streets. The methodology and findings of the study have been accepted by Transportation Services staff. As a result, the objective of Policy 4.6.3(a) of the Official Plan would be met.

The following road and intersection improvements are required to be implemented and/or paid for by the applicant to support the development:

- increasing the eastbound left storage lane to 145 metres at the intersection of Caledonia Road and Lawrence Avenue West and increasing the southbound left turn lane to 35 metres at this intersection;
- signalizing the centre driveway of the proposal at Caledonia Road to provide for timely outbound left turns and a safer pedestrian crossing to Caledonia Park;
- reconfiguring the driveway leading to Caledonia Park on the east side of Caledonia Road in accordance with Parks, Forestry and Recreation staff requirements;
- providing a new bus stop and pad at the signalized centre driveway;
- implementing signal timing changes at Caledonia Road and Lawrence Avenue West, Lawrence Avenue West and Keele Street, Lawrence Avenue West and Dufferin Street and Orfus Road and Dufferin Street;
- implementing westbound and southbound advanced left turns to improve left turn movements at the intersection of Caledonia Road and Lawrence Avenue West;
- equipping four intersections in the vicinity of the site and at the centre driveway of the proposal with transit signal priority at the request of the TTC;
- providing signage appropriately located near the proposed signalized intersection to address EMS requirements (i.e. no stopping/parking); and
- providing a 6.1 metre radius corner rounding at the intersection of Caledonia Road and Lawrence Service Road.

Some of the above requirements are proposed to be secured as a legal convenience in the Section 37 agreement and are noted in the Recommendations section of this report. Other requirements will be addressed and secured through the Site Plan process.

### **Recommended Land Uses**

The application for major retail uses submitted by the applicant satisfies the Official Plan's criteria for permitting major retail and service uses within an *Employment Area*. As such, staff are recommending that the 31,613 m<sup>2</sup> of major retail, service and office uses be approved subject to:

- limiting the gross floor area on the site to the current proposed gross floor area of 31,613 m<sup>2</sup> as defined in the former City of North York By-law, which translates into a Floor Space Index of 0.35;
- limiting retail and service uses on the site to a maximum gross floor area of 27,710 m<sup>2</sup>. This gross floor area cap on retail and service uses excludes floor area attributed to common servicing/loading areas and pedestrian corridors within a building;
- limiting smaller units providing retail or service uses. Staff recommend these be limited to a maximum of 18 retail stores (units) with gross floor areas less than 300 m<sup>2</sup> which is in accordance with Official Plan policy 4.6.1; and

- requiring that at least one of the units provide a minimum of 6,000 m<sup>2</sup> of retail GFA in order to achieve the 27,710 m<sup>2</sup> of retail and services uses. This is consistent with the policy direction in the Official Plan, specifically the permission for large scale, stand-alone retail and "power centres" in *Employment Areas*. The proposal is considered to be a "power-centre", since it is comprised of multiple retail/service units with one larger unit. While "power centres" is not currently defined in the Official Plan, a "power centre" typically includes some large-format, anchor stores as well as smaller retail/service units with a common parking area. This is consistent with the proposal as submitted.

It should be noted that staff are not recommending a size cap on a grocery store use as recommended by the peer reviewer, because grocery stores are not separately defined in the North York Zoning By-law. The proposed site-specific by-law does, however, include a higher parking requirement for grocery store uses, consistent with the parking standards developed as part of the harmonized, city-wide Zoning By-law.

The applicants have requested permissions for day care uses and theatre uses, in addition to the permissions being sought for major retail and servicing uses. Staff are recommending that day care uses be permitted subject to certain locational criteria. Any day care use would need to be located within 100 metres of the Caledonia Road lot line. Given the requirements for a licensed day care and that the site abuts an active rail corridor, this locational criteria is appropriate.

With respect to the requested permissions for a theatre use, City staff are recommending that this not be included as a permitted use. Depending on the size of the theatre, parking requirements and transportation impacts for theatre uses can be significant.

The site specific zoning applying to the lands abutting the rail corridor is recommended to be repealed. This site specific zoning permits all of the uses in the M2 zone as well as a concrete plant and a general builders' supply yard either within or outside a building. The existing concrete plant located on site will be demolished and replaced by the new addition proposed to Building A and a surface parking area. Moreover, City staff are also recommending that auto-oriented uses, like motor vehicle body repair shops and motor vehicle dealerships, currently permitted in the M2 zone be restricted in the recommended By-law.

### **Built Form and Streetscape**

The Official Plan contains Built Form policies (Section 3.1.2) that provide direction on site design matters pertaining to the organization of buildings, vehicle parking, access points and service areas. The policies seek to appropriately integrate new development into existing built up areas, to minimize the impacts on surrounding properties and to improve safety and the attractiveness of adjacent streets. The Plan also speaks to new development providing amenity for adjacent streets to make them more attractive, interesting, comfortable and functional for pedestrians.

Generally, the proposal involves adaptively re-using existing buildings located on site with additions proposed to the rear of two of the existing buildings. The applicant is proposing to:



- upgrade the facades of the buildings, including the provision of a system of canopies;
- locate entrances so that they are clearly visible and directly accessible from the public sidewalks;
- provide active uses at grade and in particular at the front of Building A along Caledonia Road;
- provide mid-block pedestrian routes and tree plantings within the surface parking area; and
- provide landscaped edges for existing surface parking areas located along Caledonia Road to define the street edge and provide visual screening.

The recommended Zoning By-law generally reflects the setbacks of the existing buildings with the exception of Building B, which currently has a surface parking area between the building and street. The recommended By-law provides more flexibility for this building to allow for a more positive street-edge than currently exists, should the building be demolished and redeveloped in the future. Landscape screening is proposed to screen the existing surface parking area in front this building. The additions to the rear of the existing buildings are sufficiently setback from the rail corridor.

The site layout is structured around the existing buildings and a grid network of driveways that defines the individual buildings and provides for legible and understandable circulation within the site. The central east-west driveway has been designed as a private main street consisting of a generous landscaped median. This driveway terminates in a landscaped feature, screening the rail line to the west of the site.

The surface parking areas have been designed to incorporate the City's *Design Guidelines for 'Greening' Surface Parking Lots*. Pedestrian walkways are incorporated into the overall design of the parking area, with plantings dispersed throughout. Generous pedestrian walkways (5 metres wide) are proposed along the edges of Buildings A and C. The walkways also provide space for landscaping elements. Loading and servicing areas are also appropriately located away from the public realm.

The proposed design will result in an improved streetscape on Caledonia Road which will contribute to the attractiveness of the employment area and result in an improved pedestrian environment. Adjacent public boulevards will be planted with trees, where sufficient space exists, and the existing 1.5 metre wide municipal sidewalks will be replaced with the standard 1.7 metre wide sidewalk.

