

151 Billy Bishop Way – Zoning By-law Amendment Application – Final Report

Date: September 23, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 17 214786 NNY 09 OZ

SUMMARY

This application proposes to develop the site with a car dealership in a 3-storey building, at 151 Billy Bishop Way, with 120 parking spaces; 64 at-grade and 56 in a one-level underground garage.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and with the City of Toronto Official Plan.

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposed development allows for the introduction of a commercial use that will attract economic growth and diversity to sustain an emerging and vibrant community.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law No. 569-2013, as amended, for the lands at 151 Billy Bishop Way substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

The subject property is immediately southeast - but not part of - lands that were subject to the Dufferin-Wilson Regeneration study, which developed a planning framework to guide the revitalization of the Dufferin-Wilson Regeneration Area.

The Dufferin-Wilson Regeneration study established a vision for the area based on a connected community with a balanced mix of land uses to encourage local business to establish and thrive. A green, animated public realm encouraging safe and comfortable options for pedestrians and cyclists to get to and from local destinations and public transit is at its core.

The study began in January 2014 and Official Plan Amendment 362 was adopted by Toronto City Council on November 21, 2017. OPA 362 is consistent with the Provincial Policy Statement, 2020 (“PPS”) and conforms to the Growth Plan for the Greater Golden Horseshoe, 2020 (“GP”). It promotes and facilitates development that supports an efficient use of land and represents an appropriate scale of development for the surrounding area. The report can be viewed here:

www.toronto.ca/legdocs/mmis/2017/cc/bgrd/backgroundfile-108895.pdf

Although not included within the study area, the proposed development at 151 Billy Bishop Way presents an appropriate scaled commercial development that will support the establishment of retail and mixed use development in the area.

A pre-application consultation meeting was held with the applicant in October 2016 to discuss the proposal in relation to the Official Plan and the emerging Dufferin-Wilson Regeneration Area Study vision as well as complete application submission requirements.

The application was submitted on August 11, 2017, and a Preliminary Report on the application was adopted by North York Community Council on November 14, 2017 authorizing staff to conduct a community consultation meeting which was held on November 28, 2017. The preliminary report can be located here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.NY26.8>

Subsequently, the applicant requested that further review of the application be delayed as they assessed the opportunity for additional land assembly and possible design changes. Additional consultations took place with the applicant throughout 2019 and 2020.

Following further consideration, the applicant submitted a revised 3-storey proposal and requested that the file be reactivated with updated materials submitted, which allowed the application to be deemed complete on February 12, 2021.

PROPOSAL

When originally submitted in 2017, the application proposed developing the site with an automotive dealership consisting of one 2-storey and one 3-storey building totaling 3,275 square metres of gross floor area and floor space index (FSI) of 0.3 times the lot area. A total of 110 vehicular parking spaces, of which 65 would have been below grade, and two 6 metre wide driveways from Billy Bishop Way were proposed for the site, as well as a second building at the north-west portion of the site along the Billy Bishop Way frontage.

The original application also located the three-storey building at the southerly portion of the site and proposed to utilize the Ministry of Transportation (MTO) setback area for automotive display purposes.

As revised, the applicant is proposing to develop the subject lands at 151 Billy Bishop Way with a 3-storey (13.82 metre high) automobile dealership building with 120 vehicular parking spaces, of which 56 would be below grade. A total of 8 bicycle parking spaces are proposed.

In addition, the applicant proposes to utilize property at the south end of the site and alongside the Highway 401 corridor for an additional 58 convenience parking spaces and spaces for new vehicle display purposes. An additional 11 parking spaces on the east side of the property would also be utilized for convenience parking purposes. Although these 11 parking spaces are not in the 14 metre wide MTO setback area, they would obtain access across these lands and therefore these parking spaces cannot be counted as part of the parking supply for Zoning By-law purposes. These 69 convenience spaces are not considered permanent parking spaces as the southerly, 14 metre wide section of property is otherwise not able to be built upon, given the Provincial Ministry of Transportation Corridor Management Regulations which prohibit any permanent structures or required parking on that portion of the lands.

