

**33 Laird Drive – Official Plan and Zoning By-law  
Amendment Application – Final Report**

<b>Date:</b>	February 3, 2017
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 26 – Don Valley West
<b>Reference Number:</b>	15 222354 NNY 26 OZ

**SUMMARY**

This application proposes to amend the Official Plan and Zoning By-law for the lands at 33 Laird Drive to permit the redevelopment of and addition to an existing two-storey building listed on the City of Toronto Heritage Register, and the construction of a new two-storey building. A total of 6,400 square metres of commercial floor area is proposed, including office, retail, restaurant, fitness, personal service, and financial institution uses. The proposed density for the site is 0.71 times the lot area.

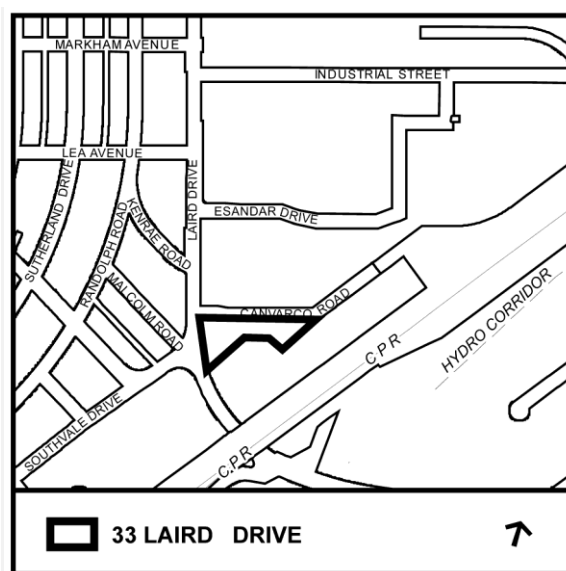
This application proposes the restoration and reuse of a listed heritage building, as well as the construction of a new building, both of which would house non-residential uses that are appropriate for the local employment area, and would serve the greater community.

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

**RECOMMENDATIONS**

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 33 Laird



- Drive, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to this report dated February 3, 2017.
2. City Council amend Leaside Zoning By-law No. 1916, for the lands at 33 Laird Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to this report dated February 3, 2017.
  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 the introduction of the Bills, City Council require the owner to:
    - i. Submit a cash-in-lieu payment to Engineering and Construction Services, in the form of a certified cheque payable to the City of Toronto, in the amount of \$20,000, for future transportation improvements to the intersection of Laird Drive and Millwood Road;
    - ii. Submit a payment to Engineering and Construction Services, in the form of a certified cheque payable to the City of Toronto, in the amount of \$35,000, for the installation of signal priority at one intersection in the vicinity of the site, as required by TTC comments dated October 7, 2015; and
    - iii. Make satisfactory arrangements with Engineering and Construction Services for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the Functional Servicing Report accepted by the Executive Director of Engineering and Construction Services.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

At its meeting of January 4, 1994, the former Borough of East York Council approved Zoning By-law 1994-0002, amending Leaside Zoning By-law 1916, which applied an exception to the M1 zone. The exception modified the permitted uses on the site, removing several uses including, data processing, wholesaling, professional offices, business services, as well as retail outlets and offices accessory to permitted manufacturing uses

At its meeting of February 25, 2014 North York Community Council requested that the Director of Urban Design report on the potential inclusion of the property at 33 Laird Drive on the Heritage Register. The decision and background information can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY30.36>.

Following research and evaluation, Heritage Preservation Services (HPS) staff determined that the property at 33 Laird Drive met Ontario Regulation 9/06, the provincial criteria under the Ontario Heritage Act, which is also used by the City when evaluating properties for inclusion on the City of Toronto Heritage Register, under the three categories of design, associative value, and contextual value. In a report to the Toronto Preservation Board and North York Community Council, dated May 14, 2015, the Director of Urban Design recommended that City Council include 33 Laird Drive on the City of Toronto Heritage Register. The report can be found here: (<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-80410.pdf>).

The Reasons for Inclusion can be found in an attachment to this report, available here: <http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-80413.pdf>.

At its meeting of July 7, 2015, City Council adopted the recommendation of North York Community Council to list the property at 33 Laird Drive on the City of Toronto Heritage Register, in accordance with the Reasons for Inclusion contained within the report from the Director of Urban Design of May 14, 2015. The decision and background information can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY7.17>.

At its meeting of December 7, 2016, the Toronto Preservation Board adopted the recommendations put forward by the Chief Planner and Executive Director, City Planning Division, in a report dated November 18, 2016, to approve the alterations proposed through this application to the property at 33 Laird Drive, subject to several conditions, including the designation of the property, under Part IV, Section 29 of the Ontario Heritage Act. The decision and background information can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PB19.1>.

This item was deferred by North York Community Council on January 17, 2017. It will be heard, along with this report, at the February 22, 2017 meeting of North York Community Council.

## **ISSUE BACKGROUND**

### **Proposal**

The applicant proposes to amend the land use designation policies and zoning by-law provisions of the subject lands to allow for a two-building, multiple-unit commercial development. The proposal includes an addition to the existing two-storey listed heritage building, and the construction of a second two-storey building. Land uses proposed include office, retail, restaurant, personal service, fitness, and financial institution. The original application proposed a day nursery, which has since been removed.

A two-storey addition is proposed at the rear of the existing two-storey heritage building, located at the northwest corner of the site. The gross floor area of this building would be 4,820 square metres. Twenty-nine units are proposed in this building, seven of which would be on the ground floor, primarily accommodating retail uses. Twenty-two are proposed on the second floor, which would primarily accommodate office uses. The proposed height of this building, at its tallest point, is approximately 10.5 metres.

The new two-storey building, which would cantilever over a portion of the parking lot and an outdoor courtyard space, is proposed at the southwest corner of the site. Three units are proposed in this building. Two units would be on the ground floor, the first along the Laird Drive frontage, and the second along the south property line. The third unit is proposed on the second floor. The gross floor area of this building would be 1,580 square metres, and the building height would be approximately 14.3 metres.

Vehicular access to the site is proposed by way of two driveways from Canvarco Road, both providing access into and out of the site. Pedestrian access would be provided through the site from both Laird Drive and Canvarco Road. A total of 85 parking spaces, including two accessible parking spaces are proposed. Thirty-three bicycle parking spaces and two loading spaces also proposed. Additional details and site statistics can be found in the Application Data Sheet at Attachment No. 5.

### **Site and Surrounding Area**

The subject property has an area of 0.91 hectares, with frontages of 95 metres on Laird Drive and 194 metres on Carvarco Road. It is located on the east side of Laird Drive, at the intersection of Laird Drive, Millwood Road, and Malcolm Road.

The site currently accommodates two structures. The first structure, which is listed on the City of Toronto Heritage Register, is located at the corner of Laird Drive and Canvarco Road. The west and south portions of the building are one-storey in height, the north portion is two-storeys in height, and the east portion, a later addition to the original building, is a one-storey warehouse. A technology-based company operates within this building. This building is proposed to be maintained, with a portion of the rear of the building to be removed and replaced with a two-storey addition.

The second structure is located at the east end of the site, along Canvarco Road, and is one-storey in height. An automobile service shop operates within this building. This building and an ancillary shed, are proposed to be demolished.

Land uses surrounding the site are as follows:

- North: Canvarco Road; Industrial buildings (Mega Dry Cleaners; Metro Iron Works; and National Discount Tire Automotive Repair).
- South: Warehouse facility (All-Canadian Self Storage); and the CN Rail line.
- East: Warehouse facility (All-Canadian Self Storage).
- West: Laird Drive; Recreation Facility (Leaside Memorial Arena); and Gas Station and Auto Repair Shop (Husky).

