

17, 25 and 75 Vickers Road – Zoning By-law Amendment and Removal of the "H" (Holding Symbol) Application– Request for Interim Directions Report

Date: May 14, 2018
To: Etobicoke York Community Council
From: Director, Community Planning, Etobicoke York District
Ward: 5 – Etobicoke-Lakeshore

Planning Application Number: 18 124934 WET 05 OZ

SUMMARY

This report provides preliminary information and an early opportunity to raise issues for follow-up with regard to the subject application. It seeks City Council's direction on the community consultation process and indicates the expected timing for a Final Report to City Council. The application has been circulated to all appropriate agencies and City divisions for comment and a staff review of the application is underway.

The Zoning By-law Amendment and removal of the "H" Holding Symbol application proposes to amend the former City of Etobicoke Zoning Code and Site Specific By-law No. 1082-2014 (OMB) to replace and expand the existing Metro Inc. distribution centre at 25 Vickers Road with a new warehouse distribution centre at 17, 25 and 75 Vickers Road. The new one storey warehouse distribution centre would include a mezzanine level and have a total height of 25 m. The development would contain 48,053 m² of floor area for a refrigerated storage facility and distribution centre and 1,882 m² of floor area for administrative office uses. The total gross floor area proposed is 49,935 m². The application proposes vehicular access via Vickers Road, 321 total vehicle parking spaces and a 3 storey above grade parking structure located at the southwest corner of the site. Parking for 245 trailers is also proposed around the periphery of the site.

Two phases of development are proposed to allow for continuous business operations. The three existing industrial buildings on the site would be progressively demolished through each phase of the construction process. The proposed new facility would accommodate approximately 600 employees once fully operational.

The applicant requested a pre-application consultation meeting for assistance in defining the requirements for application submission. Staff held the meeting with the applicant on May 17, 2017.

The application was submitted on March 5, 2018. A notice of complete application has not been issued with regard to the application as the applicant has yet to submit the required Stage 1 Archaeological Resource Assessment. This Request for Interim

Directions Report has been prepared as all other complete application requirements were submitted with the application and the application has been deemed Gold Star (enhanced service to focus development review and expedite high impact investment/job creation projects within the City).

A community consultation meeting is anticipated to be held in the second or third quarter of 2018. A Final Report will be submitted for City Council's consideration following community consultation, the resolution of outstanding issues related to this application and the holding of a statutory Public Meeting under the *Planning Act*. The target timeline for the Final Report is anticipated to be in the first quarter of 2019.

City Planning staff have identified concerns with the proposal described in this report with respect to built form, siting of the proposed building, access and compliance with applicable area specific Policies. These issues and all additional matters that arise through the development review process will need to be addressed prior to submission of the Final Report to City Council. While staff will continue to work with the applicant to address the issues noted above, since it is an election year, it is recommended that City Council direct the City Solicitor and appropriate City staff to attend and oppose the application in its current form should the application be appealed to the Local Planning Appeal Tribunal (LPAT) on the basis of Council's failure to make a decision on the application within the statutory time frame of the *Planning Act*.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct City staff to continue to negotiate with the applicant to resolve the outstanding issues detailed in this report.
2. City Council direct the City Solicitor, and appropriate City staff, to attend and to oppose the application in its current form should the application be appealed to the Local Planning Appeal Tribunal (LPAT) on the basis of City Council's failure to make a decision on the application within the statutory time frame of the *Planning Act*.
3. City Council direct City staff to schedule a community consultation meeting for the lands at 17, 25 and 75 Vickers Road together with the Ward Councillor.
4. City Council direct that Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
5. City Council direct that Notice for the statutory public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

On March 10, 2005, the owner of the land at 5555 Dundas Street West (the Honeydale Mall site) submitted Official Plan and Zoning By-law Amendment applications for a mixed use development on these lands comprised of 2,400 residential units, retail, commercial and office uses.

Subsequently, on March 24, 2005, The Great Atlantic & Pacific Company of Canada (A&P Canada), which was subsequently acquired by Metro Inc., filed an Official Plan Amendment application for the lands at 5559 Dundas Street West and 25 Vickers Road (the subject site) to permit the lands to be re-developed with offices at 25 Vickers Road and mixed-use development with heights ranging from 3 to 22 storeys at a density of 2.3 times the area of the lot at 5559 Dundas Street West. Further, in December, 2006, the owner of the lands submitted Zoning By-law Amendment applications which proposed that 25 Vickers Road be zoned Class 1 Industrial to permit office development, although no development concept was submitted.

Both applicants appealed these applications to the Ontario Municipal Board.

The Dundas-427 Planning Framework Study

Given the scale of the above applications, the City initiated a Planning Framework Study in 2007 to assess the future uses and built form of the lands on the north and south side of Dundas Street West between Highway 427 and Shorncliffe Road. The “Dundas-427 Planning Framework Study” was undertaken by a consultant team hired and managed by the City to address the appropriate land uses, densities, heights and built form for the redevelopment of the *Mixed Use Areas* and *Employment Areas* located north of the CPR Railway Line between Highway 427 and Shorncliffe Road. The Planning Framework Study was completed in 2011 and concluded that multiple 1-6 storey and 6-8 storey buildings for employment uses would be the appropriate built form for the subject site as identified on the Concept Demonstration Map from the Planning Framework Study (see Attachment 1: Figure 1: Concept Demonstration Map from The Dundas-427 Planning Framework Study).

There was extensive community consultation throughout the Study with input from the land owners including A&P (Metro Inc.). As a result of the study, the City adopted Official Plan Amendment 156 for the lands south of Dundas Street West (including the subject lands) and Official Plan Amendment 157 for the lands north of Dundas Street West.

Official Plan Amendment 156 (SASP 367)

OPA 156 (By-law No. 990-2011) applies to the lands on the south side of Dundas Street West between Highway 427/Vickers Road and Shorncliffe Road (including both the Honeydale Mall and Metro Inc. properties). OPA 156 implements the recommendations from the Planning Framework Study and was intended to resolve the related Official Plan Amendment applications submitted by Honeydale Mall and Metro Inc.

OPA 156 established a mid-rise built form context for the redevelopment of the Dundas Street West frontage with the land use being primarily residential to the east of The East

Mall and office/employment to the west of The East Mall (where the subject site is located).

Development is to be supported by a public street network and organized around a centrally located public park which is located on the east side of The East Mall (see Attachment 2: Figure 2: Highway 427/Dundas Street West Study Map 1 of OPA 156). Built form and public realm policies provide direction to inform the preparation of implementing zoning. Policies on transportation, phasing, community services and facilities, municipal infrastructure and holding provisions identify key matters to be addressed in the development of the lands.

Official Plan Amendment 156:

- Amended the Official Plan by redesignating the lands on the south side of Dundas Street West and east of The East Mall to *Mixed Use Areas*, while maintaining the *Employment Areas* designations on the lands west of The East Mall (including 25 Vickers Road – the subject site);
- Amended the Urban Structure Map 2 of the Official Plan by removing *Avenues* and replacing it with *Employment Districts* for the location of the subject site;
- Added roads to Schedule 2 Planned but Unbuilt Roads of the Official Plan to reflect the key public roads and road segments that are required to support development;
- Added Site and Area Specific Policy 367 that identifies key objectives for development and established policies related to public realm and built form, transportation and development phasing, community services and facilities, municipal infrastructure, and holding zones; and
- Included Map 1 which illustrates the structure plan for the area identifying public streets and a centrally located public park.