### **Parking and Loading**

Official Plan policy speaks to the need for new development to contribute to the creation of competitive, attractive, highly functional *Employment Areas* by avoiding excessive car and truck traffic on the road system within the *Employment Areas* and adjacent areas while still ensuring that adequate parking and loading are provided on-site.

The Traffic Impact Study submitted by the applicant included a parking analysis for the proposed development. The original proposal included a supply of 1,433 standard parking spaces. This represented a supply of 5.4 spaces/100 m<sup>2</sup> of floor area. The

proposal has been revised to include a reduced parking supply of 1,077 standard parking spaces which represents a supply of 3.4 spaces/100 m<sup>2</sup>.

Parking required by former City of North York Zoning By-law No. 7625 and by the parking rates developed as part of the harmonized, city-wide Zoning By-law are summarized in the table below:

Proposed Uses	Former City of North York By-law Requirement		Harmonized Zoning By-law	
	Rate	Spaces	Rate	Spaces
Retail/service uses less than 10,000m <sup>2</sup>	1 /28 m <sup>2</sup>	813	1.5/100 m <sup>2</sup>	341
Grocery Store	1 /28 m <sup>2</sup>	180	2.5 / 100 m <sup>2</sup>	126
Offices	1 / 48 m <sup>2</sup>	79	1.5/100 m <sup>2</sup>	56
Total		1,072		523

Transportation Services staff have reviewed the parking analysis and have accepted the proposed parking supply of 1,077 standard spaces for the proposal. However, Transportation Services staff are recommending that the parking supply be capped at a maximum of 1,077 standard spaces. Providing excessive parking encourages the use of the automobile, rather than other travel modes, and leads to additional impermeable surfaces. Transportation Services staff are also recommend that minimum parking rates, consistent with the parking standards developed as part of the harmonized, city-wide Zoning By-law, be included in the site-specific zoning for this application.

35 smaller parking spaces are proposed, in addition to the proposed parking supply noted above, and this has been reflected in the recommended By-law. The smaller parking spaces are one meter shorter in length than the current By-law requirement. Transportation Services staff note these smaller parking spaces will only be permitted if Toronto Fire does not require the adjacent drive aisle for fire route purposes. This will be resolved through the Site Plan process.

Transportation Services staff also advise that the number of proposed loading spaces is sufficient for the development and satisfies current By-law requirements of 8 loading areas. The applicant is proposing 11 loading spaces: 6 spaces for Building A; 2 spaces for Building B; and 3 spaces for Building C. The two loading spaces proposed for Building B would not meet the By-law's requirements for loading spaces. Nevertheless, the overall requirement of 9 loading spaces is sufficient to meet the needs of the proposed development. The detailed design of the loading areas will be addressed through the Site Plan process.

### **Bicycle Parking**

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. These policies seek to increase

opportunities for better walking and cycling conditions for residents of the City. The July 2011 proposal includes 100 visitor bicycle parking spaces.

Transportation Services advised that the proposal should be meeting the Toronto Green Standard bicycle parking requirements. This would result in a total requirement of 122 bicycle parking spaces for the proposal, of which 42 would be occupant (secure and weather protected) bicycle parking spaces.

The applicants have since agreed to provide 122 bicycle parking spaces, 24 of which would be covered. Transportation Services staff advise that this would be acceptable for the purposes of the proposed By-law and the requirement has been included in the site-specific zoning for this proposal. The detailed design of the bicycle parking areas will be addressed through the Site Plan process.

### **Servicing**

The applicant submitted site servicing plans and a stormwater management report in support of the proposal. Technical Services staff have reviewed the servicing and stormwater information and generally accept the findings with respect to the rezoning application. Additional revisions to the servicing and stormwater plans in accordance with the City's requirements are required prior to Site Plan approval being issued.

### **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. The lands which are the subject of this application are in an area with 3.0+ hectares of parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The calculation of parkland dedication for this proposal is based on the new gross floor area proposed. The total new gross floor area proposed on the site is 10,085 m<sup>2</sup> and will be subject to a 2% parkland dedication requirement to fulfill Section 42 of the *Planning Act*.

The applicant proposes to satisfy the parkland dedication requirement by providing cash-in-lieu of parkland and this has been accepted by Parks, Forestry and Recreation staff as the parkland dedication associated with the new gross floor area will be too small to create a park. Moreover, Caledonia Park is located across from the site. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

### **Natural Environment**

Map 9 – Natural Heritage – identifies the lands adjacent to the rail corridor as being within the natural heritage system. When development is proposed on or near lands shown as part of the natural heritage system, the proposed development's impact is to be evaluated and an impact study may be required to identify natural heritage system restoration and enhancement opportunities.

As noted in the preliminary report for the application, it was determined that a Natural Heritage Impact Statement would not be required for this proposal. The applicant's Tree Inventory and Assessment Report, however, addresses the site's existing vegetation. City staff identified that maintaining a naturalized corridor area in the abandoned rail spur lands would be required. Currently, the applicant is identifying 172 parking spaces in this area, which is acceptable to City staff with the remaining lands being maintained as landscaped open space. The treatment of this area (i.e., plantings) will be addressed through the Site Plan process. This landscaped open space is also proposed to be secured in the proposed Zoning By-law by requiring that a minimum of 25,830 m<sup>2</sup> of landscaping be provided on site.

### **Tree Preservation**

The applicant submitted an Arborist Report and tree inventory plan that indicates there are nine (9) privately owned trees on the site that meet the size criteria for protection under the City's Private Tree By-law 780-2004. Removal of the privately-owned trees will require a completed application and application fee of \$2,700. It should be noted that five (5) of the privately owned trees that qualify for protection are located in the area that will be secured as landscaped open space. The determination of whether these trees will be removed and other requirements of Urban Forestry will be resolved through the Site Plan process

The applicant is proposing to plant seven new trees on the public boulevards adjacent to the site. The applicant is also proposing to plant a total of 459 new private trees on the site.

### **Toronto Green Standard and Green Roofs**

The Toronto Green Standard (TGS) and Green Roof By-law came into force and effect on January 31, 2010. The application was received before this date, therefore, the TGS is applied on a voluntary basis. The applicant has completed the TGS checklist. The proposal identifies compliance with a number of the Tier 1 TGS standards for non-residential buildings, including:

- the provision of visitor bicycle parking spaces and pedestrian infrastructure including connections from an adjacent transit stop;
- using native and drought resistant plant materials;
- muting reflections from the buildings to address the bird-friendly guidelines;
- landscape treatments and roofing techniques to reduce the urban heat island effect; and
- stormwater management/retention.

These and other measures will be secured through the Site Plan process.

The Green Roof By-law applies to the new gross floor area proposed. The applicant is proposing green roofs on the additions proposed to Buildings A (1,320 m<sup>2</sup>) and C (380 m<sup>2</sup>). City staff are assessing whether this is compliant with the Green Roof By-law and will resolve this through the Site Plan process.