### **Provincial Policy Statement and Growth Plan**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and

protecting public health and safety. The PPS recognizes that economic development is important, and states that employment areas shall be protected and preserved (Section 1.3). The PPS also speaks to the conservation of significant built heritage resources (Section 2.6). Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, 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; and the provision of infrastructure to support growth. The Growth Plan also directs that land be provided for employment uses in order to accommodate growth forecasts (Section 2.2.6), and the protecting of natural systems, and the cultivation of a culture of conservation in regards to natural and cultural heritage (Section 4). City Council's planning decisions are required, by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The Official Plan designates the subject lands as *Employment Areas* (Attachment No. 4a). *Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects. The majority of *Employment Areas* are designated as *Core Employment Areas*, where uses identified in Policies 4.6.1 and 4.6.2 of the Official Plan are permitted. *Core Employment Areas* are, for the most part, geographically located within the interior of employment areas. *General Employment Areas*, which the subject property is designated, are generally located on the periphery of *Employment Areas*, on major roads where retail, service and restaurant uses can serve workers in the *Employment Area*, while also benefiting from visibility and transit access to draw the broader public. Retail uses on the periphery of *Employment Areas* frequently serve as a buffer between industries in the interior of *Employment Areas* and nearby residential areas. In addition to the uses permitted in a *Core Employment Area*, the uses identified in Policy 4.6.3 are also permitted in *General Employment Areas*. Automobile dealerships are permitted as a retail and service use in a *General Employment Area*.

Section 4.6 of the Official Plan provides policies against which to review development proposed within *Employment Areas*. Policy 4.6.3 notes that *General Employment Areas* are places of business and economic activity, generally located on the peripheries of *Employment Areas*. Uses permitted in these areas include, all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, vertical agriculture, restaurants, and services uses. *General Employment Areas* also contemplate retail and fitness centre uses, however both continue to be under appeal.

Policy 4.6.6 provides development criteria for new proposals in *Employment Areas*. The objective of these criteria is, in part, to ensure that proposed developments: will contribute to the creation of competitive, attractive, highly functional employment areas; avoid excessive car and truck traffic on the road system within *Employment Areas* and adjacent areas; provide adequate parking and loading on-site, sharing driveways and parking areas wherever possible; mitigate certain effects (i.e., noise, dust, odours, etc.) that will be detrimental to other businesses or the amenity of the neighbouring areas; provide landscaping on the front and flanking yards to create an attractive streetscape, and screen parking, loading, and service areas.

In addition to being designated *Employment Areas* in terms of land use, the subject property is also identified as *Employment Areas* with respect to the Urban Structure, detailed on Map 2 of the Official Plan. Chapter 2 of the Official Plan, and Map 2 collectively speak to shaping Toronto, in terms of growth, rebuilding, reurbanizing, and regenerating within an existing urban structure.

The Official Plan promotes the creation and maintenance of a beautiful, vibrant, safe, and inclusive city, through good urban design. Section 3.1 of the Plan speaks to the built environment, including specifically the public realm, and built form. Section 3.1.1 recognizes the importance of good design in creating a great city, which is reflected in the policies of this section. Specifically, Policies 3.1.1.6, 3.1.1.13 and 3.1.1.14 speak to the importance of universal access and pedestrian safety, stating that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed, and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements. Further, design measures, which promote pedestrian safety and security, will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings. Universal physical access to publicly accessible spaces and buildings will be ensured by creating a connected network of streets, parks and open spaces that are universally accessible, requiring that plans for all new buildings and additions meet the City's accessibility guidelines, and encouraging the owners of private buildings to retrofit existing buildings that are open to the public to make them universally accessible.

Policy 3.1.2.1 focuses on built form, noting that new development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On corner sites, the development should be located along both adjacent street frontages and give prominence to the corner. Main building entrances should be located so that they are clearly visible and directly accessible from the public sidewalk, and ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces should be promoted. Policy 3.1.2.2 states that new development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the

safety and attractiveness of adjacent streets, parks and open spaces, particularly by limiting surface parking between the front face of a building and the public street or sidewalk. As discussed by Policy 3.1.2.3, developments will be massed and designed to fit harmoniously into the existing and/or planned context by massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion, and incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development. Further, appropriate transitions in scale to neighbouring existing and/or planned buildings will be created. The pedestrian environment is further discussed in Policy 3.1.2.5, noting that new development will provide amenity for adjacent streets and open spaces by co-ordinating landscape improvements in setbacks to create attractive transitions from the private to public realms, providing weather protection, landscaped open spaces, and safe pedestrian routes.

As Toronto continues to grow, the Official Plan seeks to ensure that new development is sensitive to heritage assets through regulatory tools. Policy 3.1.5.4 notes that properties listed 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. Policy 3.1.5.5 ensures that any alterations to, or development on a property included on the Register will maintain the integrity of the property's cultural heritage value and attributes prior to the commencement of any works. Other relevant policies include 3.1.5.6, relating to adaptive reuse, and 3.1.5.26, which discusses the conservation of heritage attributes relating to new construction.

### **Official Plan Amendment 231**

Official Plan Amendment (OPA) 231 was adopted by Council in December 2013, approved by the Minister of Municipal Affairs and Housing in July 2014, and portions of the amendment are under appeal at the Ontario Municipal Board. The subject site is designated *General Employment Areas*, and is not subject to a site or area specific appeal to OPA 231.

The *General Employment Areas* policy permitting fitness centres, and all types of retail and major retail remains under appeal and is not currently in effect. However these policies were adopted by Council as part of OPA 231, and they provide policy direction regarding the proposed development of fitness centres, retail and major retail uses in *General Employment Areas*.

### **Zoning**

The subject lands are currently zoned Light Industrial, with an exception (M1(5)) under Leaside Zoning By-law No. 1916 (Attachment No. 3). The M1(5) zone permits light industrial uses, including warehousing, printing, publishing, machine shops, metal fabrication, pharmaceutical and medicine manufacturing, furniture and appliance manufacturing, food and beverage industries, knitting mills, clothing manufacturing, medical laboratories, technical research and development facilities, and general manufacturing uses.

The current zoning permits a lot coverage of 75%, a floor space index of 0.75 times the area of the lot, and a building height of 18.5 metres. The current zoning requires front and side yard setbacks of 6 metres, and a rear yard setback of 12 metres.

### **Site Plan Control**

This proposal is subject to Site Plan Control, an application for which was submitted concurrently with the Official Plan and Zoning By-law Amendment application, on September 14, 2015 (15 222368 NNY 26 SA). The application for Site Plan Control was reviewed concurrently with the application for Official Plan and Zoning By-law Amendment.

### **Reasons for Application**

An application for Official Plan Amendment was submitted to permit the proposed restaurant, retail and services uses, as staff had concerns that the scale of these uses were not in conformity with the then policies of the Official Plan. OPA 231 has since been partially approved by the Ontario Municipal Board, expanding the list of permitted uses to allow for restaurant and service uses in *General Employment Areas*. The permission for retail and fitness centre uses are still under appeal, and therefore remain the subject of this application for Official Plan Amendment. An application for Zoning By-law Amendment was submitted to permit the proposed uses, including business and professional office, drug store, financial institution, food store, personal service shop, private and public recreation facility, restaurant, restaurant take-out, retail store, service shop, service and repair shop, and tailor shop. The proposed front and side yard setbacks, and the proposed number of parking spaces also require modification.

### **Community Consultation**

On January 5, 2016, staff held a community consultation meeting (CCM) together with the Ward Councillor. Approximately 40 people attended the meeting. The primary concerns of the community included:

- The inappropriateness of a day nursery use in the *Employment Area* designation;
- Impacts to the heritage building, due to the addition of several doors along the Laird Drive façade of the building;
- The lack of traditional employment uses proposed on the site;
- Traffic congestion related to the day nursery, as well as the overall project;
- A lack of parking spaces;
- Increased traffic on Laird Drive and Canvarco Road; and
- Ability for cars to make a left-hand turn from Canvarco Road onto Laird Drive without a signal.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.