Subsequent to the approval of OPA 156, site-specific Zoning By-laws for the lands subject to the Zoning By-law Amendment applications south of Dundas Street West was approved by the Ontario Municipal Board. The implementing zoning for 25 Vickers Road was enacted as By-law No. 1082-2014.

Bloor-Danforth Subway Extension

The lands at 5559 Dundas Street West (immediately east of the subject site) were previously identified as a potential future site for The East Mall subway station intended for the future extension of the Bloor-Danforth subway line. The “Bloor-Danforth Subway Westerly Extension Environmental Assessment” was approved in 1994 and proposed a 3.7 km extension of the Bloor-Danforth Subway from Kipling Station westerly to a terminal station at the Queensway/West Mall intersection and a future local station at The East Mall. The extension of GO bus services from Kipling Station to a potential future station at 5559 Dundas Street West was also proposed. Since the Environmental

Assessment, no further work has been completed. However, the possibility of this future extension remains.

ISSUE BACKGROUND

Application Description

The Zoning By-law Amendment and removal of the “H” Holding Symbol application proposes to amend the former City of Etobicoke Zoning Code and Site Specific By-law No. 1082-2014 (OMB) to replace and expand the existing Metro Inc. distribution centre at 25 Vickers Road with a new state of the art fresh grocery warehouse distribution centre at 17, 25 and 75 Vickers Road (see Attachment 3: Figure 3: Application Data Sheet).

The new warehouse distribution centre would be one-storey and 25 m in height (including a mezzanine level). The proposed building would contain 1,882 m² of floor area to be used as an administrative office (approximately 4% of the building area) with 48,053 m² of floor area to be used as a refrigerated storage facility and distribution centre (approximately 96% of the building area). The total gross floor area proposed is 49,935 m². The proposed new facility would accommodate approximately 600 employees once fully operational.

The proposed building setbacks would vary greatly, particularly on the north and west side of the proposed building, due to the shape of the site and the proposed building envelope. The minimum setbacks from the proposed building to the property line would be: 12.3 m on the west; 81.9 m on the north; 7.7 m on the south and 63.7 m on the east (see Attachment 7: Figure 7: Site Plan).

The development would provide 40 office parking spaces and 281 industrial parking spaces for a total of 321 vehicle parking spaces (of which 15 spaces would be dedicated for carpool parking spaces) located in a 3-storey above grade parking structure. The parking structure is proposed on the southwest corner of the site, adjacent to the administration offices and employee facilities for the distribution centre. The facility would provide 101 loading docks for incoming and outgoing shipments. There would be 27 staging spaces for trailers with attached cabs and 245 parking spaces for trailers surrounding the building and lining the west, north and east frontage including Vickers Road and The East Mall. There would be a total of 10 long-term bicycle parking spaces located on the ground floor of the parking structure and 7 short-term bicycle parking spaces provided on the third level of the parking structure. The application proposes approximately 153 trees and 6,962 m² of landscaped open space located mainly on the west side of the site in proximity to the proposed parking structure.

Phasing of Demolition and Construction

The new building would be constructed in two phases to allow the existing produce warehouse at 25 Vickers Road to continue to operate during construction. Phase 1 would primarily occur on the 17 and 75 Vickers Road portions of the site. The existing vacant industrial buildings would be demolished and replaced by a 27,113 m² Phase 1

portion of the new building and a parking structure to serve the entire facility upon completion. The estimated timing for Phase 1 building construction is 15-18 months from commencement.

Following the completion of construction of the Phase 1 building, the operations at the existing 25 Vickers Road building would be migrated into the new Phase 1 building and the existing structure at 25 Vickers Road would be demolished. This phase of the development is expected to take 9-12 months. Following the demolition of the 25 Vickers Road structure, the Phase 2 portion of the new warehouse distribution centre comprising 22,822 m² of floor area would be constructed, along with the completion of the new trailer parking areas, circulation driveways and landscaping for the entire site. The estimated timing for the 25 Vickers demolition/Phase 2 construction is 15-18 months.

Site Access

Vehicular access to the site is proposed at three locations. The existing driveway of 25 Vickers Road would be maintained to provide the primary truck access upon completion of the building. A second truck driveway is proposed at the southeast corner of the property to facilitate operations during the demolition of 25 Vickers Road and the completion of Phase 1 of the building. A third access from Vickers Road at the southwest corner of the site would be used for employee and visitor vehicle access to the three level parking structure.

Site and Surrounding Area

The subject site is comprised of 3 contiguous parcels of land municipally known as 17, 25 and 75 Vickers Road in the southwest quadrant of Vickers Road and The East Mall (see Attachment 4: Figure 4: Location Map). The lands are bounded by Highway 427/Vickers Road, Dundas Street West, The East Mall and the Canadian Pacific Railway.

The subject site is irregular in shape and the grade varies, with the topography generally sloping down from the east side to the west side of the site. The subject site has a combined area of 118,268 m² and an approximate lot frontage of 620 m and lot depth of 483 m. There are two storm sewer easements on the site in favour of the City which run parallel to The East Mall for approximately the south half of the property.

Metro Inc. owns 25 Vickers Road and 17 and 75 Vickers Road are owned by a related Metro Inc. company. The properties are presently occupied by three stand-alone industrial/warehouse buildings. The property at 25 Vickers Road is occupied by a warehouse distribution centre and offices and 17 and 75 Vickers Road are occupied by vacant industrial buildings.

The surrounding land uses are as follows:

North: Dundas Street West and a large commercial shopping centre beyond (Cloverdale Mall).

East: The East Mall and office uses (Metro Inc. offices), commercial uses (Food Basics grocery store) and industrial uses (Metro warehouse) beyond. The lands at 5559 Dundas Street West at the southeast corner of Dundas Street West and The East Mall have been identified as a potential future site for The East Mall subway station intended for the future extension of the Bloor-Danforth Subway line.

South: Industrial site used for sorting construction debris/soil, the Canadian Pacific Railway and various one-storey industrial/office buildings beyond.

West: Immediately adjacent to the west is Highway 427. On the west side of Highway 427 is a three tower office complex along the Highway corridor and low density industrial/commercial uses beyond.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) and geographically specific Provincial Plans (2017), along with municipal Official Plans, provide a policy framework for planning and development in the Province. This planning application will be tested for consistency with the PPS and conformity with the Growth Plan.

In the submission forms for development approval, the applicant has indicated that the application is consistent with the PPS and conforms to the applicable Provincial Plans. Staff will be evaluating this planning application against the PPS (2014) and the applicable Provincial Plans (2017) noted above as part of the City's development application review process.

Toronto Official Plan, Official Plan Policies and Planning Studies

The subject lands are currently designated *Employment Areas* in the Official Plan on Land Use Map 15 (see Attachment 5: Figure 5: Official Plan Land Use Map). Section 4.6 of the Official Plan states that "Employment Areas are places of business and economic activities vital to Toronto's economy and future economic prospects".

Under Official Plan Amendment 231, the entirety of the subject lands are designated as *Core Employment Areas*.