## Section 37

The Official Plan contains policies pertaining to the provision of community benefits. The Plan states Council can pass a Zoning By-law to grant an increase in height and/or density for a project that is greater than the Zoning By-law would otherwise permit in return for community benefits such as capital improvements to parks and public art.

The Official Plan identifies that where permissions are sought for density increases beyond existing floor area, that Section 37 may be used if the overall project size exceeds 10,000 m<sup>2</sup> and the added density exceeds 1,500 m<sup>2</sup> (Policy 5.1.1.4). This proposal qualifies for the use of Section 37 as identified in the City's Official Plan. While a significant amount of the proposed gross floor area consists of the conversion of existing floor area (21,528 m<sup>2</sup>), the City may secure community benefits with respect to the added floor area (10,085 m<sup>2</sup>) being proposed.

Staff, the local Councillor and the applicant have discussed Section 37 for this proposal, but have not reached an agreement with respect to the benefits to be secured. The applicant has offered \$350,000 for capital upgrades to Caledonia Park and a 93 m<sup>2</sup> meeting space with a number of restrictions placed on the use and location of the space. The applicants identified that the space would have to be booked through the owner at their discretion. The applicant's proposal for the meeting space is not appropriate to be secured as a community benefit, in terms of its proposed size and restrictions placed on its use.

In terms of securing community services and facilities space, a minimum of 465 m<sup>2</sup> of fully furnished, furnished and equipped space would be appropriate. This ensures the space can be operationally functional for the City and/or non-profit service providers and provides flexibility to the City in utilizing the space. Anything smaller than 465 m<sup>2</sup>, would be difficult for the City to operate.

A minimum of 465 m<sup>2</sup> of space would provide sufficient space for program elements such as multi-purpose program and meeting rooms, office and administration space and all associated and supporting space, such as circulation space, washrooms and mechanical areas. Space is typically secured for a term of 99 years at nominal rent. The City also typically conducts a selection process to identify non-profit service providers to utilize the space.

As an alternative to the applicant's proposal for a 93 m<sup>2</sup> meeting space, staff are recommending the owner enter into a Section 37 agreement to secure capital improvements to Caledonia Park valued at \$350,000 and one of the following:

- provision of a 465 m<sup>2</sup> fully finished, furnished and equipped on-site community space for use as a community facility; or
- provision of an additional \$100,000 monetary contribution to be secured for capital improvements to Caledonia Park and a public art contribution be secured for the large site under the City's Per Cent for Public Art Guidelines to a value of \$300,000.

These community benefit options were derived with consideration to Official Plan policy, Council approved Section 37 guidelines, discussions with the local Councillor, community consultation and discussions with relevant City staff.

### **Development Charges**

It is estimated the development charges for this project will be \$648,500. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

### **CONTACT**

Cassidy Ritz, Planner  
Tel. No. (416) 395-7053

Fax No. (416) 395-7155  
E-mail: [critz@toronto.ca](mailto:critz@toronto.ca)

### **SIGNATURE**

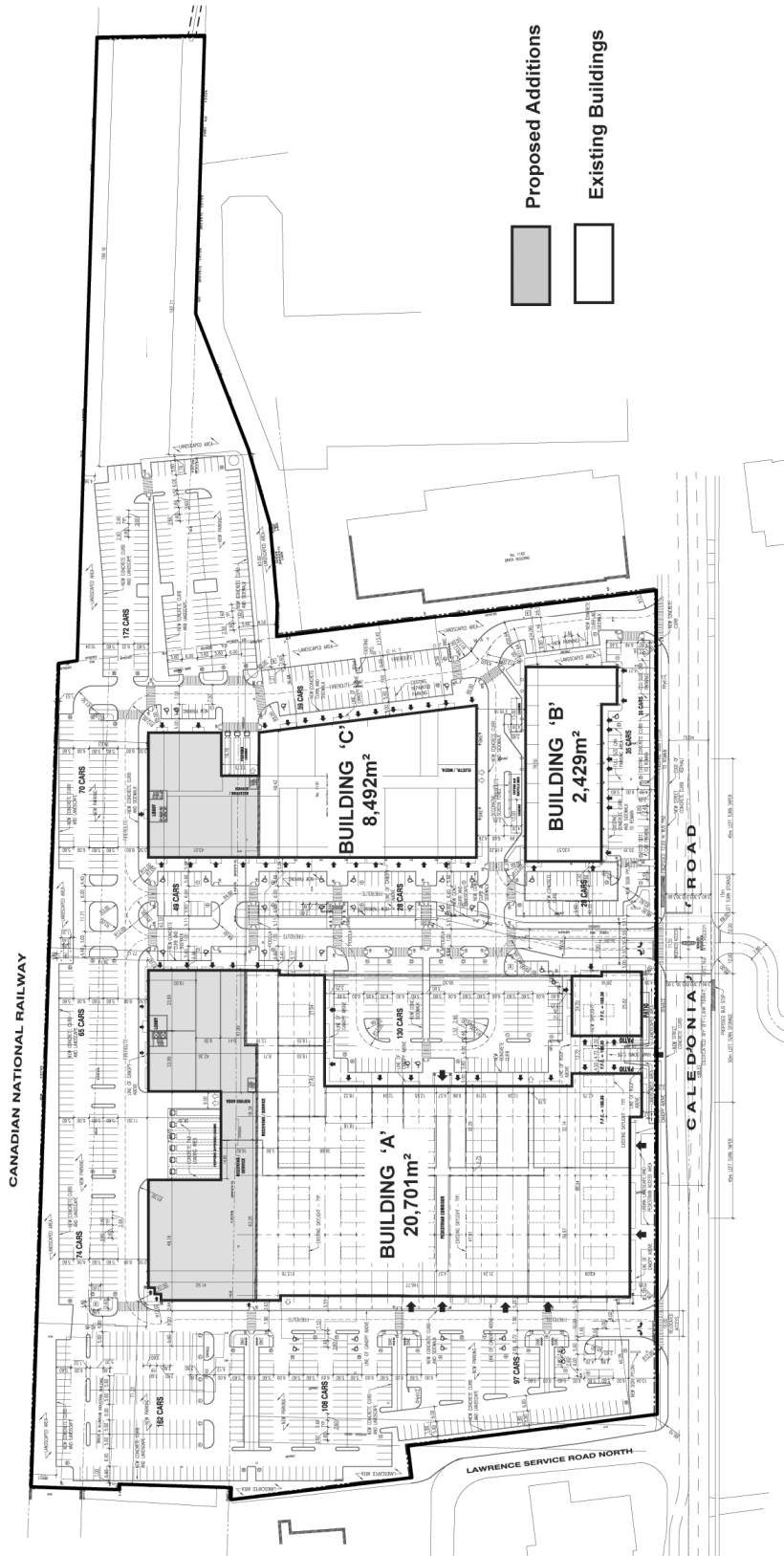
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Allen Appleby, Director  
Community Planning, North York District