## **COMMENTS**

### **Provincial Policy Statement and Growth Plan**

The PPS states that planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment and institutional uses to meet long terms needs, and encouraging compact, mixed use development that incorporates compatible employment uses to support livable and resilient communities. The PPS also states that healthy, active communities should be promoted by planning public spaces to be safe, meeting the needs of pedestrians, foster social interaction, and facilitate active transportation. This application proposes a mix of uses, primarily office, retail, and restaurant. The proposed office uses promote employment, while the retail and restaurant uses serve existing and future employment uses, as well as the surrounding community. The proposal includes the retention and alteration of a listed heritage building; it has been demonstrated that the proposed alterations will conserve the significant attributes of the building. The site has been organized such that the parking areas are located toward the rear of the site, providing a covered courtyard at the front of the site to facilitate pedestrian activity and connections from the surrounding neighbourhoods and transit stops. The proposal is 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. The Plan encourages intensification and redevelopment in urban areas which provide a healthy, liveable and safe community. While the Growth Plan expects the majority of growth to occur in growth centers, such as the Centres and Downtown areas identified in the Official Plan, a certain amount of intensification is expected to occur in other areas of the city. This proposal provides reasonable intensification through infill development that is compatible with the existing neighbourhood in terms of building height and density, while utilizing existing infrastructure, as contemplated by the Growth Plan. Further, the proposal demonstrates cultural heritage conservation, as well as the promotion and maintenance of employment lands through the addition of employment uses to the area, as well as the addition of ancillary uses, creating a more attractive environment for businesses and employees. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Land Use**

The proposed uses are office, various types of retail, food store, personal service, technical and trade services, fitness centre, restaurant, and financial institution. Staff had concerns with the scale of proposed retail, restaurant, and personal service uses, and their conformity to the policies of the Plan with respect to serving "area businesses and workers", as stipulated by section 4.6.1 of the *Employment Areas* policies. However, OPA 231 designates this property *General Employment Areas*, which permits a wider

range of retail, restaurant, and services uses. At the time of application, staff were satisfied that the proposed uses were in keeping with the policy direction of *General Employment Areas*, and therefore recommended that the applicant submit an Official Plan Amendment to address these uses and conformity in relation to the then current Official Plan policies. Since submission of this application, portions of OPA 231 have been approved by the Ontario Municipal Board, including policies allowing restaurant and service uses in *General Employment Areas*. Retail and fitness centre uses continue to be under appeal.

The original application did not propose office uses, however following consultation with staff and the local community regarding a lack of employment uses proposed for the site, approximately 1600 square metres in gross floor area (25% of the gross floor area of the development) of office uses were added. The office uses are proposed on the second floor of the existing heritage building. The ground floor units of both buildings would be used for retail, restaurant and personal service, which would effectively animate the streetscapes of Laird Drive and Canvarco Road. The original proposal included a day nursery, which has since been eliminated following feedback from staff and the local community.

The proposed uses are appropriate and compatible with the surrounding area, and are consistent with City Council approved OPA 231.

**Built Form**

The existing two-storey heritage building, located at the southeast corner of Laird Drive and Canvarco Road, is one-storey in height at the front, and two storeys at the rear. The proposed building at the southwest corner of the site is proposed to be two-storeys in height, with the front and middle portions of the building cantilevering over a pedestrian walkway, a covered courtyard, and a small parking lot. The existing zoning provisions for the site, as well as the zoning provisions proposed through this application are as follows:

<b>Provision</b>	<b>Permitted/Required by M1(5)</b>	<b>Proposed</b>
Front Yard Setback	6.0 m	0 m (to existing building) 2.4 m (to proposed building)
Side Yard Setback	6.0 m	0.5 m (south) 0.5 m (north – existing building)
Rear Yard Setback	12.0 m	109.0 m
Floor Space Index	0.75	0.71
Lot Coverage	75%	38.2%
Building Height	18.5m	10.5 m & 14.3m
Parking	107	85

The proposed buildings are consistent with the existing zoning provisions in terms of height, density, lot coverage, and rear yard setback, as well as the character of the

employment area. Buildings tend to be one-storey or two-storeys in height within the employment area along the east side of Laird Drive. The existing heritage building is sited close to the front lot line, similar to other older buildings along the east side of Laird Drive. The proposed building, while also close to the front lot line, has been setback 2.4 metres to allow for views of the listed heritage building, a wider pedestrian connection, and landscaping.

The proposed building would complement the existing heritage building by referencing the horizontality of the heritage building design. Horizontal references are expressed in the second storey design and the window fenestration of the new building. Brick is proposed to be incorporated into the new building, particularly at grade, to complement the materiality of the heritage building, as well as the Laird Drive context. The building design would use simple modern design and materials, including brick, illuminated translucent walls, and metal panelling, referencing the style and materials found on Laird Drive industrial buildings.

The proposed addition and renovation to the rear of the existing heritage building, visible from Canvarco Road, would be predominantly brick, referencing the existing heritage building. The design also incorporates clerestory windows (high level windows which admit light), that extend the existing expression of the windows of the heritage building.

## **Pedestrian Access and Circulation**

Pedestrian access to the site is provided by way of a walkway and covered courtyard along the Laird Drive frontage, adjacent to the existing signalized intersection of Laird Drive, Millwood Road, and Malcolm Road. At the request of the TTC, the existing bus stop, located at the southeast corner of Laird Drive and Canvarco Road would be relocated south, to the east side of Laird Drive, at Millwood Road. The covered courtyard would accommodate 25 bicycle parking spaces, and provide access to a lobby on the south side of the existing heritage building, as well as Unit C of the new building. Access to internal long-term bicycle storage facilities is also proposed from this area. Beyond the covered courtyard, is a small parking lot accommodating five spaces, located beneath the cantilevered portion of the proposed building. Pedestrian walkways are provided on the north, south, and west sides of this parking lot, with widths of at least 1.8 metres. The walkway on the south side of the parking lot extends toward the rear of the property, into the main parking lot. The walkway extends across the majority of the parking lot, with pavement markings denoting the extension of the walkways between several landscaped islands.

This proposal provides multiple pedestrian connections into and throughout the site. Further, pedestrian walkways and markings are provided through the parking lots, to ensure connectivity. The proposed building would be situated adjacent to a covered courtyard, as well as a relocated TTC bus stop. Finally, several landscaped islands have been included throughout the rear parking lot, in accordance with the City's guidelines for greening surface parking lots.

## **Streetscape**

Three pedestrian entrances to the existing heritage building are proposed along the Laird Drive frontage. The existing building has a setback along Laird Drive ranging from 0 metres at the south end to 4 metres at the north end. In order to provide universal access to these entrances while accounting for the narrow existing front yard setback along Laird Drive, an elevated walkway and retaining wall with a height of approximately 0.8 metres is proposed within the existing setback. Steps and a ramp would provide access from the north end of the site, while steps are proposed at the south end of the existing heritage building. Landscaping is proposed along Laird Drive, adjacent to the north end of the front wall of the existing heritage building. The proposed building would have a front yard setback of 2.4 metres at the narrowest point. Landscaping, including trees and lower plantings, are proposed along the entrance to the covered courtyard from Laird Drive, and along the entrances to both the new building and the south end of the existing heritage building. Landscaping design and details will be further refined, and secured, through the application for Site Plan Control. Also, through the application for Site Plan Control, new 2.1 metre wide sidewalks will be secured for Laird Drive and Canvarco Road.

## **Heritage**

The front elevation of the one-storey portion of the heritage building fronting onto Laird Drive is proposed to be retained with minimal interventions for the new retail uses. The existing entry and surrounding frame would be maintained, and the existing steps would be replaced by new concrete steps, a ramp, and a retaining wall to meet accessibility standards while accommodating the grade changes on Laird Drive. On either side of the main entrance of the heritage building, two new doors would be introduced within the width of the existing window openings, resulting in three entrances at the front of the existing heritage building. This number has been reduced from the ten entrances that were originally proposed. The horizontal band that runs the length of the elevation, underneath the windows will be preserved as a detail on the new glazing. Existing windows on the front and side elevations are proposed to be replaced with new steel windows to match the historic dimensions and profile of the original windows. A new steel canopy would be introduced on the front elevation for weather protection, and to accommodate new signage.

On the south elevation of the building, a new entrance at grade would be introduced below an existing window opening, which is to be preserved. On the north elevation of the one-storey portion of the existing heritage building, glazing would be introduced in existing window openings to provide entry and visibility into the new interior unit. As proposed for the front elevation, new steel canopies and signage are proposed on this elevation. Additionally, the existing upper-storey windows on the two-storey portion would be restored.

A new addition is proposed to the rear of the two-storey portion of the building that would be clad in brick masonry, which is legible and distinct from existing materials, yet compatible with the historic building fabric. Clerestory windows, or high level windows, which admit light, would echo the existing windows of the two-storey portion of the heritage building, however would be distinguishable in dimension and material. The

proposed materials of the new building include brick masonry, glazing, and metal panels that would be both legible from the existing materials of the heritage building, and complementary to its industrial aesthetic.

The proposed development will not have a negative impact on the heritage character of the subject property and would provide a welcome adaptive reuse. Therefore, the proposed physical alterations to the subject property are appropriate. Through a separate report submitted to North York Community Council from the Chief Planner and Executive Director, City Planning Division, dated November 18, 2016, it is recommended that City Council approve the proposed alterations to the property at 33 Laird Drive, state its intention to designate the property under Part IV, Section 29 of the Ontario Heritage Act, and give authority to enter into a Heritage Easement Agreement with the property owner. This report, which will be considered by North York Community Council at its meeting February 22, 2017, can be found here: <http://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-99145.pdf>.