Official Plan Amendment 231

At its meeting of December 16, 17 and 18, 2013, City Council adopted Official Plan Amendment 231 (OPA 231) to implement the results of the Official Plan and Municipal Comprehensive Review with respect to Economic Health Policies and the Policies, Designations and Mapping for Employment Areas. Among other matters, OPA 231 introduced policies to greater protect the City's finite supply of employment land.

OPA 231 was approved by the Minister of Municipal Affairs and Housing in July, 2014 and was subsequently appealed in its entirety to the Ontario Municipal Board (OMB). Portions of the amendment remain under appeal at the OMB.

On December 20th, 2016, the OMB issued an order partially approving OPA 231, including *the Core Employment Areas* and *General Employment Areas* land use designations.

As there is no-site-specific appeal to OPA 231 for the subject lands, the *Core Employment Areas* designation is in force and effect in conjunction with the *Employment Areas* policies in the Official Plan which remain in effect.

Under OPA 231, the entirety of the subject lands are designated as *Core Employment Areas*. OPA 231 defines *Core Employment Areas* as places for business and economic activities. The term "Core" refers primarily to the employment functions within these areas. Uses that would attract the general public into the interior of an employment area and possibly disrupt industrial operations are not generally permitted in *Core Employment Areas*. The uses presently permitted within this designation include "manufacturing, warehousing, wholesaling, transportation facilities, offices, research and development facilities, utilities, industrial trade schools, media facilities, and vertical agriculture".

OPA 231 establishes policies that encourage the protection and preservation of *Employment Areas* such as Policies 2.2.4(a) and (b) which establish that *Employment Areas* will be used exclusively for business and economic activities in order to:

- a) Retain sufficient availability of lands, for both current and future needs, for industrial functions such as manufacturing and warehousing which are permitted only within *Employment Areas* and *Regeneration Areas*; and
- b) Protect and preserve *Employment Areas* for current and future business and economic activities.

Furthermore, Policy 2.2.4.3 outlines the City's priority in encouraging the use of existing employment lands within the City due to a limited supply. This policy states: "A more intensive use of lands in *Employment Areas* for business and economic activities will be encouraged to make better use of a limited supply of lands available for these activities".

In addition, the Official Plan expresses the significance of preserving *Employment Areas* that are located in proximity to major highways. Policy 2.2.4.6 of OPA 231 states: "Employment Areas in the vicinity of existing major transportation infrastructure such as highway interchanges, ports, rail yards and airports are designated to provide for, and are to be preserved for, employment uses that may rely upon the major transportation infrastructure for the movement of goods".

Section 4.6.5 of OPA 231 provides policies for all *Employment Areas*. Development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* through:

- a) Supporting the existing and planned function of the *Employment Area*;

- b) Encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
- c) Providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
- d) Integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;
- e) Limiting or mitigating the effects of traffic generated by the development within the *Employment Area* and adjacent areas;
- f) Providing adequate parking and loading on-site;
- g) Sharing driveways and parking areas wherever possible;
- h) Avoiding parking between the public sidewalk and retail uses;
- i) Mitigating the effects of noise, vibration, dust odours, or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas;
- j) Providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas;
- k) Treating the boundary between Employment Areas and residential lands with landscaping, fencing, or other measures to provide a buffer and minimize adverse impacts; and
- l) Ensuring that where the zoning by-law(s) permit open storage and/or outdoor processing of goods and materials, the open storage and/or processing is:
 - i. limited in extent;
 - ii. generally located at the rear of the property;
 - iii. well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and
 - iv. not adversely affecting existing and planned neighbouring land uses in terms of dust, noise and odours.

Site and Area Specific Policy 367

Official Plan Amendment 156 (approved on July 14, 2011) introduced Site and Area Specific Policy No. 367 (SASP 367) to implement the findings of the Dundas-427 Planning Framework Study.

The policy applies to the lands along the south side of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road (including the subject site). The area includes *Mixed Use Areas* and *Employment Areas*. In the *Mixed Use Areas*, the Dundas Street West frontage is to be redeveloped with mid-rise buildings with the lands to the south to be redeveloped with taller buildings and primarily residential uses supported by a public street network, organized around a centrally located public park. In the *Employment Areas* (where the subject lands are located), office uses and industrial uses are to be developed that are compatible with existing and proposed uses in the surrounding area.

SASP 367 provides policy direction regarding land use, built form, height, public realm, municipal infrastructure, servicing, transportation, parkland, community services and facilities and Holding zones/provisions. New public streets, water and sanitary sewer infrastructure, public parkland and community facilities are required to support development in the area.

SASP 367 provides for the development of new roads to service the redevelopment of the subject site as shown on Attachment 2. This includes a new public "Street C" as well as a secondary public road which crosses the 25 Vickers Road property. Street C was identified on the subject lands on the assumption that the subject lands would be redeveloped with multiple parcels and buildings in an "Office Campus" style development, where a new access from a public road would be required to appropriately service such development.

Despite the identified concept of "Street C" crossing through the subject site, the application proposes a single building on the lands with driveway access from Vickers Road. Subsection vii of the SASP 367 addresses the "Potential Future Public Streets" identified as being conceptual, and their number, location and width not being set or requiring amendment to the Plan to modify them as follows:

"Secondary and Potential Future Public Streets shown on Map 1 are conceptual. The exact number, right-of-way width and location of these streets will be determined through the development application process and will not require an amendment to Map 1".

The permission for a warehouse distribution centre was maintained in implementing Zoning By-law No. 1082-2014 to retain the ability to maintain/expand the current warehouse use on the 25 Vickers Road property.

This application will be reviewed against the Official Plan policies and/or planning studies described above as well as the policies of the Toronto Official Plan as a whole.

Zoning By-laws

The subject lands are subject to the former City of Etobicoke Zoning Code. The northerly portion of the site at 25 Vickers Road is zoned Employment Office Holding, EO-(H) under Site Specific By-law 1082-2014 (OMB). The southerly portion of the site at 17 and 75 Vickers Road is zoned Class 2 Industrial (I.C2) under the former City of Etobicoke Zoning Code (see Attachment 6: Figure 6: Existing Zoning By-law Map).

Site Specific By-law No. 1082-2014 (OMB) applying to 25 Vickers Road implements the Dundas-427 Planning Framework Study, OPA 156 and SASP 367 as previously noted in this report. As such, By-law No. 1082-2014 reflects a vision for the site of multiple parcels of land and blocks with employment/office uses of varying building heights requiring new public streets and infrastructure.

The Holding provision applying to the EO Zone establishes requirements to remove the Holding Symbol such as: a Phasing Plan; registration of land division; updates to transportation and servicing studies prepared as part of the Dundas-427 Planning Framework Study to ensure redevelopment of the lands occurs in an orderly fashion and all required infrastructure is provided. In contrast, this application proposes one large warehouse/distribution centre spanning across 25 Vickers Road as well as the adjacent 17 and 75 Vickers Road lands. However, both the EO and the IC.2 zoning permit a warehouse/distribution centre as-of-right.

The EO zoning permits a maximum density of 0.6 times the lot area prior to lifting of the Holding Symbol, and a minimum density of 1.0 and a maximum density of 2.0 after the removal of the Holding Symbol. The minimum required building height is 3 storeys (10 m) and the maximum permitted building height is 30 m.