### **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: Elevations
- Attachment 3: Existing Zoning
- Attachment 4: Existing Official Plan Designations
- Attachment 5: Application Data Sheet
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment

# Attachment 1: Site Plan



0 & 1100 - 1150 Caledonia Road

File # 10 105227 NNY 15 & 10 255341 NNY 15

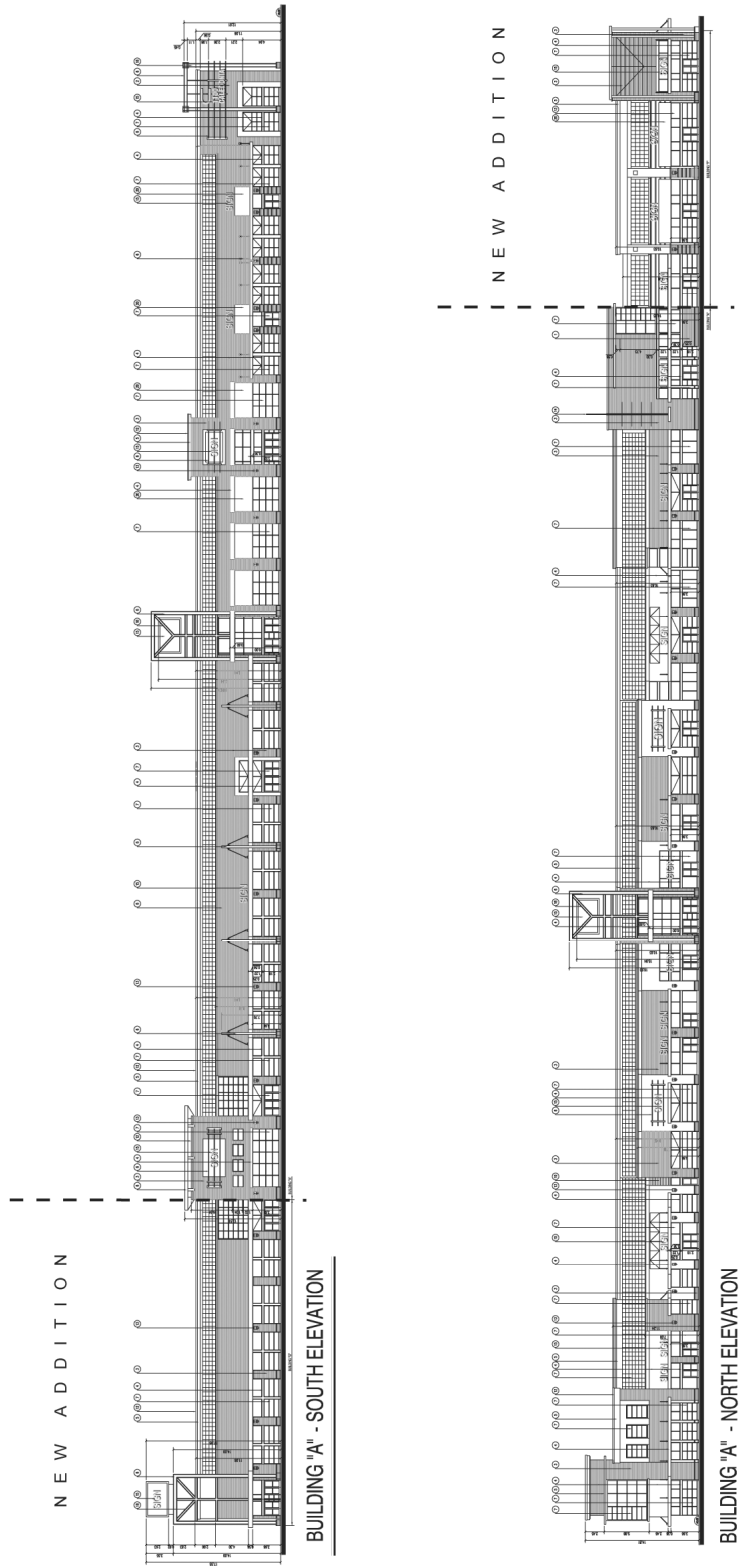
Site Plan

Applicant's Submitted Drawing

Not to Scale  
09/16/2011



# Attachment 2: Elevations



## Elevations

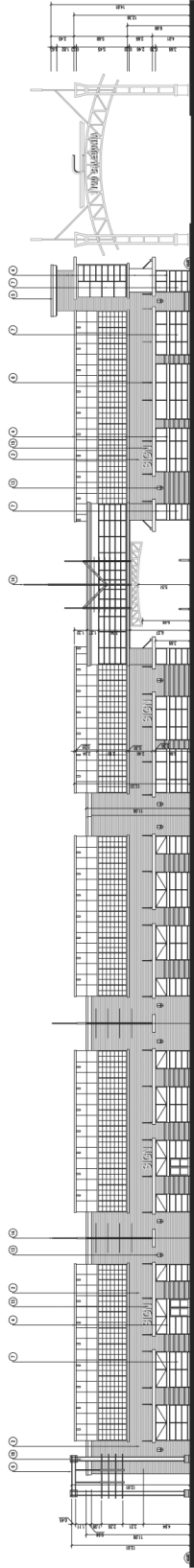
Applicant's Submitted Drawing

Not to Scale  
09/16/2011

0 & 1100 - 1150 Caledonia Road

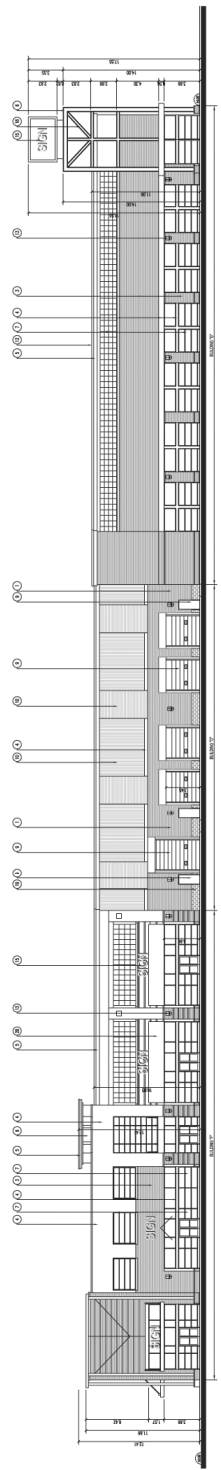
File # 10 105227 NNY 15 & 10 255341 NNY 15