### **Access and Traffic Impact**

Vehicular access to the site would be provided from Canvarco Road, by way of two full-moves driveways. Pedestrian access to the site is provided by way of a walkway and covered courtyard along the Laird Drive frontage, adjacent to the existing signalized intersection of Laird Drive, Millwood Road, and Malcolm Road, and proposed relocation of a TTC bus stop.

Concerns regarding the capacity and function of both the Laird Drive and Canvarco Road intersection, and the Laird Drive and Millwood Road intersection were raised by the local community. The intersection of Laird Drive and Millwood Road will undergo improvements implemented by the City, as part of the City's Capital Improvement Plan. As a requirement of approval of this application, the applicant must provide \$20,000 toward these improvements. The final design of the intersection is being reviewed at this time, however one of the goals is to reconfigure the intersection so as to improve pedestrian safety. Throughout this application, there have been conversations between the applicant and Transportation Services regarding a conceptual redesign of the intersection of Laird Drive and Canvarco Road. Although the design is still being discussed, it is anticipated that Canvarco Road will have an additional westbound lane, with the final configuration including exclusive left-turn and right-turn lanes from Canvarco Road out to Laird Drive. As a requirement of approval of this application, the applicant will implement the decided improvements to this intersection. This road improvement project will be secured through the associated application for Site Plan Control. It will be required that the road construction be completed prior to the development taking occupancy.

In order to ensure that the traffic generated from this development does not delay bus service along Laird Drive, the TTC requires the applicant to provide \$35,000 for the installation of signal priority timing at one intersection in the vicinity of the site. This would mitigate any traffic delays caused by added vehicles on Laird Drive. The signal to be prioritized has not yet been determined.

Transportation Services have reviewed the submitted Traffic Impact Study, and are currently working with the applicant to create an appropriate design for the intersection of Canvarco Road and Laird Drive. Subject to the improvements to Canvarco Road and Laird Drive, Transportation Services staff have no concerns with the proposed development in terms of Traffic Impact.

## **Vehicle and Bicycle Parking**

The proposed driveways along Canvarco Road would provide access to 85 vehicular parking spaces, including two accessible parking spaces. Eighty of the proposed parking spaces would be located to the rear of the buildings, and five of the proposed parking spaces would be located beneath the cantilevered portion of the southern building, and behind the pedestrian walkway and covered courtyard accessible from Laird Drive. Pedestrian walkways are proposed throughout the parking lot, to provide safe connections to the buildings.

Under Leaside Zoning By-law No. 1916, the required number of parking spaces for this development is 222. A parking study was submitted by the applicant in support of this application. The study reviewed the parking rates in the harmonized Toronto Zoning By-law No. 569-2013, as well as the uses on the site. The study reviewed multipurpose trips between the different uses proposed, and concluded that this would reduce the overall demand for parking. Specifically, the report concluded that there will be shared parking opportunities between the proposed grocery store and office uses, as the peak demand times are different for each use. Further, there is a bus stop on both sides of Laird Drive, adjacent to the site. Transportation Services has reviewed the study, and has no objections to the parking supply proposed.

The parking study notes multiple strategies which would reduce the required number of parking spaces on the site. The first is shared parking, wherein it is stated that different uses hit peak demand at different times of the day. Parking demands for office uses are highest on weekdays, generally reaching their peaks between 9:00 a.m. and 3:00 p.m. Alternatively, grocery stores, in general, are typically busiest during Saturday morning and Saturday midday periods, when there is little to no office parking demands. These two uses offer the best opportunity to achieve shared use parking. This strategy should reduce the site's overall parking demands to a level where the proposed supply could accommodate demand. The second strategy is multi-purpose visits, which refers to customers patronizing more than one business during their visit. This is particularly likely for employees of the office uses, choosing to patronize restaurants and the grocery store. It is likely that these three uses together on one site will generate multi-purpose site trips. The site is located along two Laird Drive TTC bus routes. Route 56 connects to Eglinton Subway Station to the west and Donlands Subway Station to the south, while Route 88 connects to St. Clair Subway Station to the south. The site is also 1,000 metres from a future Eglinton Crosstown LRT stop at Eglinton Avenue East and Laird Drive.

Twenty-three short term bicycle parking spaces are proposed throughout the site, with the highest concentration being along the Laird Drive frontage, and in the proposed covered

courtyard. An additional 10 long-term bicycle parking spaces are proposed for employees. These spaces would be located inside the building.

## **Servicing**

Two City-owned combined sanitary and storm sewers currently run beneath the subject property. The first combined sewer is 450 millimetres in diameter, and runs north-south from the southwest corner of the site, beneath the proposed covered courtyard and the existing heritage building, and out to Canvarco Road. The City will relocate this sewer to the municipal right-of-way of both Laird Drive and Canvarco Road. The second combined sewer is 1200 millimetres in diameter, and runs horizontally through the site, from the southwest corner, beneath the proposed covered courtyard, and out to Laird Drive. The proposal would maintain this sewer, with a 9 metre easement, measured from the centre of the pipe, in favour of the City, as well as a 7.5 metre vertical easement, also in favour of the City. These easements have been accommodated in the proposed plans by providing a pedestrian walkway and covered courtyard in this area, over which the proposed building would be cantilevered at a height which meets the required 7.5 metre vertical clearance. Engineering and Construction Services and Toronto Water are satisfied with this approach, however require conditions be met, which are detailed in their memorandum dated January 30, 2017, and will be secured in the Site Plan Agreement.

## **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 subject property is located in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The new building would have a gross floor area of 1,414 square metres, while the existing building and the proposed addition would have a gross floor area of 4,620 square metres. The new development represents 45% of the overall total gross floor area after development. As a result, the parkland dedication requirement is applied to 45% of the lot area (4,074 square metres). The proposed non-residential development is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 81.5 square metres.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as the parkland dedication of 81.5 square metres would not create a substantial park, and the site does not abut an existing park which could be expanded through an on-site dedication. The site is also 600 metres away from Trace Manes Park, a 1.6 hectare park which includes six tennis courts, a baseball diamond, a wading pool, and a playground. It is also located across Laird Drive from Leaside Memorial Gardens, which has two ice rinks, eight curling rinks, a swimming pool, hospitality space, and open space.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

## **Toronto Green Standard**

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development, while Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure 33 bicycle parking spaces, including 23 short-term spaces, and 10 long-term spaces, as well as 1 shower and change facility.

Other applicable TGS performance measures will be secured through the Site Plan Approval process. These include safe and accessible pedestrian routes that connect with off-site networks, pedestrian weather protection, high albedo surface materials, stormwater, erosion, and sediment control measures, the removal of 80% of total suspended solids, water efficient plant materials for at least 50% of the landscape, and tree protection and planting.

## **Conclusions**

This proposal has been reviewed against the policies of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS, as required by Section 3 of the *Planning Act*, and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. Further, the proposal is in keeping with the intent of the *General Employment Area* policies of OPA 231, as well as the heritage policies of the Official Plan. This proposal would result in the restoration and re-use of a building currently listed on the City of Toronto Heritage Registrar, as well as intensification through the construction of a second building, designed to compliment the heritage building, while recognizing the character of the Leaside industrial area.



Staff recommend City Council amend the Official Plan and Zoning By-law No. 1916, for the lands at 33 Laird Drive, substantially in accordance with the draft Official Plan Amendment found at Attachment No. 6, and the draft Zoning By-law Amendment, found at Attachment No. 7, of this report.