The IC.2 zoning does not prescribe a density limit or a building height limit for a warehouse use. The maximum permitted density for an office use is 0.6 times the lot area and the maximum permitted building height for an office use is 5 storeys.

City-wide Zoning By-law No. 569-2013, as enacted by Toronto City Council on May 9, 2013, does not apply to this site as site-specific zoning was established through Site Specific By-law No. 1082-2014 (OMB).

Site Plan Control

The proposed development is subject to Site Plan Control. A Site Plan Control application has been submitted and is being reviewed concurrently with this application (see Attachment 7: Figure 7: Site Plan).

COMMENTS

Reasons for the Application

Amendments to the former City of Etobicoke Code Site Specific By-law No. 1082-2014 (OMB) are required to remove the Holding symbol from 25 Vickers Road and include the 17 and 75 Vickers Road properties in the Employment Office zone. Amendments are also required to vary/establish development performance standards including but not limited to: front yard setbacks; parking within the front yard within a parking structure; number of required parking spaces; loading spaces in a yard adjacent to The East Mall; and a minimum Floor Space Index for a warehouse.

Complete Application Submission

A Notification of Incomplete Application was issued on March 28, 2018 identifying the outstanding material required for a complete application submission as follows: a Stage 1 Archaeological Resource Assessment.

To date, the following reports/studies have been submitted with the application:

- Planning Rationale;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Report;
- Hydrogeological Assessment;
- Transportation Impact Study;
- Tree Preservation Plan;
- Toronto Green Standards Checklist;
- Draft Zoning By-law Amendment (former City of Etobicoke Zoning Code Site Specific By-law 1082-2014); and
- Public Consultation Strategy Report.

The above and current planning information for the application is available at the Application Information Centre (AIC) at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Community Consultation

The applicant has submitted a Public Consultation Strategy Report as part of the complete application submission requirements. The applicant's submitted Public Consultation Strategy Report includes: pre-application meetings with the Ward Councillor and City staff; presentation to Etobicoke York Community Council for consideration of the Preliminary Report seeking direction to hold a community consultation meeting; a community consultation meeting organized by City staff (participation from the applicant and attended by the Ward Councillor); opportunities as necessary for further informal or formal meetings with individuals/the community regarding the proposal; and participation in the statutory Public Meeting at Etobicoke York Community Council when the Final Report on the Zoning By-law Amendment application is being considered.

Community consultation helps to inform City Council in respect of the exercise of its authority to make a decision with regard to the planning application. This report seeks City Council's direction on the community consultation process.

ISSUES TO BE RESOLVED

Provincial Policies and Plans Consistency/Conformity Exercise Issue:

- Evaluating this planning application against the PPS (2014) and the applicable Provincial Plans (2017) to establish the application's consistency with the PPS (2014) and conformity with the Growth Plan (2017).

Official Plan Conformity Exercise Issue:

- Determining conformity with the Official Plan (including Official Plan Amendment 156 and Site and Area Specific Policy 367).

Tree Preservation Issue:

- The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).
- The application proposes to protect nine City-owned trees and proposes to remove five protected privately-owned trees. The application also proposes 15 new trees on the City road allowance and a total of 138 large growing shade trees on private property (the subject lands).
- The applicant has submitted a Tree Preservation Plan which is currently under review by City staff.

Archaeological Assessment Issue:

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites.

- Evaluating the archaeological assessment of the lands (once submitted by the applicant).

Section 37 Community Benefits Issue:

- Reviewing the proposal to determine if the provision of Section 37 community benefits may be required in relation to the development.

Infrastructure/Servicing Capacity to Support Application Issue:

- Reviewing the application to determine if there is sufficient infrastructure (roads, transit, water, sewage, hydro, etc.) capacity to accommodate the proposed development.
- Determining if the potential cumulative impact of all proposed applications in the area of this application should also be reviewed/or is being reviewed comprehensively by staff.

- Reviewing the Servicing Report provided by the applicant with the submission, the purpose of which is intended to evaluate the effects of the proposed development on the City's municipal servicing infrastructure and watercourses and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing to the proposed development.
- Reviewing the Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of the proposed development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the proposed development.
- Assessing the suitability of the proposed site access, loading areas and parking arrangements.

Toronto Green Standard Issue:

The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

- Reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures.

Built Form Impacts Issue:

- Assessing and confirming the suitability of the proposed height, density, massing and setbacks of the application based on Provincial policies and plans, the City's Official Plan policies (including Official Plan Amendment 156, Official Plan Amendment 231 and Site and Area Specific Policy 367), the 427-Dundas Planning Framework Study and design guidelines (see Attachments 8a-d: Figures 8a-d: Elevations).
- Assessing and confirming the site organization; layout; access (particularly road access); open space/landscaping; transition impacts to adjacent areas (particularly the *Mixed Use Areas* designated lands east of The East Mall); and impacts on the public realm based on Provincial policies and plans, the City's Official Plan policies (including Official Plan Amendment 156, Official Plan Amendment 231 and Site and Area Specific Policy 367), the 427-Dundas Planning Framework Study and design guidelines.

Other Matters:

- Evaluating the appropriateness of removing of the Holding Symbol requirements on the site.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