BUILDING 'A' - EAST ELEVATION - CALEDONIA ROAD

NEW ADDITION



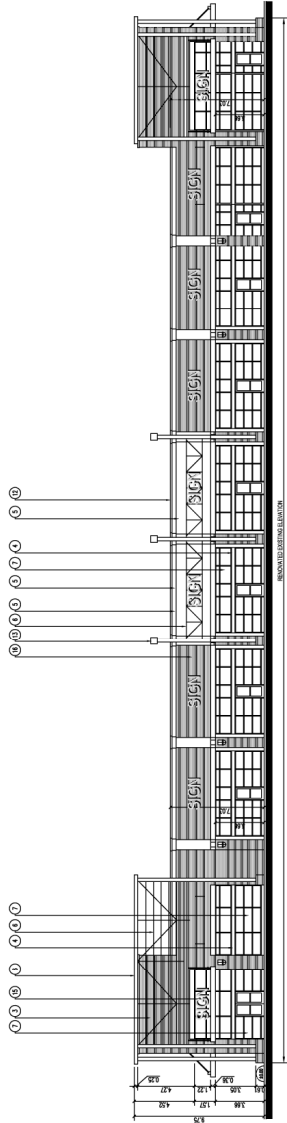
BUILDING 'A' - WEST ELEVATION

Elevations 0 & 1100 - 1150 Caledonia Road

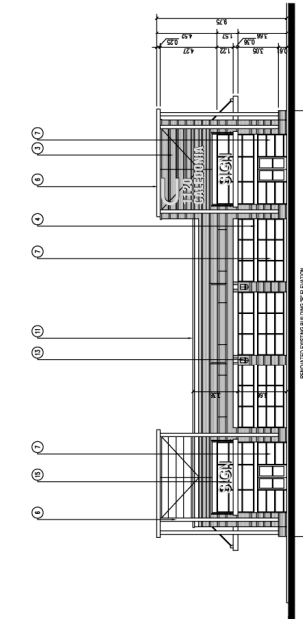
Applicant's Submitted Drawing

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09/16/2011

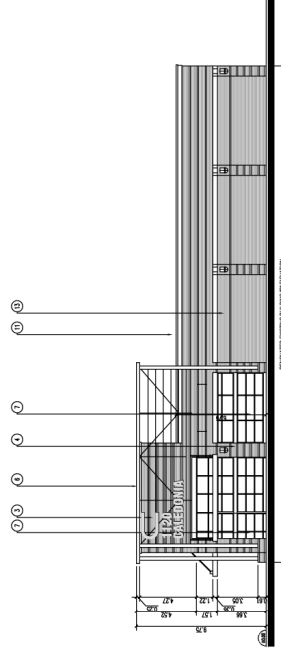
File # 10 105227 NNY 15 & 10 255341 NNY 15