A loading space is not provided on site as delivery of new vehicles will occur from an off-site storage compound. Typical deliveries and garbage pickup are provide to the building via the driveway access. Landscaping with shrubbery and opportunities for on-site tree planting would be provided at the edges of the site including within the proposed parking area.

The proposed development would amount to 2,984 square metres of gross floor area and represents a floor space index (FSI) of 0.27 times the lot area. A 7 metre wide driveway from Billy Bishop Way with a left turning lane would also align with the future north-south road presently being reviewed for the lands to the north of Billy Bishop Way. As submitted, the revised proposal for a 3-storey building would be located at the most southerly part of the lands, immediately alongside the Highway 401 corridor.

The proposed development is also within walking distance to surface public transit along Dufferin Street and Wilson Avenue and within 800 metres of the Wilson Subway Station to the east along Billy Bishop Way.

Reasons for Application

An amendment to the Zoning By-law is required to permit the proposed 3-storey commercial use and establish appropriate standards regarding permitted uses, setbacks, height, and vehicle parking amongst other performance standards as required.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies/plans were submitted in support of the application:

- Architectural Plans;
- Civil and Utilities Plans;
- Landscape Plan and Details;
- Arborist Report and Tree Inventory and Preservation Plan;
- Functional Servicing & Stormwater Management Report;
- Hydrogeological Study;
- Transportation Impact Study;
- Planning Rational Report; and
- Toronto Green Standard Checklist Version 2.0.

Current plans and submitted reports and studies for the application are available at the Application Information Centre (AIC):

<https://www.toronto.ca/city-government/planning-development/application-information-centre>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been 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 and conditions of Site Plan Control approval.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020),

establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation.

The subject site is designated as General Employment Areas as shown on Map 16 Land Use Map, (see Attachment 3: Official Plan Land Use Map). The Official Plan describes Employment Areas as places of business and economic activities that are vital to the City's economy and future economic opportunities. General Employment uses are typically located on major roads with a mix of retail, service and restaurant uses and that also benefit from visibility and access to transit. Maintaining Employment Areas for business and economic activities provides a stable base for existing business that also attracts new economic activities.

Section 2.2.4, Employment Areas: Supporting Business and Employment Growth stipulates that Employment Areas will be used exclusively for business and economic activities that amongst other objectives also:

- protect and preserve Employment Areas for current and future business and economic activities;
- provide for a broad range of stable full-time employment opportunities;
- contribute to a balance of mixed uses to reduce the need for long-distance commuting and encourages travel by transit, walking and cycling; and
- provides for work opportunities for residents of nearby neighbourhoods.

Section 4.6. of the Official Plan requires that all Employment Areas also:

- support, preserve and protect the integrity of employment areas;
- encourage the establishment of key clusters of economic activity with value-added employment and assessment opportunities;
- provide a high quality public realm with a connected and safe street network;
- integrate the development into the public street network and system of roads, sidewalks, walkways, bikeways and transit facilities;
- mitigate potential for traffic impacts onto adjacent areas;
- provide adequate parking on-site;
- provide for landscaping on the front and any flanking sides adjacent to any public street to create an attractive streetscape and screen parking, loading and service areas; and
- provide a buffer and/or mitigate adverse effects to adjacent neighbourhoods or mixed use area.

The Built Form policies in Section 3.1.2 of the Plan encourages new development to provide for improved and comfortable environment by ensuring:

-new development is located and organized to fit within the existing or planned context, and to frame and support adjacent streets, parks and open spaces to improve safety, pedestrian interest and casual views to these spaces from the development by:

- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner;
- b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and

d) preserving existing mature trees wherever possible and incorporating them into landscaping designs.

- new development will also locate and organize vehicular parking and access to minimize their impact on surrounding properties and to improve the safety and attractiveness of adjacent street, parks and open space; and
- new development will be massed and the exterior façade designed to fit harmoniously into the existing and/or planned context and define the edges of streets.

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The outcome of staff analysis and review of relevant Official Plan policies are summarized in the Comments section of the Report.