Neil Cresswell, MCIP, RPP
Director of Community Planning
Etobicoke York District

ATTACHMENTS

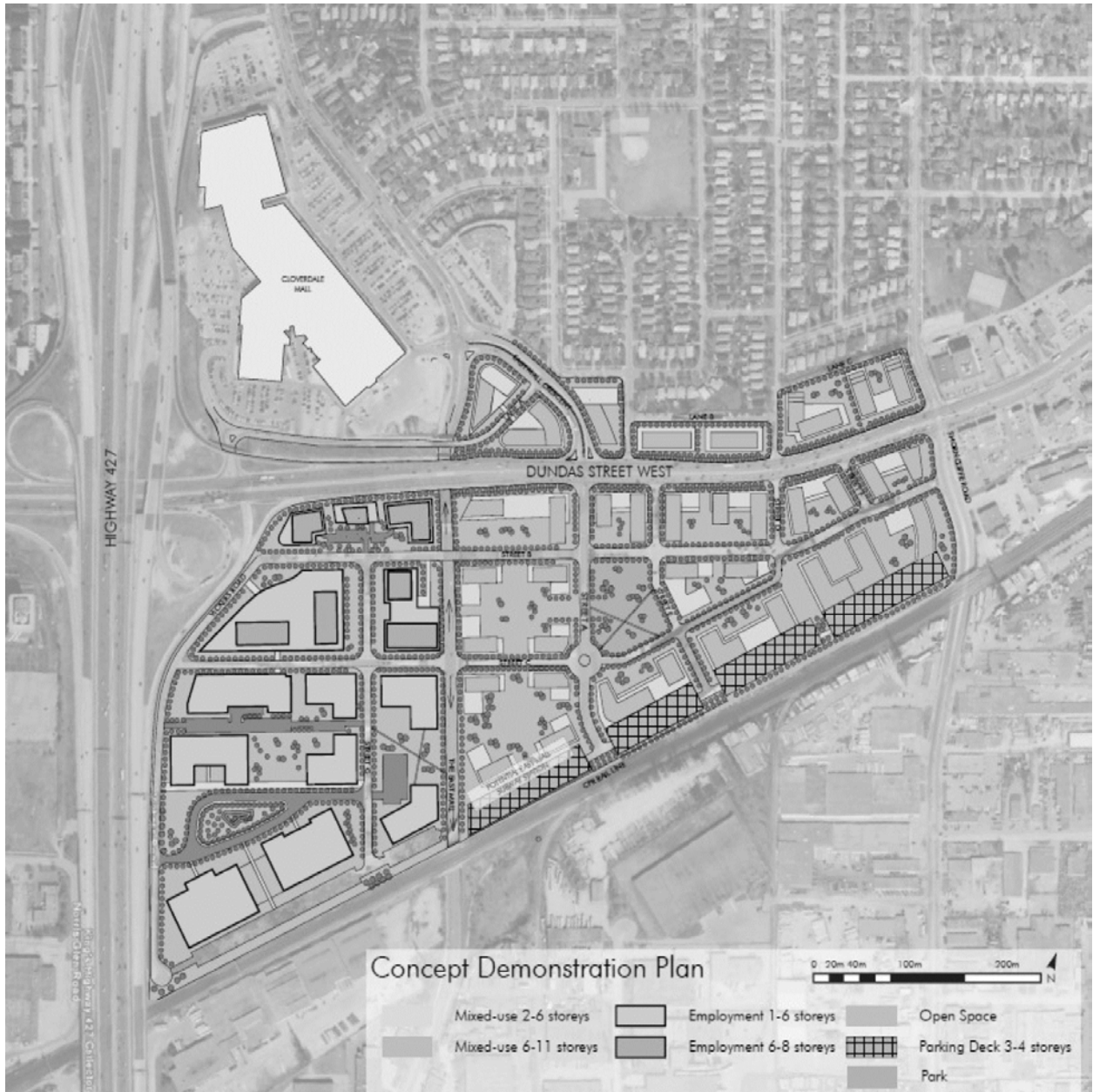
City of Toronto Data/Drawings

- Attachment 1: Figure 1: Concept Demonstration Map from The Dundas-427 Planning Framework Study
- Attachment 2: Figure 2: Highway427/Dundas Street West Study, Map 1 of OPA 156
- Attachment 3: Figure 3: Application Data Sheet
- Attachment 4: Figure 4: Location Map
- Attachment 5: Figure 5: Official Plan Land Use Map
- Attachment 6: Figure 6: Existing Zoning By-law Map

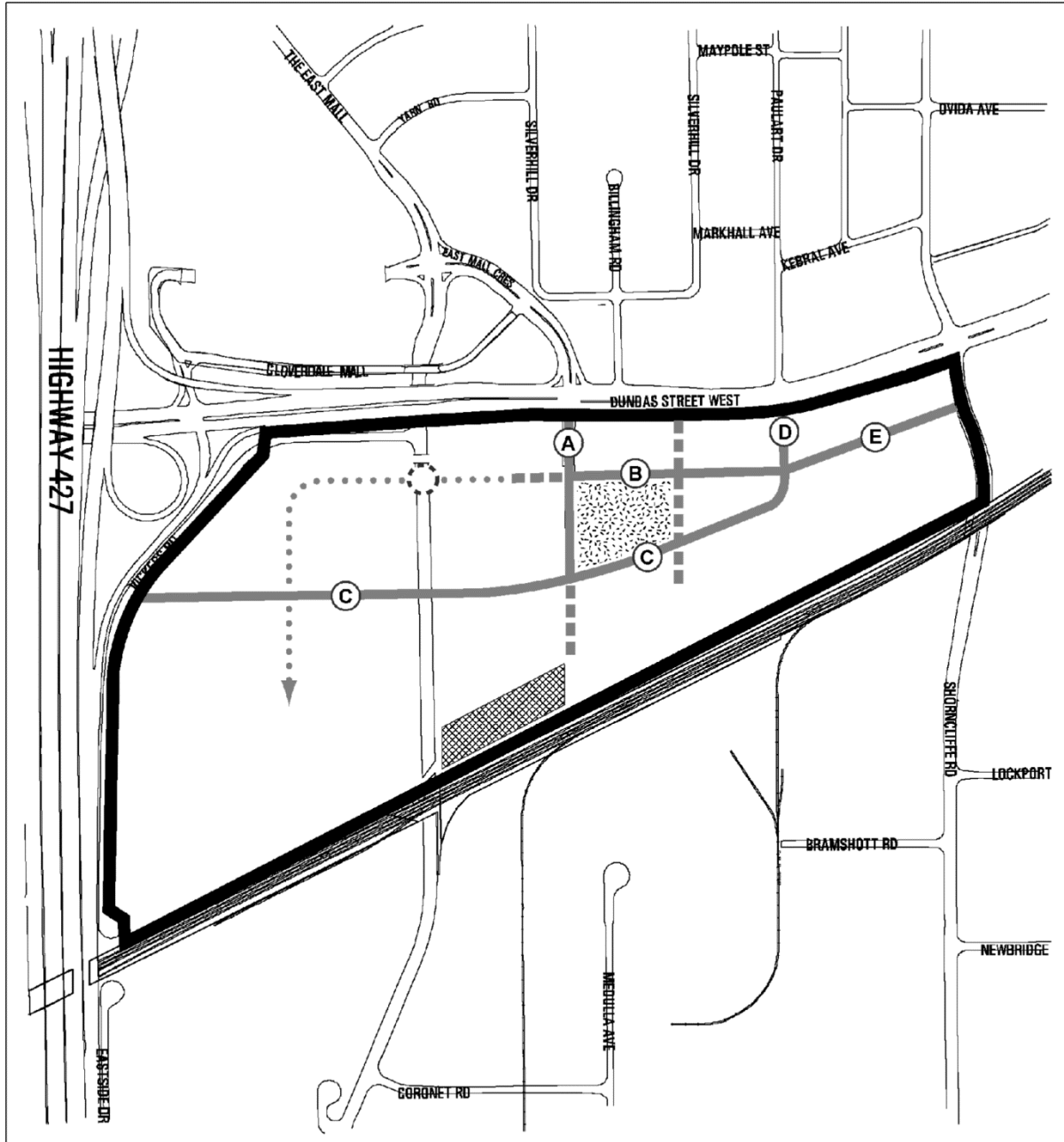
Applicant Submitted Drawings

- Attachment 7: Figure 7: Site Plan
- Attachment 8a: Figure 8a: North Elevations
- Attachment 8b: Figure 8b: South Elevations
- Attachment 8c: Figure 8c: East Elevations
- Attachment 8d: Figure 8d: West Elevations

Attachment 1: Figure 1: Concept Demonstration Map from The Dundas-427 Planning Framework Study










Attachment 2: Figure 2: Highway427/Dundas Street West Study, Map 1 of OPA 156



HIGHWAY 427 / DUNDAS STREET WEST STUDY

Map 1

File # 08_102920

-  Site and Area Specific Policy 367 Boundary
-  Primary Public Streets (A)
-  Secondary Public Streets
-  Potential Future Public Streets
-  Potential Future Subway Station
-  Potential Public Park Location
-  Potential Grade Separation



Not to Scale

Extracted 02/15/11 - MH

Attachment 3: Figure 3: Application Data Sheet

Municipal Address: 17, 25 and 75 VICKERS ROAD **Date Received:** March 5, 2018

Application Number: 18 124934 WET 05 OZ

Application Type: Rezoning

Project Description: To amend the former City of Etobicoke Zoning Code (Site Specific By-law No. 1082-2014 OMB) to replace the existing distribution centre at 25 Vickers Road on an expanded site with a new 49,935 m² distribution centre incorporating 17 and 75 Vickers Road. This is a Gold Star Application.