**BUILDING "B" - EAST ELEVATION - CALEDONIA ROAD**



**BUILDINGS "B" - SOUTH ELEVATION**



**BUILDINGS "B" - NORTH ELEVATION**

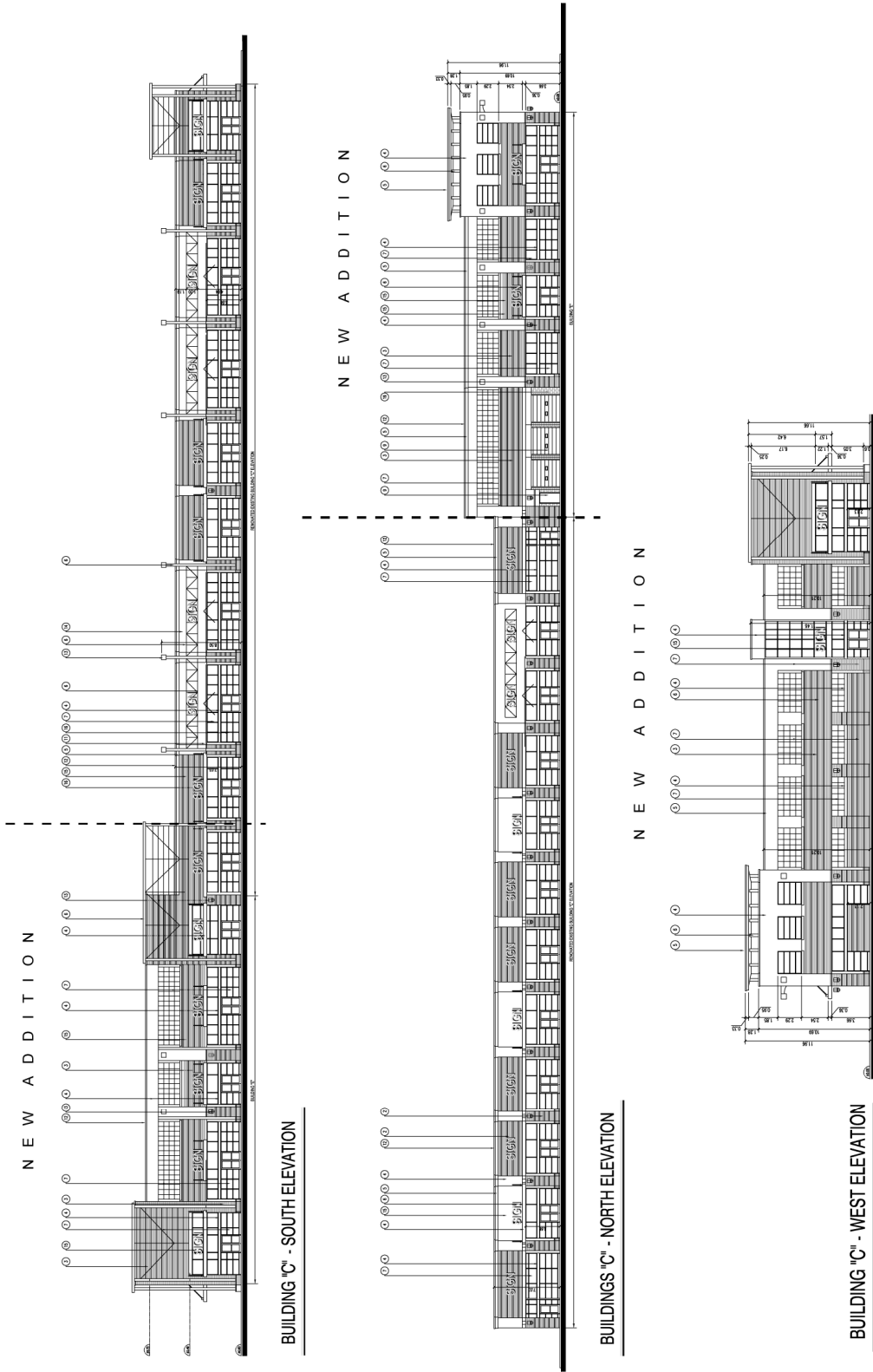
# Elevations

Applicant's Submitted Drawing

Not to Scale  
09/16/2011

# 0 & 1100 - 1150 Caledonia Road

File # 10 105227 NNY 15 & 10 255341 NNY 15



# Elevations

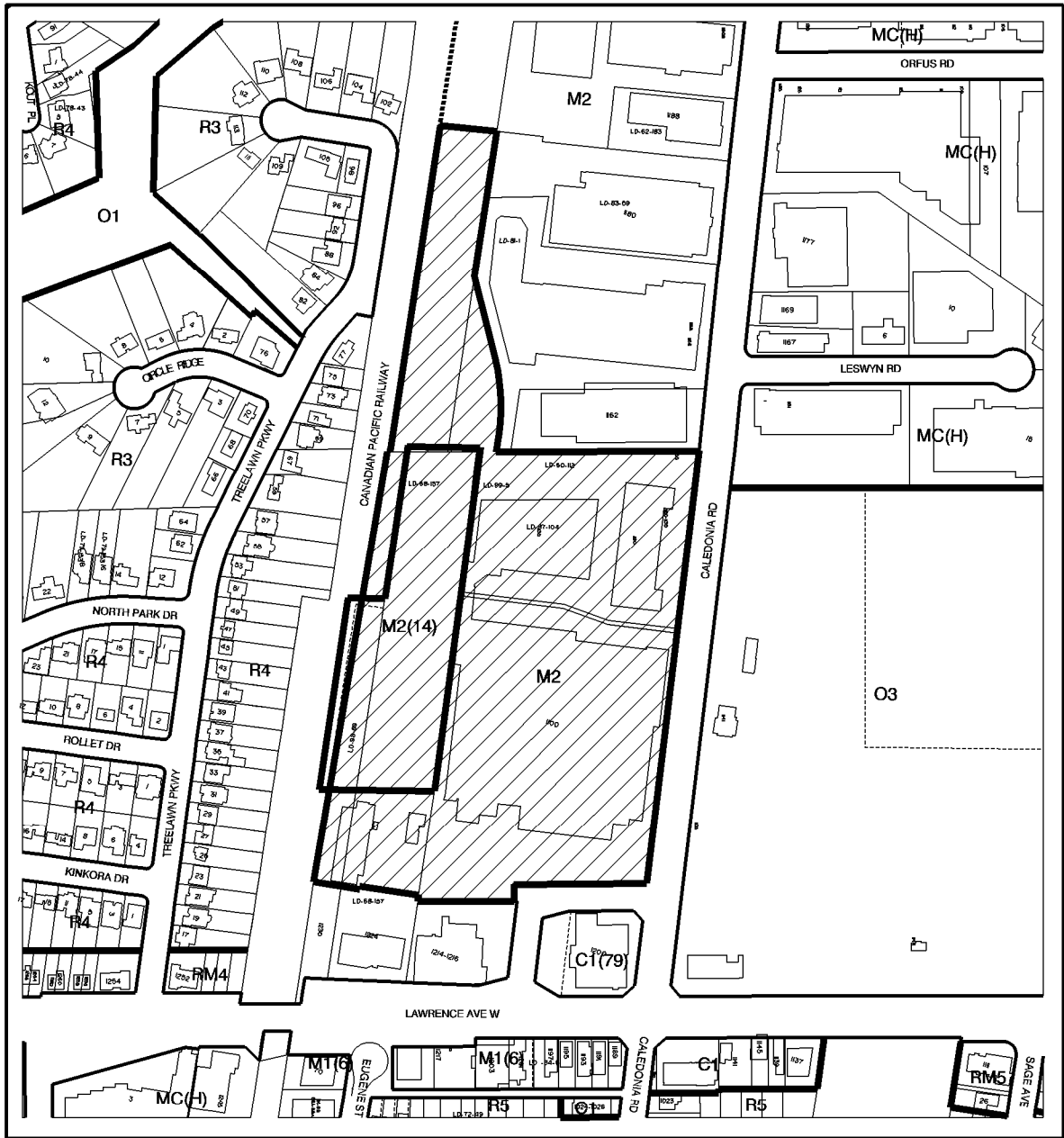
Applicant's Submitted Drawing

Not to Scale  
09/16/2011

0 & 1100 - 1150 Caledonia Road

File # 10 105227 NNY 15 & 10 255341 NNY 15

### Attachment 3: Existing Zoning



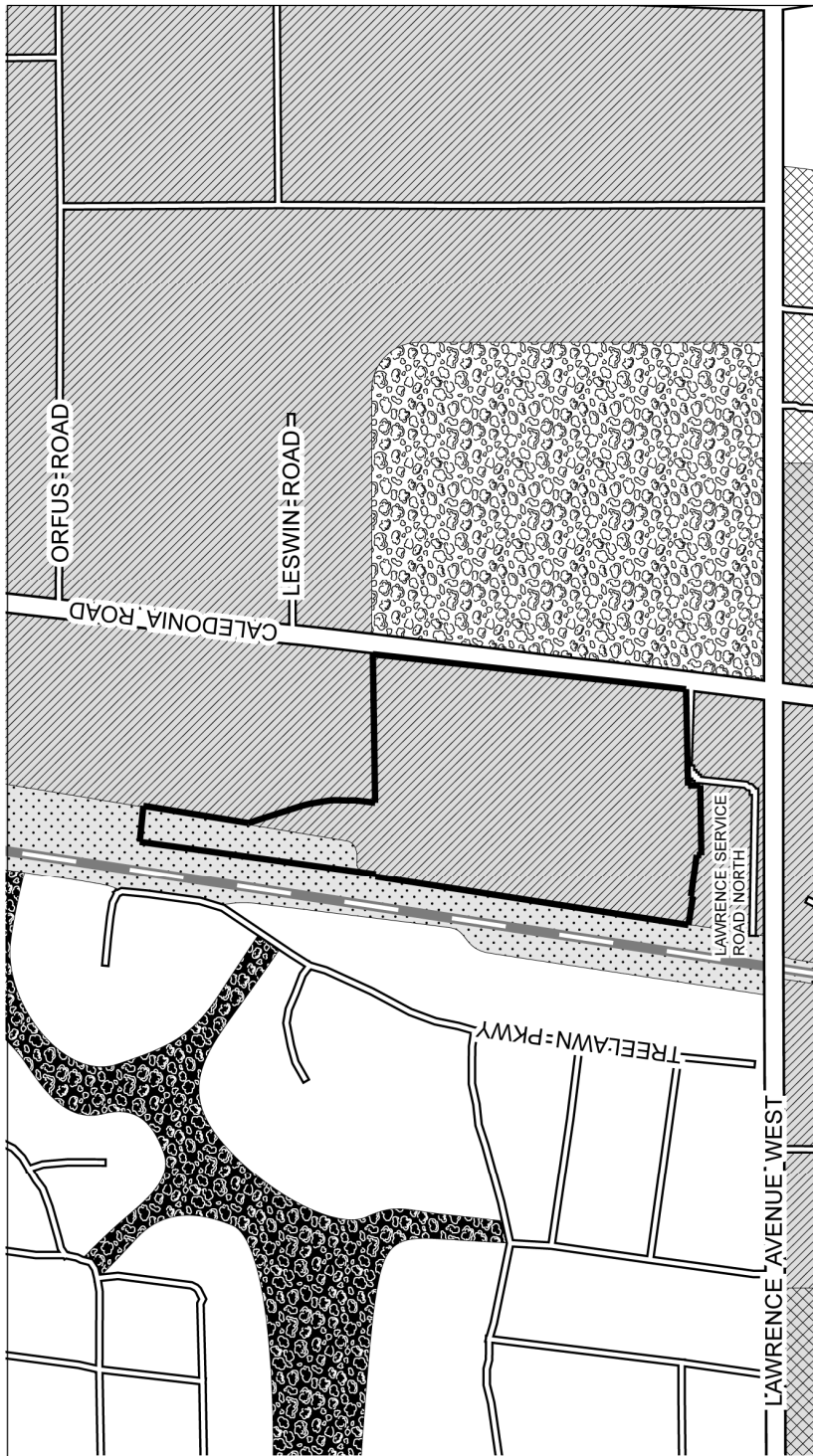
**TORONTO** City Planning  
**Zoning**

**0 & 1100 - 1150 Caledonia Road**  
 File # 10 105227 NNY 15 & 10 255341 NNY 15

- |   |  |                                |
|---|--|--------------------------------|
| R3 One-Family Detached Dwelling Third Density Zone  | C1 General Commercial Zone   | O1 Open Space Zone             |
| R4 One-Family Detached Dwelling Fourth Density Zone | MC Industrial-Commercial Zone                                      | O3 Semi-Public Open Space Zone |
| R5 One-Family Detached Dwelling Fifth Density Zone  | M2 Industrial Zone Two   |                                |
| RM4 Multiple-Family Dwellings Fourth Density Zone   | M1 Industrial Zone One   |                                |
| RM5 Multiple-Family Dwellings Fifth Density Zone    | NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category |                                |

Not to Scale  
 Zoning By-law 7625  
 Extracted 03/16/2010










# Attachment 4: Existing Official Plan Designations



**Toronto** City Planning  
**Official Plan**

1100 - 1150 Caledonia Road

File # 10\_105227

-  Site Location
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks & Open Space Areas
-  Natural Areas
-  Parks
-  Utility Corridors
-  Employment Areas

↑  
 Not to Scale  
 03/23/2010

## Attachment 5: Application Data Sheet

Application Type	Rezoning and Official Plan Amendment	Application Number:	10 105227 NNY 15 OZ 10 255341 NNY 15OZ
Details	Rezoning and OPA, Standard	Application Date:	January 15, 2010 (Rezoning) September 9, 2010 (Official Plan Amendment)

Municipal Address: 0 and 1100-1150 CALEDONIA ROAD

Location Description: CON 3 WY PT LOT 6 PT LOT 7 RP 64R8830 PARTS 1 TO 4 \*\*GRID N1501

Project Description: Revised submission received on July 5, 2011: Application to permit 31, 613 m<sup>2</sup> of retail, service and office uses in 3 existing buildings with additions to Building A and C for a total of 10,085 m<sup>2</sup> of new GFA.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
AIRD & BERLIS LLP			725502 ONTARIO INC AND 725503 ONTARIO INC

### PLANNING CONTROLS

Official Plan Designation:	Employment Areas and Utility Corridors	Site Specific Provision:	
Zoning:	M2 and M2(14)	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	90637.98	Height:	Storeys:	2