Zoning

Under the former City of North York Zoning By-law No. 7625, the northerly portion of the site fronting onto Billy Bishop Way is zoned MC(H), Industrial-Commercial Zone, which permits a variety of manufacturing, commercial and retail uses, including motor vehicle dealerships and related uses, and allows for a maximum floor space index (FSI) of 1.0 times the lot area. The Holding (H) provision restricts retail stores, personal service shops and office uses to a maximum of 5,000m² or 0.5 F.S.I.

A very small sliver at the northeast side of the subject lands is also zoned Airport Hazard Area Zone (A). Section 35.2 of former City of North York By-law No. 7625 deems any land included within an Airport Zone which is not under the ownership or jurisdiction of a public authority, to be subject to the provisions of the By-law that applies to the opposite side of the nearest public street, which in this case would be the MC (H) zone.

The lands are also subject to the height restrictions related to the former Downsview Airport, now operated by Bombardier Aerospace, and imposed by Schedule "D" (Airport Hazard Map). The Schedule imposes a maximum building and structure height restriction of 15.24 metres on the northerly portion and 45.72 metres on the southerly portion of the lands.

The City of Toronto Zoning By-law No. 569-2013 also applies for just over half the southerly portion of the lands and zones the lands as Utility and Transportation Zone (UT). The UT zone permits uses such as an Ambulance Depot, Fire Hall, Police Station, Public Utility, and Transportation or Vehicle Depot uses only if associated with a public utility. The northerly portion of the site is not subject to City of Toronto Zoning By-law No. 569-2013.

Site Plan Control

The proposed development is subject to site plan control. A concurrent site plan application (File # 17-214799 NNY 09 SA) was submitted with the rezoning amendment application and is being review by staff.

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS (2020) and the Growth Plan (2020) are high-level and broad reaching policy documents. The PPS and the Growth Plan (2020) encourage intensification and redevelopment in urban areas and direct planning authorities to identify appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock of the area, and availability of infrastructure and public services facilities that meet projected needs.

Within this framework, Policy 4.6 of the PPS recognizes that the Official Plan is the most important vehicle for the implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies. The PPS recognizes that efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

The PPS requires that planning authorities promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and broader mixed uses;
- provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future business; and
- ensure the necessary infrastructure is provided to support current and projected needs.

The PPS also requires coordination in the citing of development that utilize transportation systems that:

- are safe, energy efficient, facilitate the movement of people and goods and are appropriate to address projected needs;
- efficiently use existing and planned infrastructure.

The Growth Plan (2020) directs the prioritization and intensification of land use in strategic growth areas to make efficient use of land and infrastructure that's support transit viability as well as providing flexibility to capitalize on new economic development and employment opportunities as they emerge.

The Growth Plan (2020), through Policy 2.2.5, encourages economic development that makes efficient use of existing employment areas and vacant and underutilized

employment lands, ensuring a variety of employment to accommodate employment growth that is also connected to transit, and integrates land use planning and economic development goals to retain and attract investment and employment.

The Growth Plan (2020) encourages retail to locations that support active transportation and have existing or planned transit while also utilizing lands for the easy movement of goods adjacent to major highway corridors and interchanges.

The subject site is located within the General Employment designation of the City's Official Plan. Retail uses, including automotive uses are permitted within general Employment. The subject site is also located on a major street as shown on Map 3 of the Official Plan, within walking distance of major surface and subway transit services, and adjacent to an existing commercial centre as well as an emerging mixed use neighbourhood. The subject site is also immediately adjacent and with easy access to Highway 401, which is a major transportation corridor.

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020) and staff have determined that the proposal is consistent with the PPS and conforms to the Growth Plan (2020). Both policy documents recognize the provision of economic development appropriately located to support and encourage economic activity, while providing services and employment opportunities to the local community.

Land Use

The application seeks to permit the development of an automobile dealership in a standalone, 3-storey (13.82 metre high) building adjacent to the Highway 401 corridor. At the south side alongside the Highway 401 corridor the building would present as a 2-storey building.

The site is presently vacant and is located just south-east of the lands that were part of the Dufferin-Wilson Regeneration study, which resulted in Official Plan Amendment 362. To the west of the subject lands is a vacant parcel that is also designated General Employment Areas under OPA 362.

Located to the north-east of the subject lands is a large big-box commercial centre, with additional commercial retail uses at the entrance to the Wilson Subway Station.