## **CONTACT**

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Fax No. (416) 395-7155

E-mail: mcorcor@toronto.ca

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: Elevations

Attachment 3: Zoning By-law No. 1916 Map

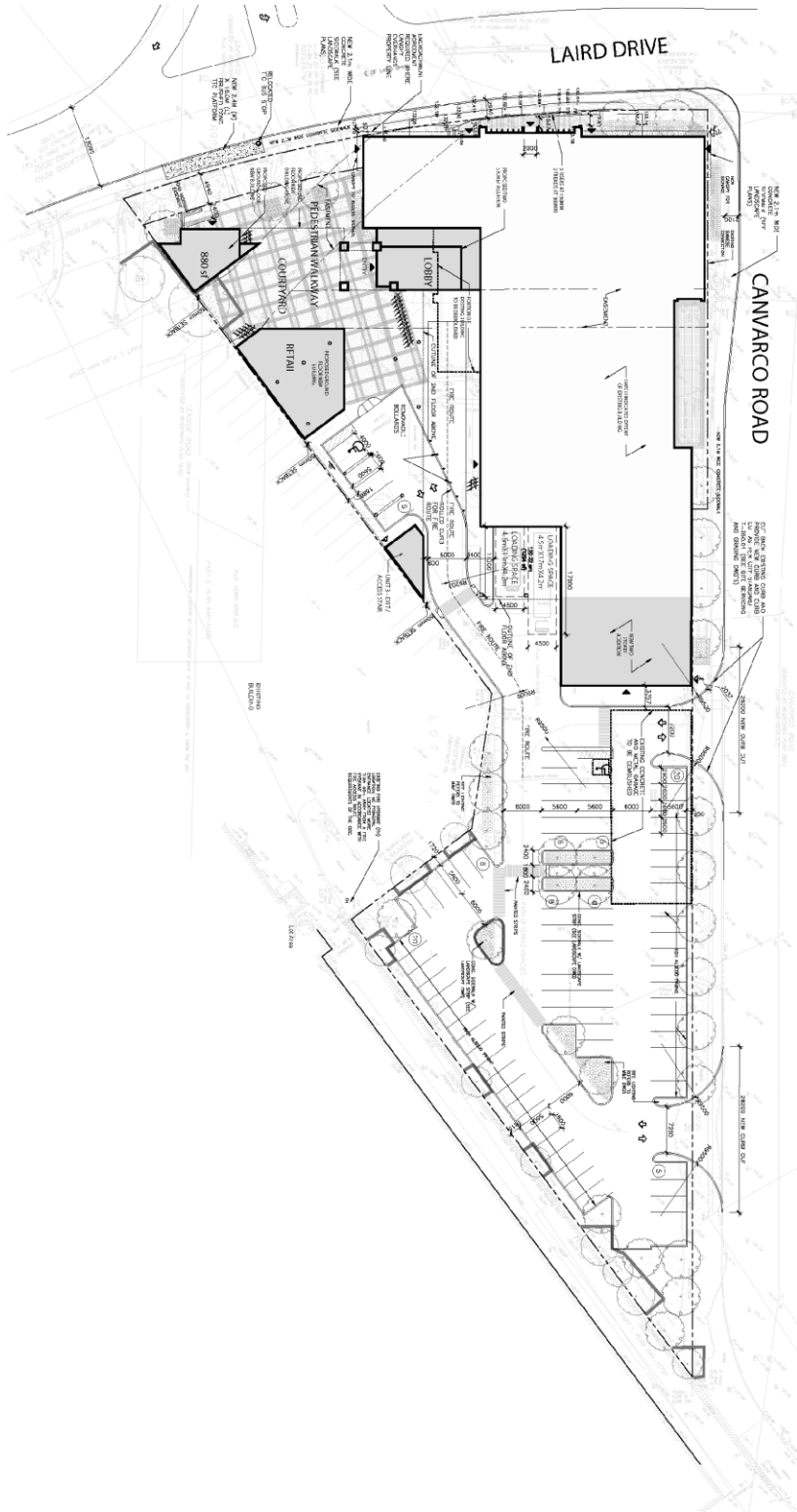
Attachment 4: Official Plan Map

Attachment 5: Application Data Sheet

Attachment 6: Draft Official Plan Amendment

Attachment 7: Draft Zoning By-law Amendment

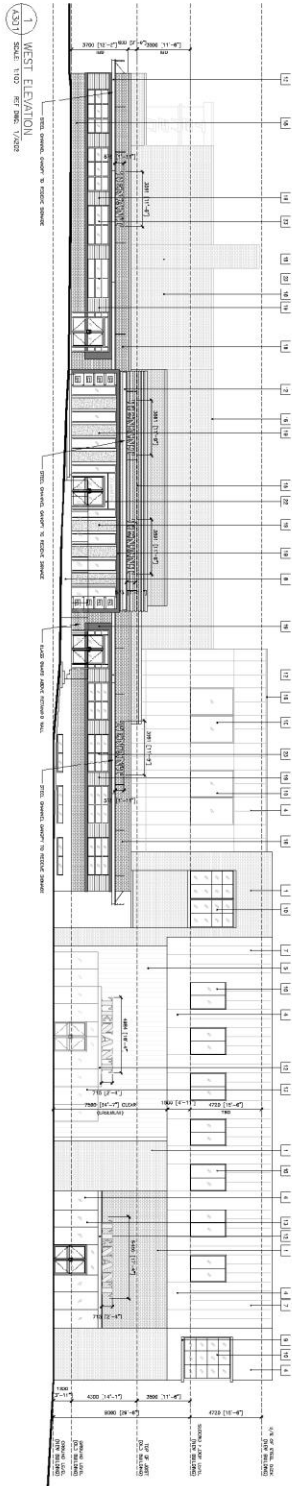
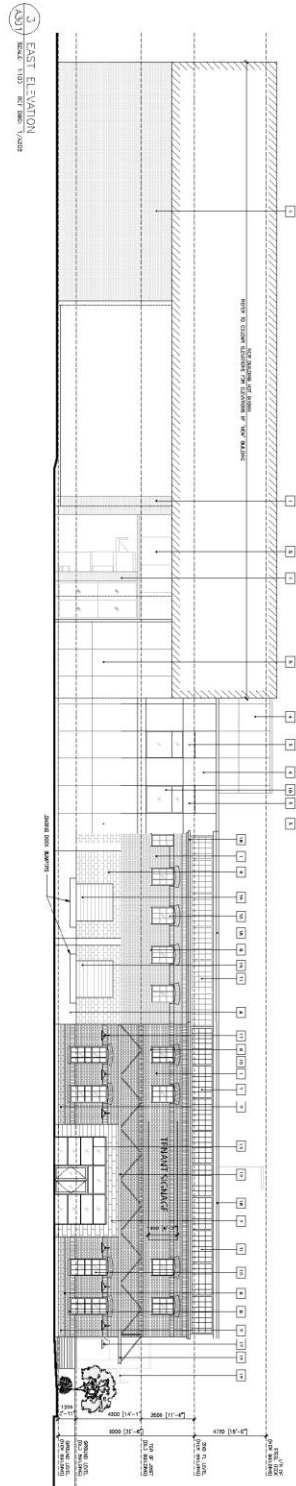
# Attachment 1: Site Plan