Applicant	Agent	Architect	Owner
RICHARD PENNYCOOKE			METRO ONTARIO REAL ESTATE LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	By-law No. 1082-2014 OMB
Zoning:	Employment Office Holding and Industrial Class 2	Heritage Designation:	No
Height Limit (m):	30 m	Site Plan Control Area:	Yes

PROJECT INFORMATION

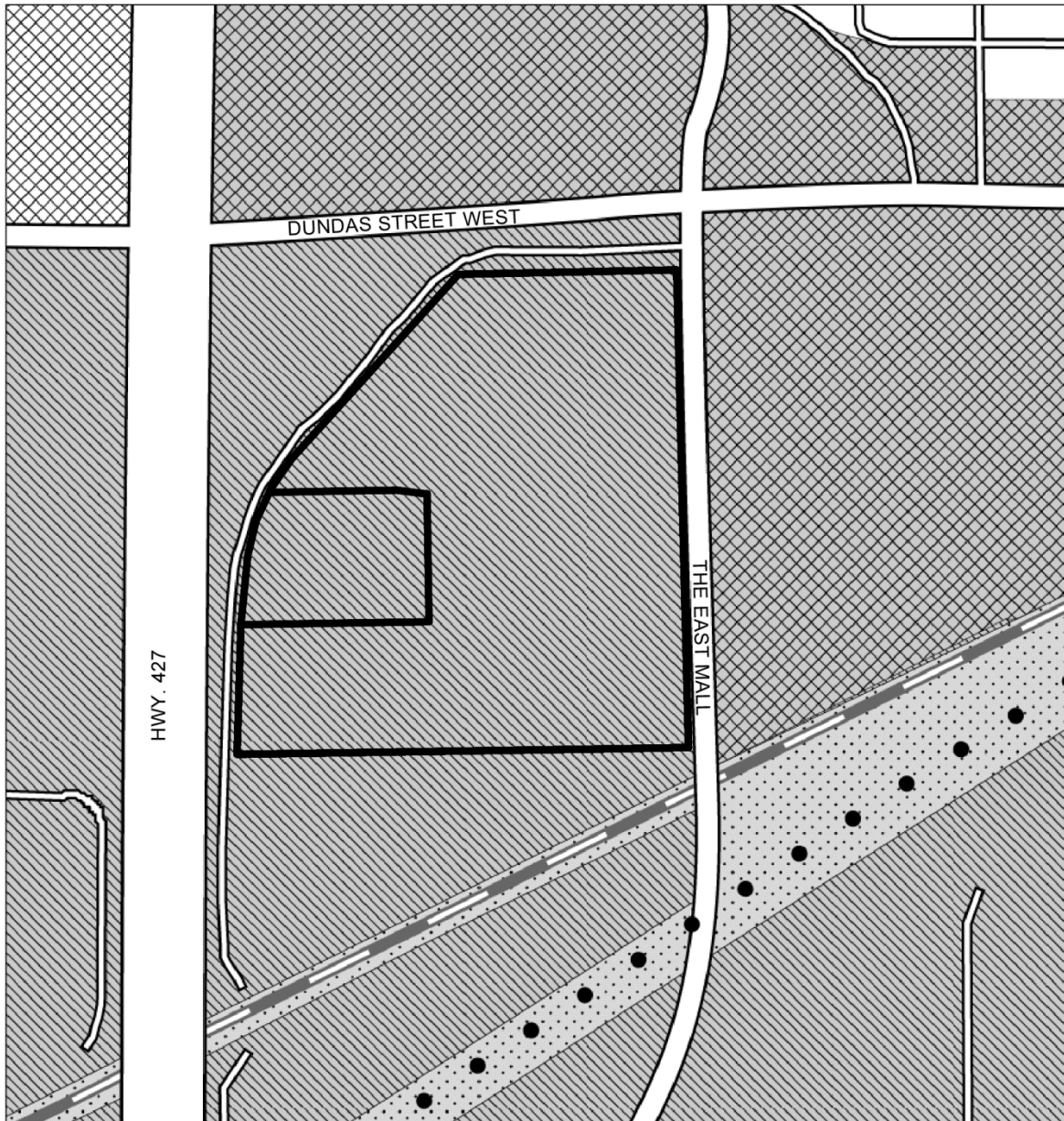
Site Area (sq m): 118,268 Frontage (m): 620 Depth (m): 483

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			47,760	47,760
Residential GFA (sq m):				
Non-Residential GFA (sq m):			49,935	49,935
Total GFA (sq m):			49,935	49,935
Height - Storeys:			1	1
Height - Metres:			25	25
Lot Coverage Ratio (%):	40.38			
		Floor Space Index:	0.42	