The proposed automobile dealership and related services such as automotive repair and service uses, represent new retail uses that will complement existing retail uses in the immediate area, as well as provide for local employment opportunities and attract new investment. The proposed development also complements the mixed use vision established by OPA 362 for the area to the north, which encourages a mixture of residential, office and retail uses. The proposed use is permitted in the General Employment designation of the Official Plan and the existing Zoning By-law 7625 already permits the use on a portion of the lands.

Staff are satisfied that the proposed automobile dealership use is appropriate and conforms to the Official Plan. At present the lands are generally subject to the previous City of North York Zoning By-law No. 7625. The proposed zoning by-law amendment

will fully bring the lands into City of Toronto Zoning By-law No. 569-2013, from which at present it is largely excluded.

Site Layout

The proposed building is set back approximately 30 metres at its nearest point from Billy Bishop Way and is predominately located adjacent to the Highway 401 corridor. Along Billy Bishop Way new street tree planting and a new public sidewalk will be provided as well as landscaping and screening within the setback to buffer the surface parking area. These landscape details will be secured through the site plan process.

The proposal provides the main front entrances for pedestrians from Billy Bishop Way at the south side of the building. Through the site plan process refinements to the driveway and a direct and accessible pedestrian connection from the main building entrance to Billy Bishop Way will be reviewed. The site plan review process will also include the parking layout and alignment of parking, travel lanes, sidewalks and landscaping to integrate with the future intersection design and Billy Bishop Way Streetscape.

Height and Massing

The proposal was originally submitted as 2-storey and 3-storey buildings. The applicant's revised proposal for one 3-storey (13.82 metre high) building reduced the proposed density to an FSI of 0.27. The height has been reviewed in conjunction with the Airport Hazard Map which permits a height of 15.24 metres on the northerly portion and 45.72 metres on the southerly portion of the lands. The proposed height is satisfactory.

Regarding massing, the proposed building is L shaped with articulated facades that are varied with setbacks, window size and patterning. The north side of the proposed building presents as a 3-storey building. Given the change in grade on site, the proposal would present itself as a 2-storey building alongside the 401 corridor. This change in grade also allows at grade vehicular access into the building at the west side. The proposed massing is appropriate.

Traffic Impact, Access and Parking, and Loading

City transportation staff have reviewed the proposed development. As a result revisions to the original proposal were made to realign the driveway access into the site with the future north-south roadway that will be part of the development parcel to the north, and which will connect Billy Bishop Way to Wilson Avenue. With the realignment of the driveway, Transportation Services staff do not foresee any traffic impact resulting from the proposed development.

The applicant is also proposing to provide 120 vehicular parking spaces, of which 56 will be below grade. This meets the minimum Zoning By-law requirement of 118 parking spaces.

In addition, the applicant proposes to utilize MTO property at the south of the lands alongside the Highway 401 corridor and at the east side of the property for an additional

69 convenience parking spaces. This proposed convenience parking was not considered for Zoning By-law compliance.

A total of eight bicycle parking spaces are proposed. A total of eight bicycle parking spaces are required. The proposed bicycle parking is satisfactory. New cycling infrastructure proposed for the area include: a cycle track on Dufferin Street from Wilson Avenue to Lawrence Avenue West, a bike path on Wilson Avenue between Dufferin Street and Allen Road, and bike lanes on Billy Bishop Way.

No loading spaces are proposed as the applicant will be utilizing off-site storage for vehicle inventory which will be driven to the site as required, and there is also adequate driveway space on site for parcel delivery vehicles. This is satisfactory to Transportation Services staff.

Transportation Services staff reviewed the proposal and are satisfied with the revisions to the driveway access, parking supply and loading spaces.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Billy Bishop Way, a 3.5 metre road widening dedication along the Billy Bishop Way frontage of the subject site is required and is proposed to be conveyed to the City through the site plan approval process.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City.

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with no population.