**Site Plan**  
Applicant's Submitted Drawing  
Not to Scale  
12/05/2016

**33 Laird Drive**  
File # 15 222354 NNY 26 02

## Attachment 2a: East and West Elevations



### Elevations

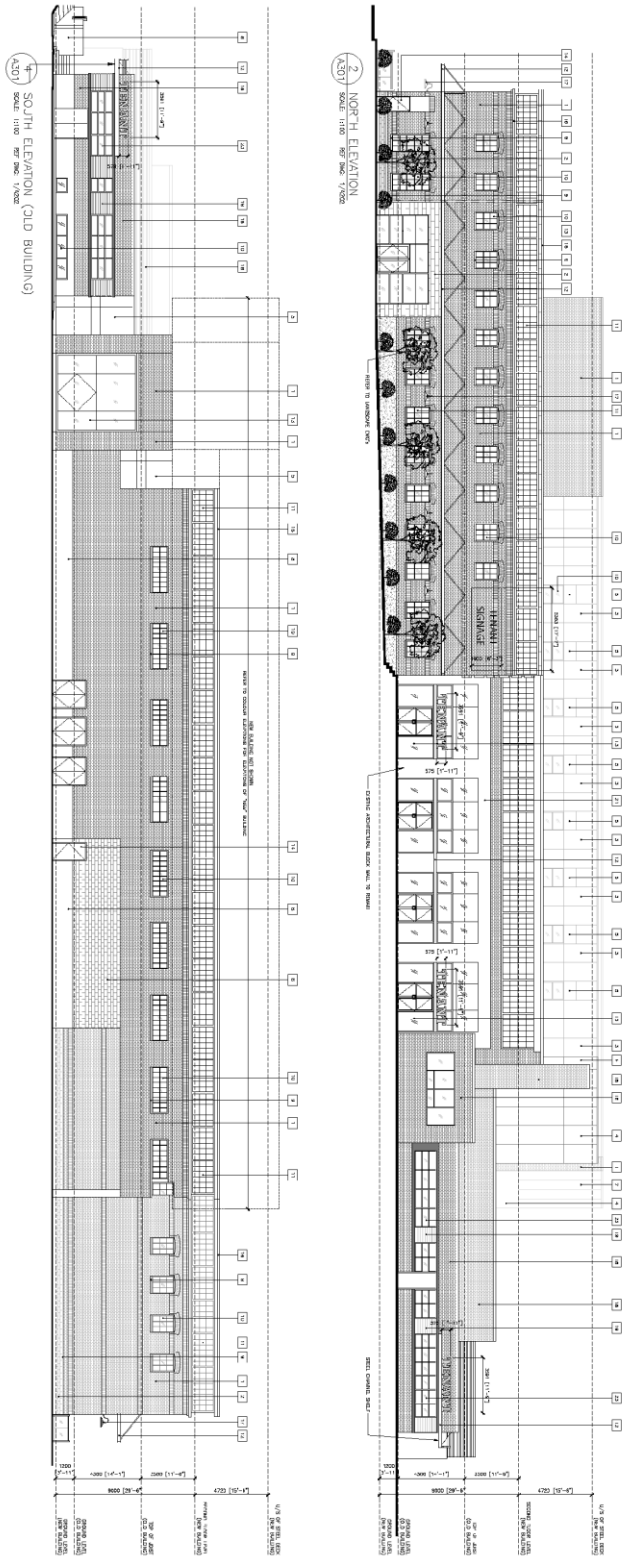
Applicant's Submitted Drawing

Not to Scale  
12/05/2016

### 33 Laird Drive

File # 15 222354 NNY 26 02

## Attachment 2b: North and South Elevations



### Elevations

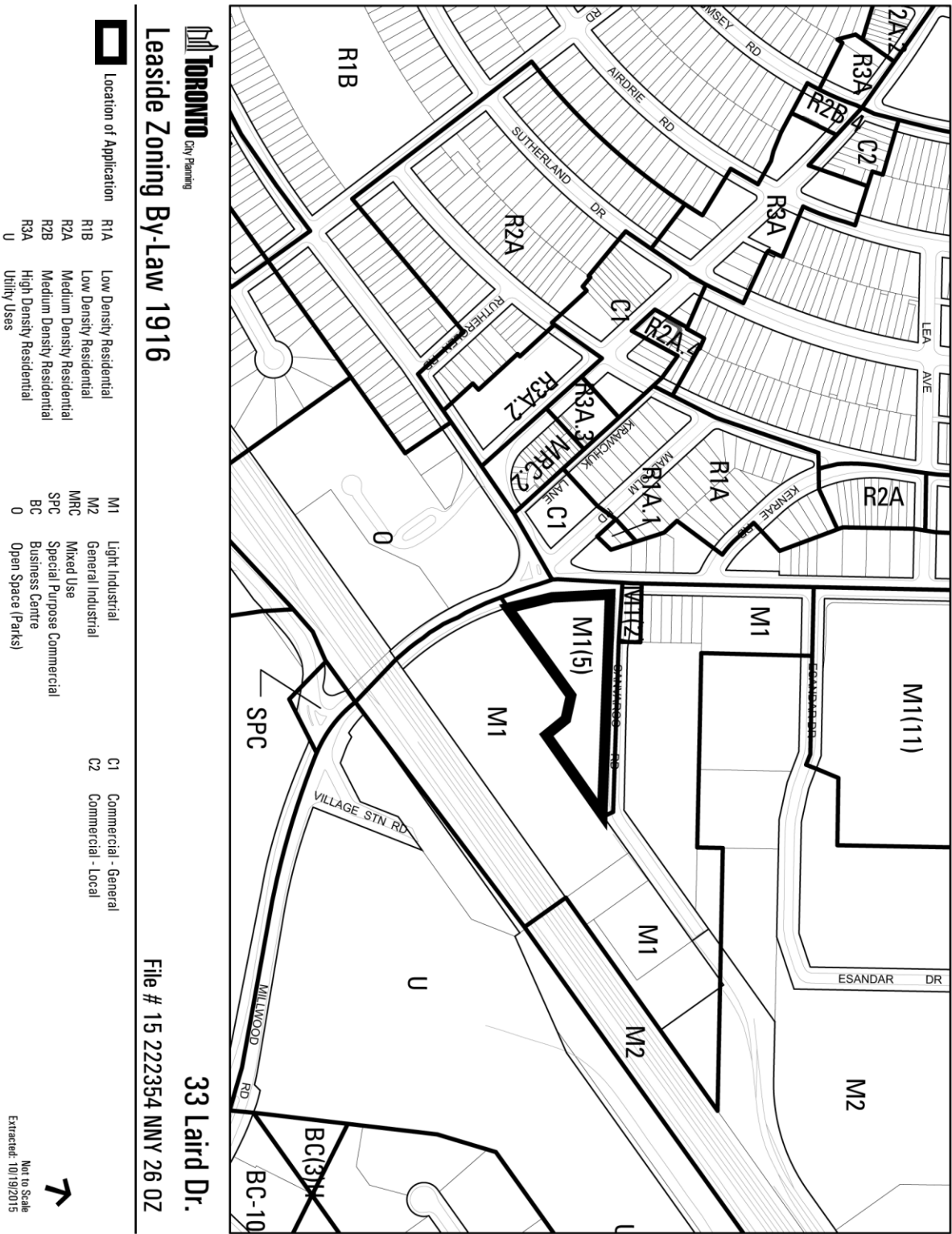
Applicant's Submitted Drawing

Not to Scale  
12/05/2018

33 Laird Drive

File # 15 222354 NNY 26 02

# Attachment 3: Zoning By-law No. 1916 Map



## Leaside Zoning By-Law 1916

File # 15 222354 NMY 26 0Z

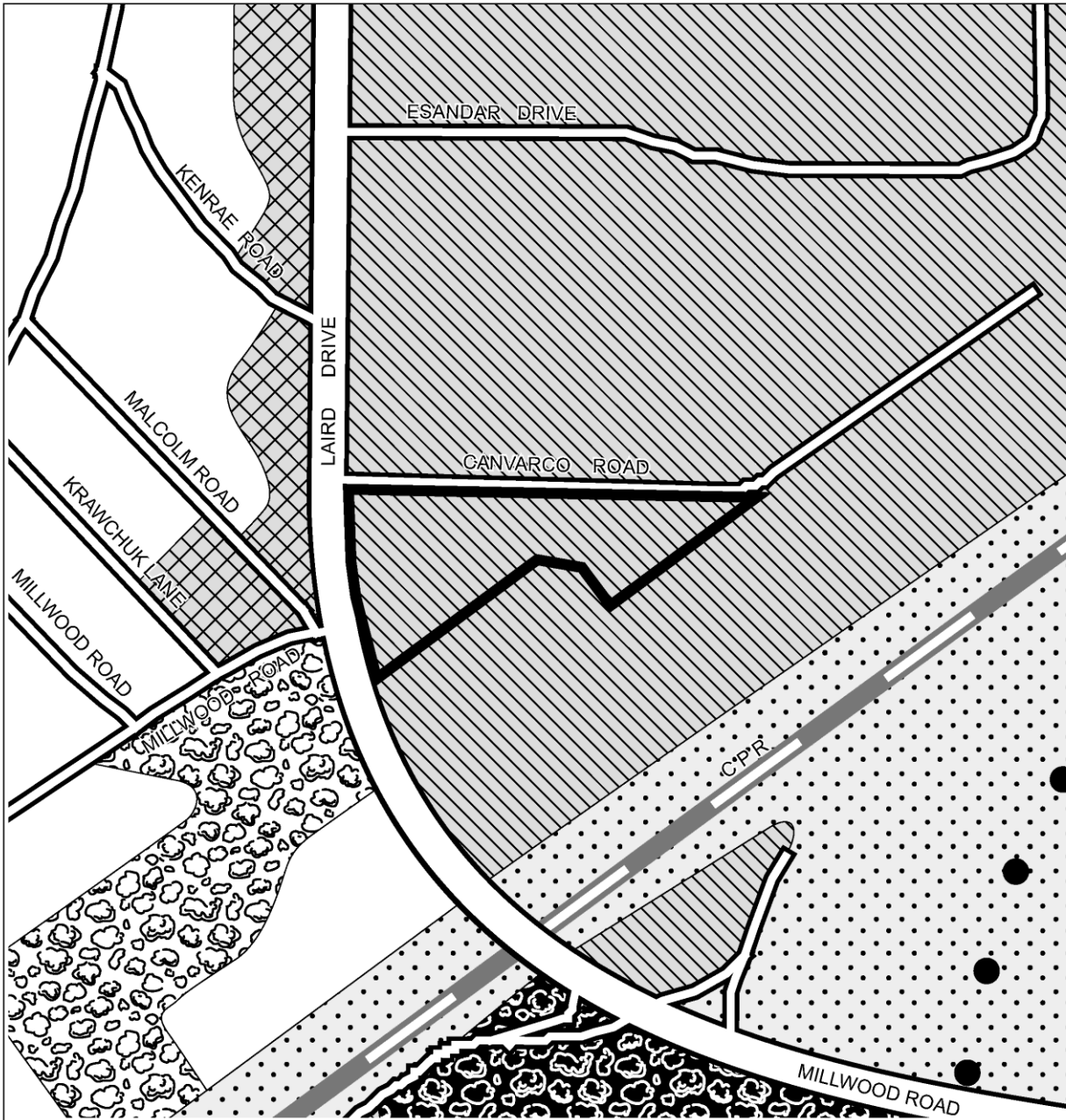
33 Laird Dr.