Attachment 4: Figure 4: Location Map



Attachment 5: Figure 5: Official Plan Land Use Map



Official Plan Land Use Map #15

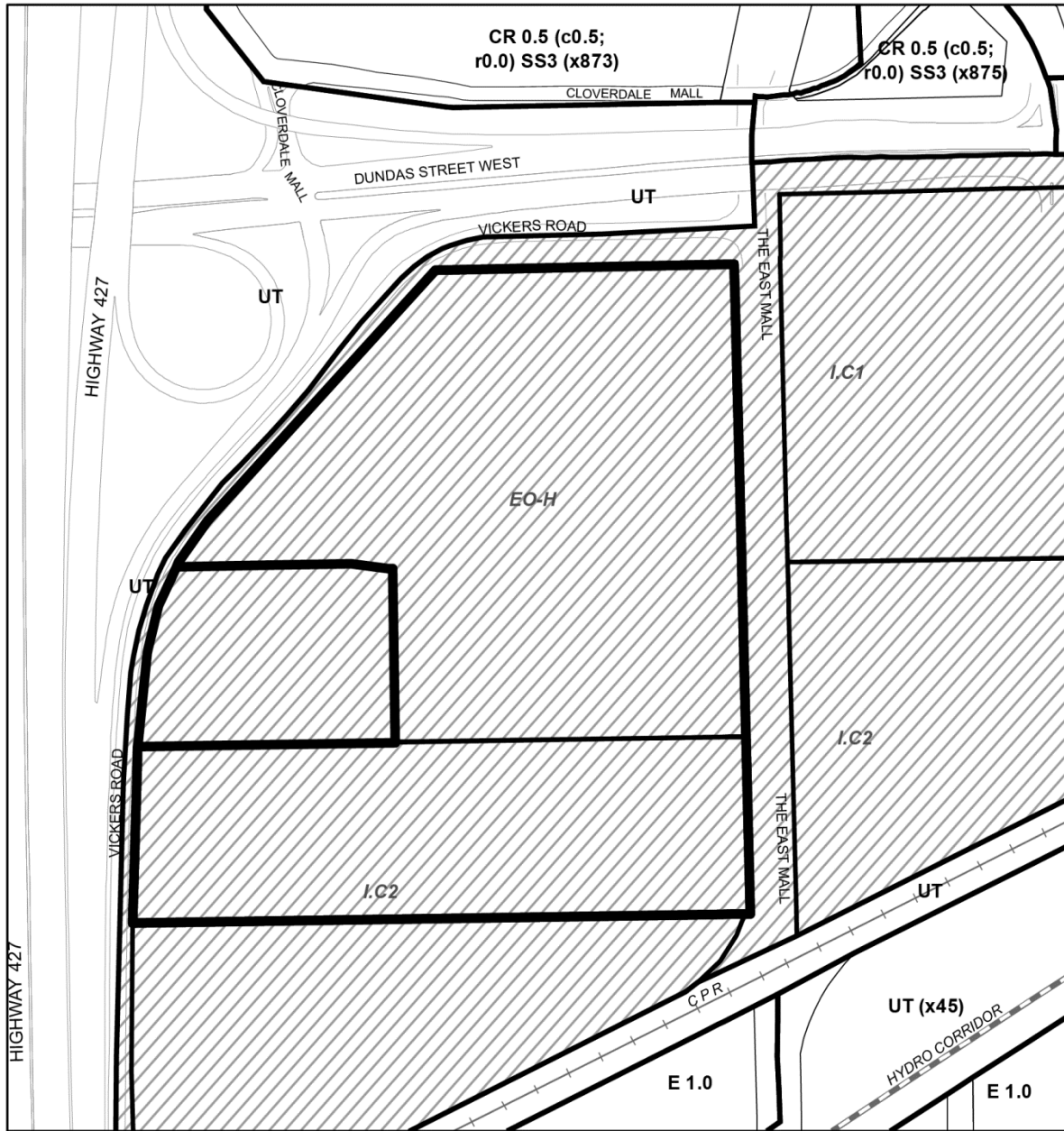
17, 25 and 75 Vickers Road

File # 18 124934 WET 05 0Z

- Location of Application
- Apartment Neighbourhoods
- Mixed Use Areas
- Employment Areas
- Utility Corridors

Not to Scale
05/01/2018

Attachment 6: Figure 6: Existing Zoning By-law Map



Zoning By-law 569-2013

17, 25 and 75 Vickers Road

File # 18 124934 WET 05 0Z

Location of Application

CR Commercial Residential

E Employment Industrial
UT Utility and Transportation

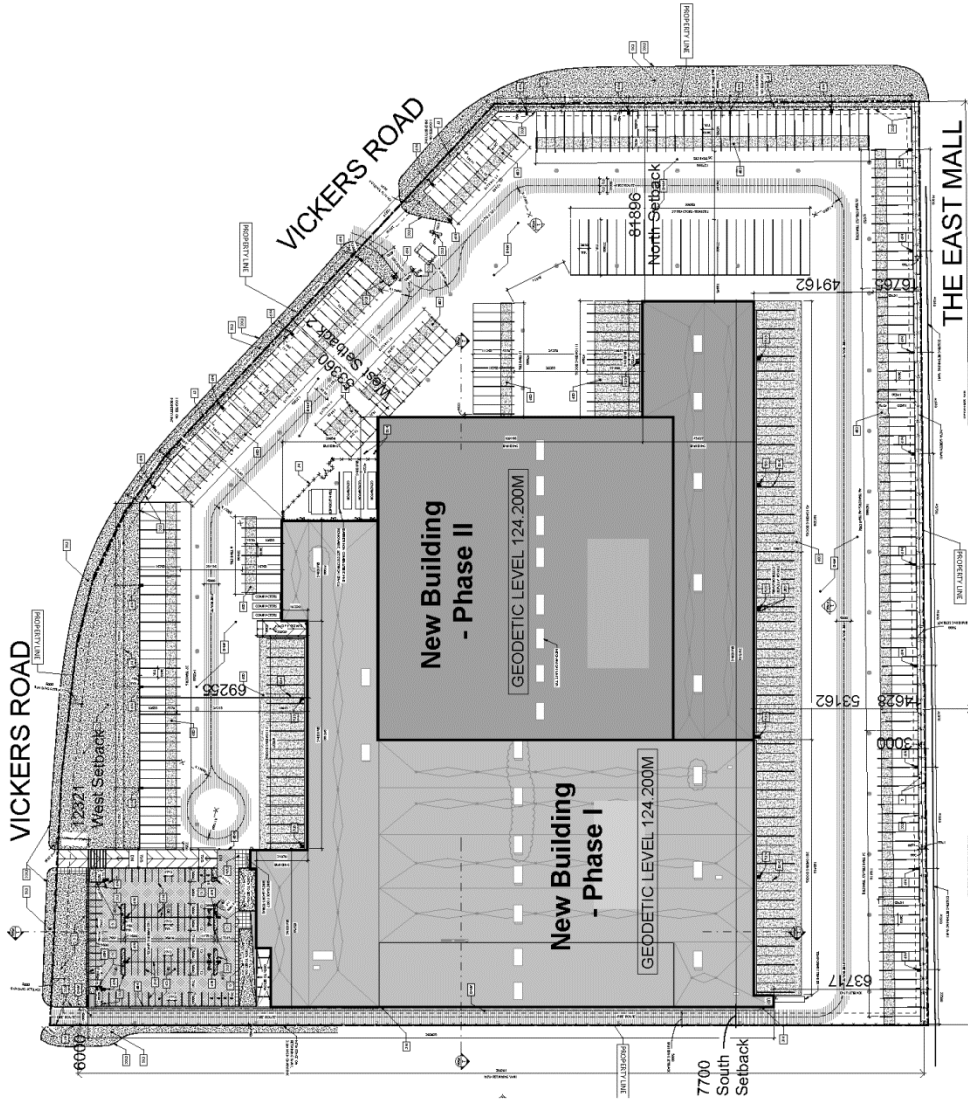
See Former City of Etobicoke By-Law No. 11,737

I.C1 Class 1 Industrial Zone
I.C2 Class 2 Industrial Zone
EO Employment Office Zone



Not to Scale
Extracted: 04/12/2018

Attachment 7: Figure 7: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
04/13/2018