The site is approximately a 1.4 km walk away from Ancaster Park, a 28,736 m² park which contains the Ancaster Community Centre, an outdoor bocce court, a tennis court area, a splash/spray pad, a baseball diamond field, a multipurpose field and a playground.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The proposal is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application

for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Tree Preservation

There are no existing trees located within the right way fronting the site. However, the applicant's landscape plans show the proposed planting of six (6) trees along the City road allowance. Urban Forestry and Urban Design staff are supportive of the proposed tree plantings along Billy Bishop Way and see the plantings as part of an improved pedestrian and public realm along the street.

The applicant has also proposed a landscape plan that provides opportunity for additional on-site tree plantings. This additional opportunity to augment the City's Tree Canopy objectives will be reviewed through the site plan approval process, which will also consider the city's 'Greening' Surface Parking Lots Guidelines.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). 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.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

Performance measures for the Tier 1 development features will be secured through the Site Plan Agreement and include 15 priority parking spaces and the provision of a 2.1m wide sidewalk along the site frontage.

Community Consultation

On November 28, 2017, City Planning Staff, together with the local Ward Councillor held a community consultation meeting on the original 3 storey automobile dealership proposal. The applicant and 3 members of the public attended to discuss the proposal. Comments raised included concerns related to:

- Traffic and access and left turn restrictions onto Billy Bishop Way from Dufferin Street southbound;
- Access onto the future north-south road from Wilson Avenue to Billy Bishop Way proposed in Wilson-Dufferin Regeneration Study;
- Height given the Downsview Airport and Highway 401; and
- Overall mixed-use vision emerging for the Dufferin Wilson Study lands.

Generally the attendees and subsequent inquiries from the public have been supportive of the proposed automobile dealership.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposed amendment to the Zoning By-law is consistent with the PPS (2020) and conforms to the Growth Plan (2020); the proposal conforms to the Official Plan, particularly as it provides new employment and economic opportunity within a General Employment Area. Staff are satisfied that the proposed development of the site with an automobile dealership is appropriate and recommend that Council support approval of the application.

CONTACT

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SIGNATURE

John Andreevski, Acting Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment
- Attachment 6: Site Plan
- Attachment 7a: North Elevation
- Attachment 7b: South Elevation
- Attachment 7c: West Elevation
- Attachment 7d: East Elevation

Attachment 1: Application Data Sheet

Municipal Address: 151 Billy Bishop Way Date Received: August 11, 2017
 Application Number: 17 214786 NNY 09 OZ
 Application Type: Zoning By-law amendment
 Project Description: Proposed car dealership in a 3-storey building. Concurrent site plan application (File # 17-214799 NNY 09 SA). Total gross floor area of 2,984 m². A total of 120 parking spaces provided: 64 surface and 56 below grade.

| | | | |
|---|-------|-----------|--|
| Applicant | Agent | Architect | Owner |
| Wes Surdyka Architects Inc 3645 Keele Street, Suite 108, Toronto ON M35 1M8 | | | 2429101 Ontario Inc 2460 Dufferin Street Toronto ON M6E 3T3 |

EXISTING PLANNING CONTROLS

| | | | |
|----------------------------|--------------------------|--------------------------|---|
| Official Plan Designation: | General Employment Areas | Site Specific Provision: | N |
| Zoning: | MC(H) | Heritage Designation: | N |
| Height Limit (m): | 15.24 | Site Plan Control Area: | Y |

PROJECT INFORMATION

Site Area (sq m): 10,918 Frontage (m): 74 Depth (m): 137

| Building Data | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|-------|
| Ground Floor Area (sq m): | | | 1,995 | 1,995 |
| Residential GFA (sq m): | | | | |
| Non-Residential GFA (sq m): | | | 2,984 | 2,984 |
| Total GFA (sq m): | | | 2,984 | 2,984 |
| Height - Storeys: | | | 3 | 3 |
| Height - Metres: | | | 13.82 | 13.82 |

Lot Coverage Ratio (%): 19.31 Floor Space Index: 0.27

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA:

Retail GFA: 2,984

Office GFA:

Industrial GFA:

Institutional/Other GFA:

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|--------------------------------|----------|----------|----------|-------|
|--------------------------------|----------|----------|----------|-------|

Rental:

Freehold:

Condominium:

Other:

Total Units:

Total Residential Units by Size

| | Rooms | Studio | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|--|-------|--------|-----------|-----------|------------|
|--|-------|--------|-----------|-----------|------------|