	Location of Application
R1A	Low Density Residential
R1B	Low Density Residential
R2A	Medium Density Residential
R2B	Medium Density Residential
R3A	High Density Residential
U	Utility Uses
M1	Light Industrial
M2	General Industrial
MRC	Mixed Use
SPC	Special Purpose Commercial
BC	Business Centre
O	Open Space (Parks)
C1	Commercial - General
C2	Commercial - Local

Not to Scale  
Extracted: 10/19/2015



# Attachment 4a: Official Plan Map



Extract from Official Plan

33 Laird Drive

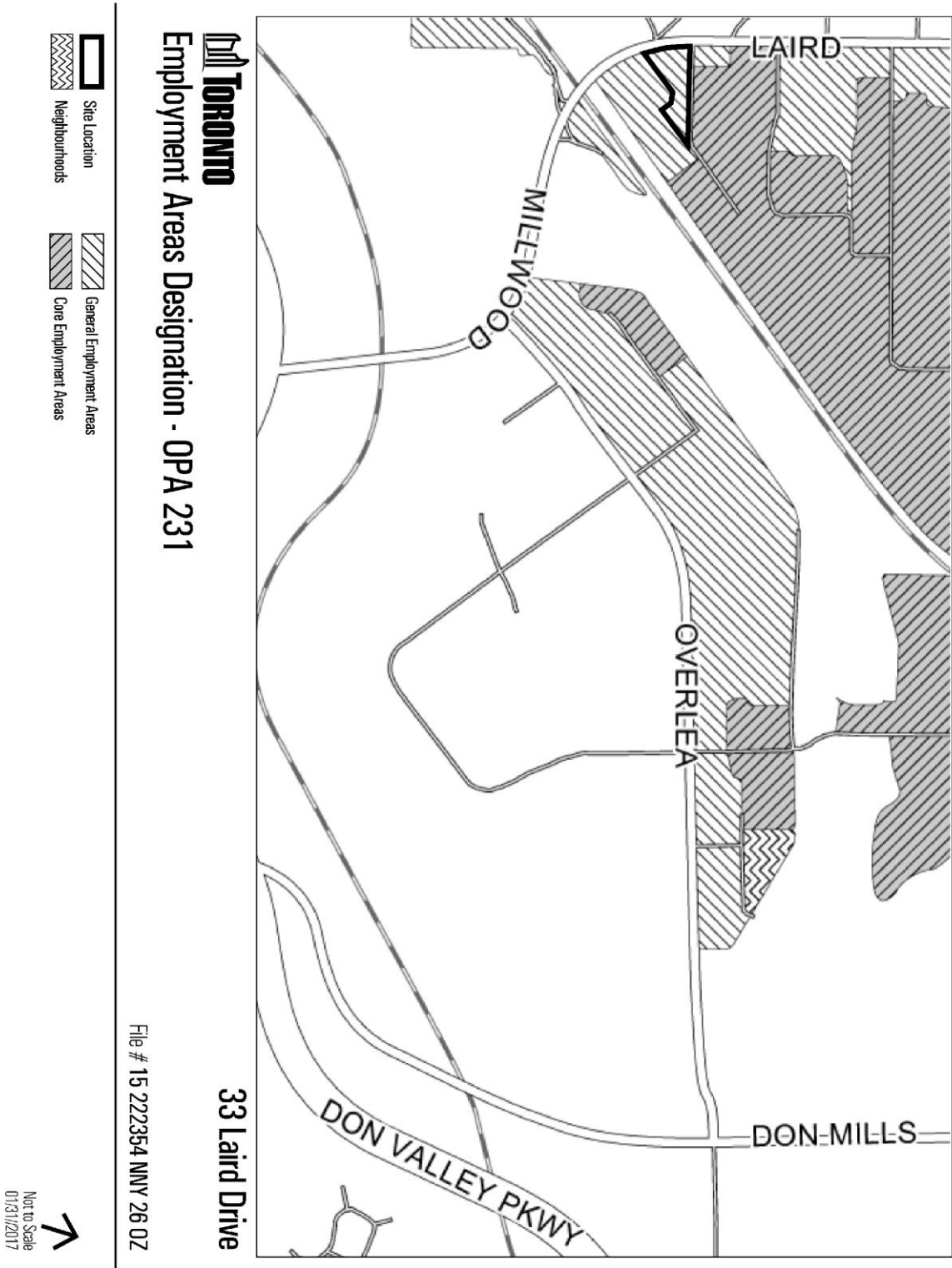
File # 15 222354 NNY 26 0Z

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



Not to Scale  
12/05/2016

Attachment 4b: OPA 231 Map



## Attachment 5: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	15 222354 NNY 26 OZ
Details	OPA & Rezoning, Standard	Application Date:	September 14, 2015

Municipal Address: 33 LAIRD DRIVE

Location Description: PLAN 2120 LOT 685 TO 692 PLAN 1535 PT LOT 12 PT LOT 13 \*\*GRID N2604

Project Description: The applicant has submitted for an Official Plan Amendment and Zoning By-law Amendment to permit a 6,400 square metre non-residential development on the subject property.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
MacNaughton Hermesen Britton Clarkson Planning Ltd.		SMV Architects	Levitt United Ltd.

### PLANNING CONTROLS

Official Plan Designation:	Employment Areas (General)	Site Specific Provision:	N/A
Zoning:	M1(5)	Historical Status:	Listed
Height Limit (m):	18.5 metres	Site Plan Control Area:	Yes

### PROJECT INFORMATION

Site Area (sq. m):	9052.94	Height:	Storeys:	2
Frontage (m):	94		Metres:	10.5 m & 14.3m
Depth (m):	194			
Total Ground Floor Area (sq. m):	3,458			<b>Total</b>
Total Residential GFA (sq. m):	0		Parking Spaces:	85
Total Non-Residential GFA (sq. m):	6,400		Loading Docks	2
Total GFA (sq. m):	6,400			
Lot Coverage Ratio (%):	38.2			
Floor Space Index:	0.71			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	0	Residential GFA (sq. m):	0
Bachelor:	0	Retail GFA (sq. m):	4,142
1 Bedroom:	0	Office GFA (sq. m):	1,892
2 Bedroom:	0	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	0		

**CONTACT:      PLANNER NAME:      Michelle Corcoran, Planner**  
**TELEPHONE:      (416) 395-7130**



**Attachment 6: Draft Official Plan Amendment**

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2017

Enacted by Council: ~, 2017

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-2017**

**To adopt Amendment No. 369 to the City of Toronto Official Plan, respecting lands municipally known as 33 Laird Drive.**

Whereas authority is given to Council by Section 17 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas the 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 enacts:

1. Amendment No. 369 to the Official Plan, consisting of the attached text and map designated as Schedule "A", is adopted.