17, 25 and 75 Vickers Road

File # 18 124934 WET 05 02

Attachment 8-a: Figure 8-a: North Elevations



17, 25 and 75 Vickers Road

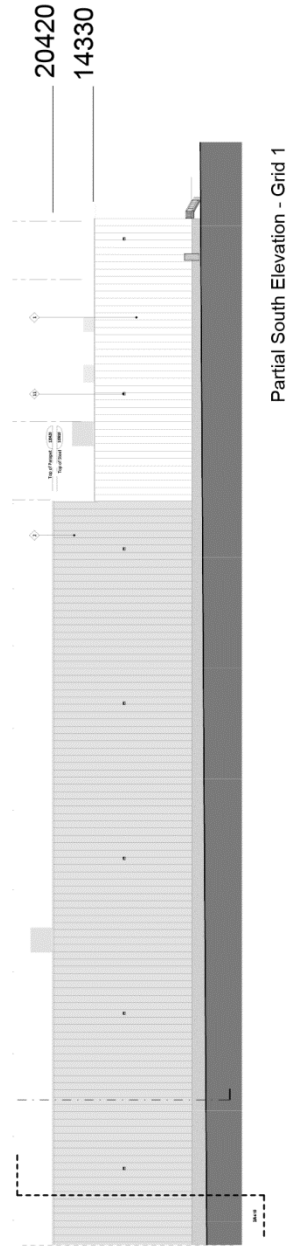
North Elevation

Applicant's Submitted Drawing

Not to Scale
04/16/2018

File # 18 124934 WET 05 0Z

Attachment 8-b: Figure 8-b: South Elevations



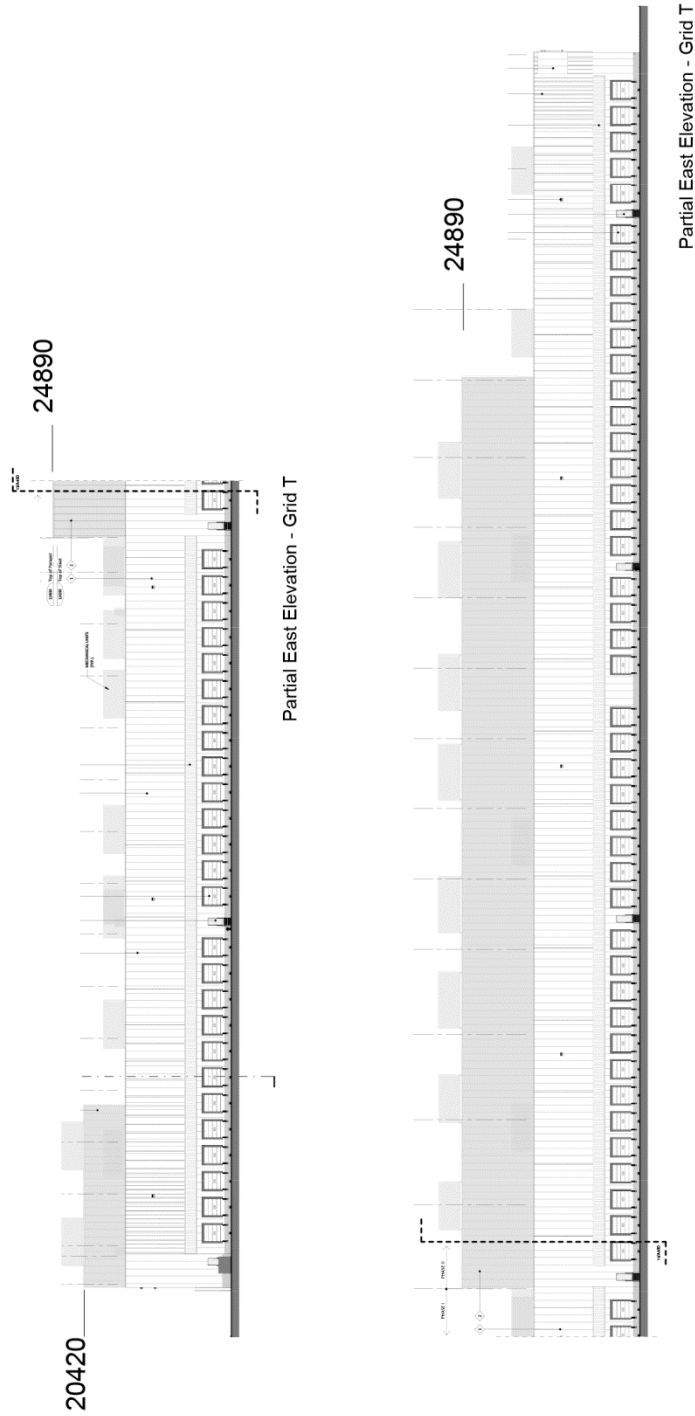
South Elevation
17, 25 and 75 Vickers Road

Applicant's Submitted Drawing

Not to Scale
04/16/2018

File # 18 124934 WET 05 0Z

Attachment 8-c: Figure 8-c: East Elevations



17, 25 and 75 Vickers Road

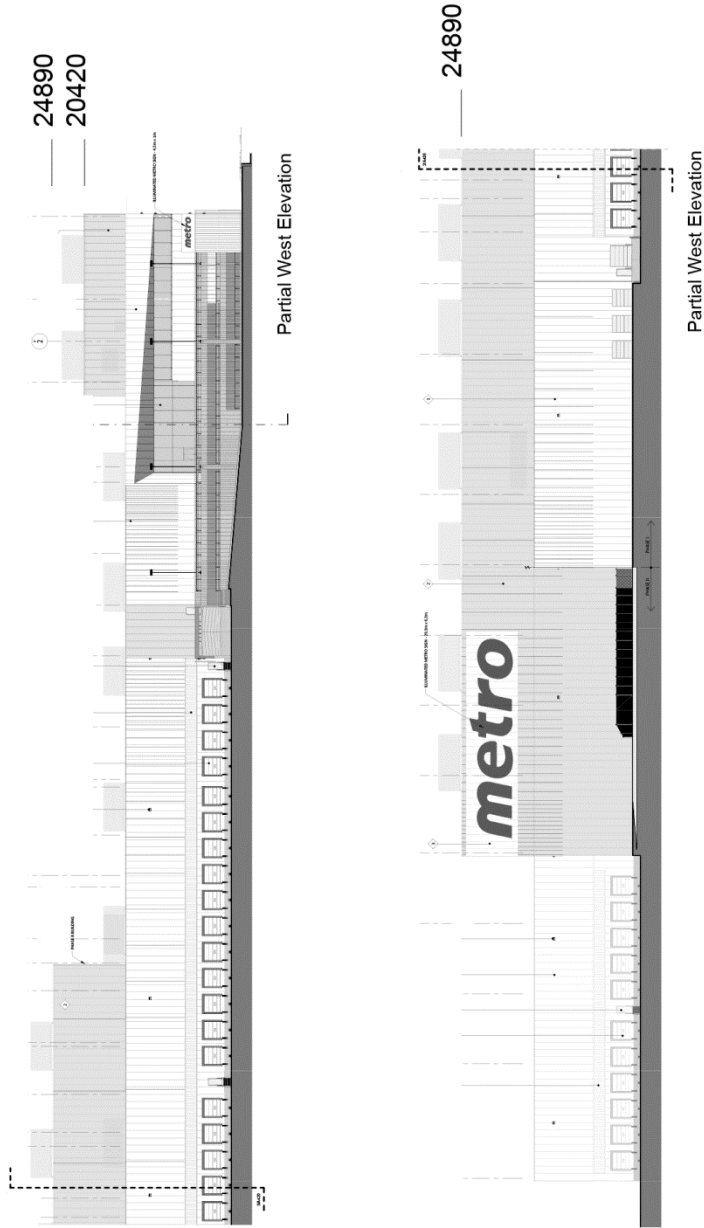
East Elevation

Applicant's Submitted Drawing

Not to Scale
04/16/2018

File # 18 124934 WET 05 0Z

Attachment 8-d: Figure 8-d: West Elevations



17, 25 and 75 Vickers Road

West Elevation
Applicant's Submitted Drawing

Not to Scale
04/16/2018

File # 18 124934 WET 05 0Z