Frontage (m):	321		Metres:	0
Depth (m):	253			
Total Ground Floor Area (sq. m):	27814.61			<b>Total</b>
Total Residential GFA (sq. m):	0		Parking Spaces:	1077
Total Non-Residential GFA (sq. m):	31613.05		Loading Docks	9 (compliant)
Total GFA (sq. m):	31613.05			
Lot Coverage Ratio (%):	30.69			
Floor Space Index:	0.35			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	27814.61	0
1 Bedroom:	0	Office GFA (sq. m):	3798.44	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	0			

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Cassidy Ritz, Planner</b>
	<b>TELEPHONE:</b>	<b>(416)395-7053</b>

**Attachment 6: Draft Official Plan Amendment**

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To adopt an amendment to the Official Plan  
for the City of Toronto  
respecting the lands known municipally in the year 2011 as  
0 Caledonia Road**

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 167 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

**AMENDMENT NO. 167 TO THE OFFICIAL PLAN**  
**LANDS MUNICIPALLY KNOWN IN THE YEAR 2011 AS**  
**0 CALEDONIA ROAD**

---

The Official Plan of the City of Toronto is amended as follows:

1. Maps 16 and 17, Land Use Plan, are amended by re-designating the lands known municipally in the year 2011 as 0 Caledonia Road from *Utility Corridors* to *Employment Areas* as shown on the attached Schedule 1.



# SCHEDULE 1



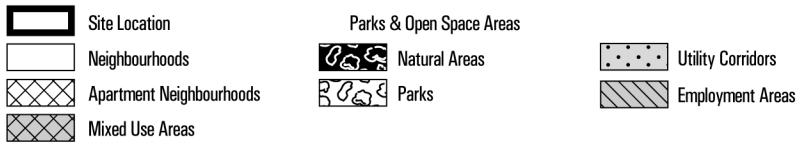
**TORONTO** City Planning

## Official Plan Amendment 167

Revisions to Land Use Map 16 & 17 to Redesignate lands from Utility Corridors to Employment Areas

0 Caledonia Road

File # 10 255341 NNY 15



Not to Scale  
09/16/2011

## Attachment 7: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto  
Council on ~, 20~  
Enacted by Council: ~, 20~

### CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend the Former City of North York Zoning By-law No. 7625, as amended,  
With respect to the lands municipally known in the year 2011 as  
0 and 1100-1150 Caledonia Road**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of Zoning By-law No. 7625 of the former City of North York are hereby amended in accordance with Schedule 1 of this By-law.
2. Section 64.31 of Zoning By-law No. 7625 of the former City of North York is amended by adding the following subsection:

#### **64.31 (75) M2 (75)**

#### **Definitions**

- a) For the purposes of this exception, the following definitions will apply:
  - i. **Front lot line** means the lot line that abuts Caledonia Road;
  - ii. **Established grade** means a geodetic elevation of 180.73 metres above sea level;
  - iii. **Bicycle parking space** means an area used for the parking or storing of a bicycle;
  - iv. **Small vehicle parking space** means a vehicular parking space with the following dimensions:
    - a) Length: 4.6 metres;
    - b) Height: 2.0 metres; and
    - c) Width: 2.6 metres.