ENACTED AND PASSED this ~ day of ~, A.D. 2017.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

## Schedule "A"

### AMENDMENT NO. 369 TO THE OFFICIAL PLAN

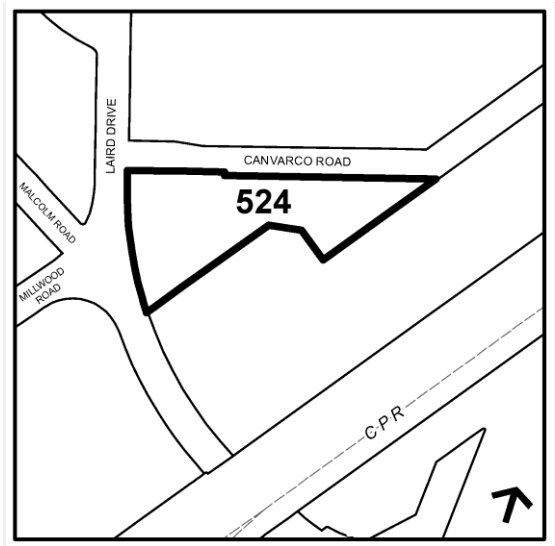
#### LANDS MUNICIPALLY KNOWN IN THE YEAR 2017 AS 33 LAIRD DRIVE

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

1. Chapter Seven, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 524 for the lands known municipally in 2017 as 33 Laird Drive, as follows:

#### **524. 33 Laird Drive**

In addition to the uses identified in section Section 4.6 of the Official Plan, fitness centres and retail uses are permitted.



2. Map 28, Site and Area Specific Policies, is amended for the lands shown municipally in 2016 as 33 Laird Drive, as shown on the map above as Site and Area Specific Policy No. 524.

## Attachment 7: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2017  
Enacted by Council: ~, 2017

### CITY OF TORONTO

Bill No. ~

BY-LAW No. **XXXX**-2017

**To amend Leaside Zoning By-law No. 1916, as amended,  
with respect to the lands municipally known as,  
33 Laird Drive.**

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. Schedule “A” of By-law No. 1916, as amended, of the former Town of Leaside is amended in accordance with Schedule “1” of this By-law by deleting the existing site specific M1(5) Zone and replacing it with the site specific M1(15) Zone.
2. Zoning By-law No.1916, as amended, is hereby further amended by inserting a new section 8.2.3(m) as follows:

“8.2.3 (m) 33 Laird Drive [M1(15) Zone]

(i) Area Restricted

Notwithstanding the provisions of Section 8.2.3(e), the provisions of this section shall apply to the lands identified on Schedule "A" of By-law-**XXXX**, municipally known in the year 2017 as 33 Laird Drive.

(ii) General Provisions

a) The following uses are permitted:

- i. Business and Professional Office;
- ii. Drug Store;
- iii. Financial Institution;
- iv. Food store;

- v. Personal Service Shop;
- vi. Private and Public Recreation Facility, provided it is a fitness centre;
- vii. Restaurant;
- viii. Restaurant Take-out;
- ix. Retail store;
- x. Service Shop;
- xi. Service and Repair Shop;
- xii. Tailor Shop; and
- xiii. Technical and Trade Services.

b) General Development Requirements

- i. Maximum Gross Floor Area of 6,400m<sup>2</sup>;
- ii. Maximum Floor Space Index of 0.75;
- iii. Maximum Lot Coverage of 45%;
- iv. Maximum Building Height of 18.5m;
- v. Minimum Building Setback of 0m from the front property line, except for the southerly 40 metres of the front lot line, for which a Minimum Building Setback of 2.2 metres is required;
- vi. Minimum Building Setback of 0m from the side property lines;
- vii. Minimum Building Setback of 12m from the rear property line; and
- viii. Parking Spaces:
  - i. A minimum of 3 parking spaces per 100m<sup>2</sup> of gross floor area – Private and Public Recreation Facility;
  - ii. A minimum of 1 parking space per 100m<sup>2</sup> of gross floor area – Retail Store, Food Store, Service Shop, Technical and Trade Services, Business and Professional Office;
  - iii. A minimum of 3 parking spaces per 100m<sup>2</sup> of gross floor area – Restaurant; and
  - iv. A minimum of 2 parking spaces per 100m<sup>2</sup> of gross floor area – Financial Institution.

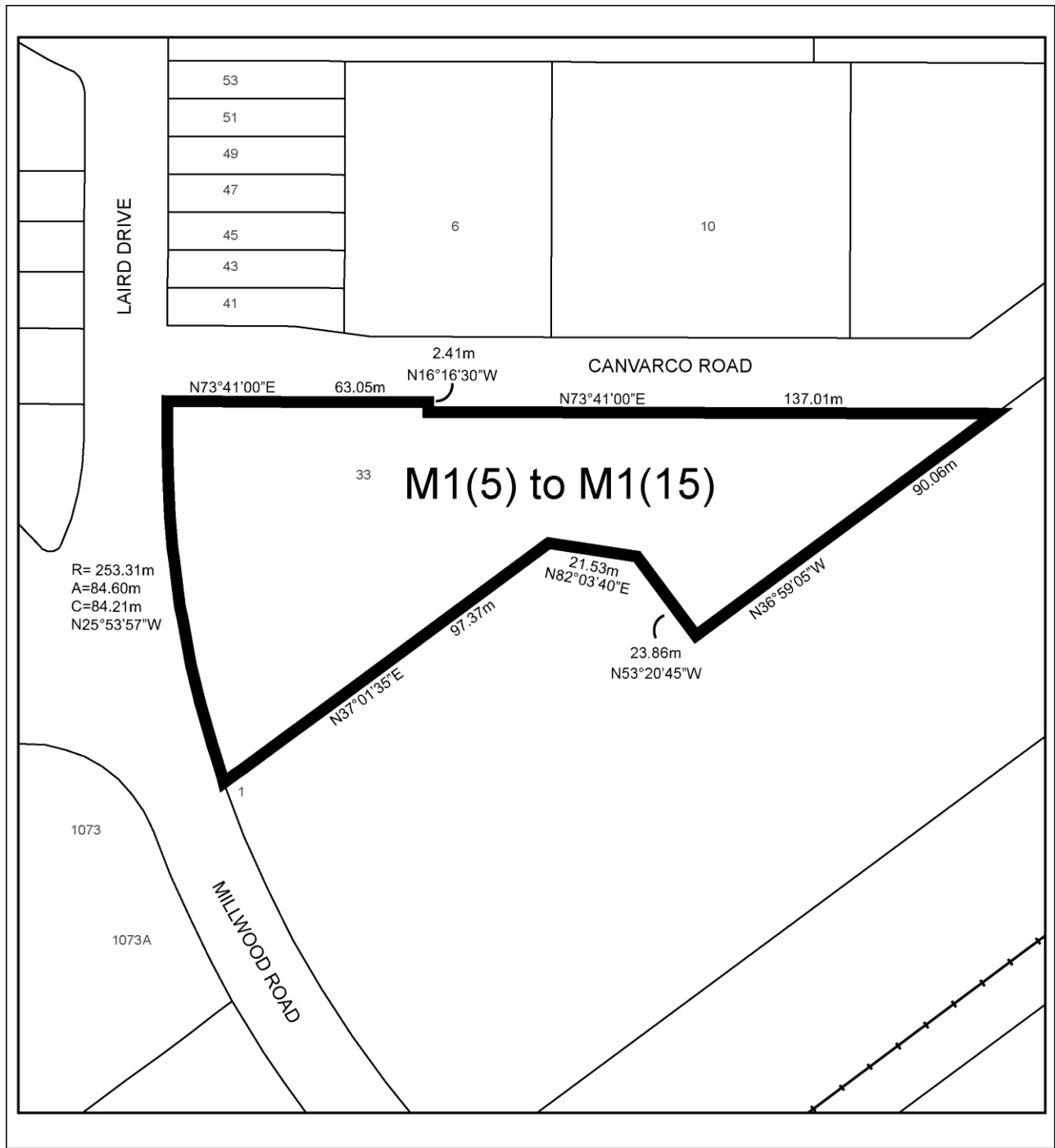
c) For other uses permitted within Section 8.2.1, the provisions of By-law 1916 shall apply.

(iii) Notwithstanding anything else contained in By-law-XXXX, the provisions of Section 8.2.3 shall continue to apply collectively to all lands identified in 8.2.3(m), notwithstanding any future divisions of the lands into two or more parcels of land.

ENACTED AND PASSED this ~ day of ~, 2017.

JOHN TORY,  
Mayor  
(Corporate Seal)

ULLI S. WATKISS,  
City Clerk



R= 253.31m  
 A=84.60m  
 C=84.21m  
 N25°53'57\"W