## **Permitted Uses in Buildings and Structures**

- b) Notwithstanding Section 31(2)(a), day nurseries are only permitted if they are provided on the ground floor of a building and within 100 metres of the front lot line.
- c) Notwithstanding Section 31(2)(a), drive-through establishments, car washing establishments, motor vehicle body repair shops, motor vehicle dealerships, gasoline stations, service stations and transportation terminals are not permitted.

## **General Development Requirements**

- d) The maximum Floor Space Index is 0.35.
- e) The maximum lot coverage is 31 per cent excluding awnings, canopies, pergolas and covered bicycle parking areas.
- f) Notwithstanding Section 31(5)(c), retail stores and personal service shops are permitted up to 27,710 m<sup>2</sup> of gross floor area subject to the following:
  - i. A minimum of one (1) retail store must have a minimum gross floor area of 6,000 m<sup>2</sup>;
  - ii. A maximum of 18 retail stores and/or personal service shops with gross floor areas less than 300 m<sup>2</sup> are permitted on the lands; and
  - iii. Floor area dedicated to common servicing and loading corridors and pedestrian corridors servicing retail stores and personal service shops are excluded.
- g) The maximum building height will not exceed 18 metres above established grade, excluding permitted projections.
- h) The minimum yard setbacks will be as shown on Schedule "M2(75)".
- i) Awnings and canopies may project within the minimum setbacks by a maximum of 5.3 metres, provided they are located within the lands.
- j) Architectural features, such as cornices, window sills, belt courses or other similar architectural features, may project within the minimum setbacks by a maximum of 1.0 m.
- k) Landscape elements such as pergolas, light standards, benches and planters may be located within required yard setbacks.

## **Vehicular Parking**

- l) Except as otherwise noted below, the minimum parking requirements of section 6(A)(2) apply to all permitted uses.

- m)** For retail stores, professional offices and personal service shops, the following minimum parking rates will apply:
  - i. Gross floor area in a building up to 10,000 m<sup>2</sup>: a minimum of 1.5 spaces for each 100 m<sup>2</sup> of gross floor area; and
  - ii. Gross floor area in a building greater than 10,000 m<sup>2</sup>: a minimum of 3.0 spaces for each 100 m<sup>2</sup> of gross floor area.
- n)** For a grocery store use, a minimum rate of 2.5 spaces for each 100 m<sup>2</sup> of gross floor area applies.
- o)** For a financial institution, a minimum rate of 4.0 spaces for each 100 m<sup>2</sup> of gross floor area applies.
- p)** For an eating establishment, the following minimum parking rates applies:
  - i. Gross floor area in a building up to 500 m<sup>2</sup>: a minimum of 3.0 spaces for each 100 m<sup>2</sup> of gross floor area; and
  - ii. Gross floor area in a building greater than 500 m<sup>2</sup>: a minimum of 5.0 spaces for each 100 m<sup>2</sup> of gross floor area.
- q)** Floor area dedicated to common servicing and loading corridors and pedestrian corridors servicing retail stores and personal service shops is excluded for the purposes of calculating minimum parking rates.
- r)** The maximum number of parking spaces permitted on the lands is 1,077. An additional 35 parking spaces are permitted over the maximum number of parking spaces if the additional spaces are small vehicle parking spaces.

### **Bicycle Parking**

- s)** A minimum of 122 bicycle parking spaces are required of which 24 bicycle parking spaces will be weather-protected.
- t)** A bicycle parking space must have the following dimensions:
  - (A) if located in a horizontal position (on the ground):
    - i. minimum length of 1.8 metres;
    - ii. minimum width of 0.6 metres; and
    - iii. minimum vertical clearance from the ground of 1.9 metres.
  - (B) if located in a vertical position (on the wall):
    - i. minimum length or vertical clearance of 1.9 metres;
    - ii. minimum width of 0.6 metres; and
    - iii. minimum horizontal clearance from the wall of 1.2 metres.
- u)** A maximum of 50 per cent of bicycle parking spaces may be provided as vertical parking.

## **Loading Spaces**

- v) Notwithstanding Section 6A(16)(a), a minimum of 9 loading spaces are required.

## **Landscaping**

- w) A minimum of 25,830 m<sup>2</sup> of landscaping will be provided on the lot.
- x) Except for driveways and walkways from Caledonia Road, a minimum distance of 1.5 metres from the front lot line will be landscaped.
- y) A maximum of 50 per cent of the minimum front yard setback may be covered with driveways, walkways, or other hard surfaces.

## **Increased Height and Density:**

### **SECTION 37 AGREEMENT**

- z) Pursuant to Section 37 of the *Planning Act* and subject to compliance with provisions of this By-law, the increase in density permitted on the land by this By-law, are permitted in return for the provision by the Owner of the following facilities, services and matters to the City at the Owner's sole expense:
  - 1) Prior to the issuance of any building permits (including interior alteration permits), the owner shall:
    - i. Prior to the issuance of any building permits for the development (including interior alteration permits), the owner be required to provide a cash contribution of \$350,000 which is to be used for capital upgrades to Caledonia Park and one of the following:
      - (a) provision of a 465 m<sup>2</sup> fully finished, furnished and equipped on-site community space for use as a community facility to the satisfaction of the Chief Planner and Executive Director, City Planning; or
      - (b) provision of an additional \$100,000 cash contribution to be secured for capital upgrades to Caledonia Park and the provision and maintenance of on-site public art pursuant to the Percent for Public Art Guidelines to a value of \$300,000 to the satisfaction of the Chief Planner and Executive Director, City Planning.
    - ii. Require that the cash amounts to be secured above be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date of payment.

- 2) The Owner shall enter into one or more agreements with the City pursuant to Section 37 of the *Planning Act* which shall be registered on title to the land by the City to secure:
  - (a) matters provided for in 1) above.
  - (b) Prior to the issuance of building permits (including interior alteration permits, pay for and/or construct any improvements to the municipal infrastructure (including off-site road improvements), to the satisfaction of the Executive Director of Technical Services.
  - (c) Prior to the issuance of the first building permit (including interior alteration permits), provide \$100,000 to equip four intersections in the vicinity of the site with transit signal priority.
  - (d) Prior to the issuance of the first building permit, the Owner shall submit a cost estimate and all the necessary plans for the proposed driveway realignment work east of Caledonia Road (and any possible disruptions to the park and its features) to be approved by the General Manager, Parks, Forestry and Recreation and General Manager, Transportation Services.
  - (e) Prior to the issuance of the first building permit, the Owner shall post an irrevocable Letter of Credit in the amount of 120% of the value of the approved estimate to the satisfaction of the General Manager, Parks, Forestry and Recreation. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with the proposed driveway re-alignment work in the park.

### **Division of Lands**

- aa)** Notwithstanding any severance, partition or division of the lands shown on Schedule 1, the regulations of this exception shall continue to apply to the whole of the lands as if no severance, partition or division had occurred.
- 3.** Section 64.31 of By-Law 7625 is amended by adding Schedule "M2(75)" attached to this By-law.
- 4.** Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
  - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