Retained:

Proposed:

Total Units:

Parking and Loading

| | | | | | |
|-----------------|-----|-------------------------|---|----------------|---|
| Parking Spaces: | 120 | Bicycle Parking Spaces: | 8 | Loading Docks: | 0 |
|-----------------|-----|-------------------------|---|----------------|---|

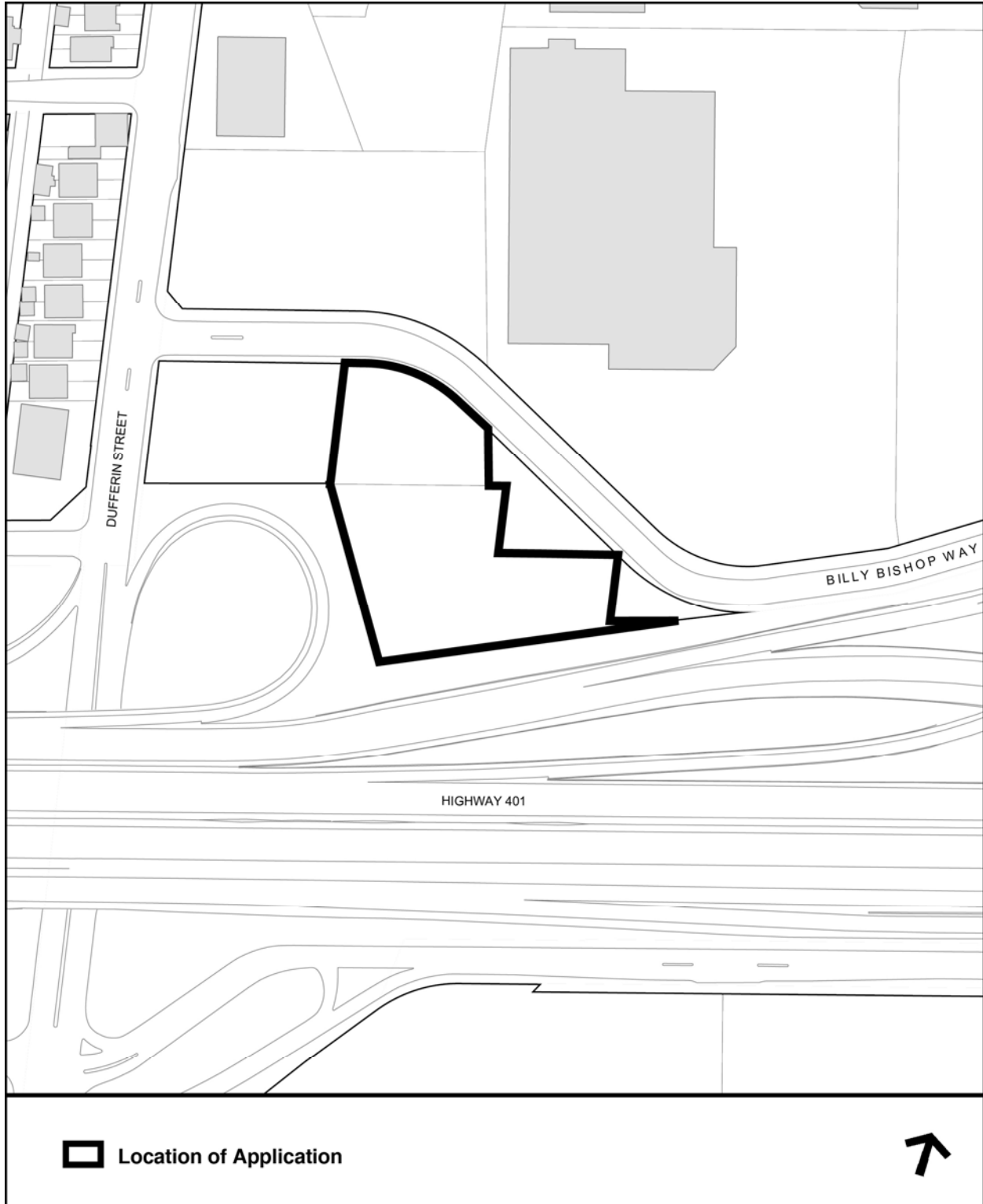
CONTACT:

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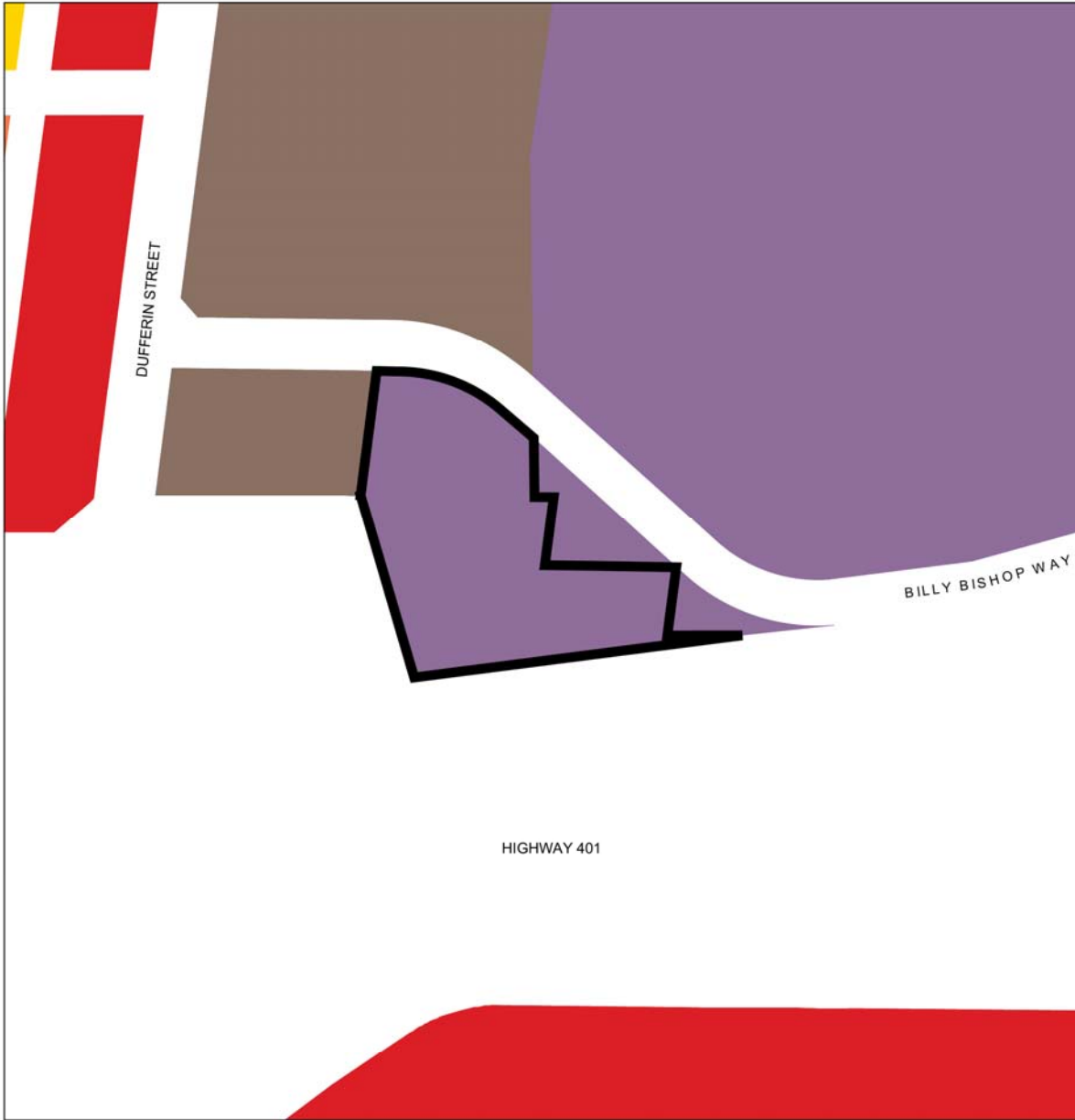
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Attachment 2: Location Map









Attachment 3: Official Plan Land Use Map



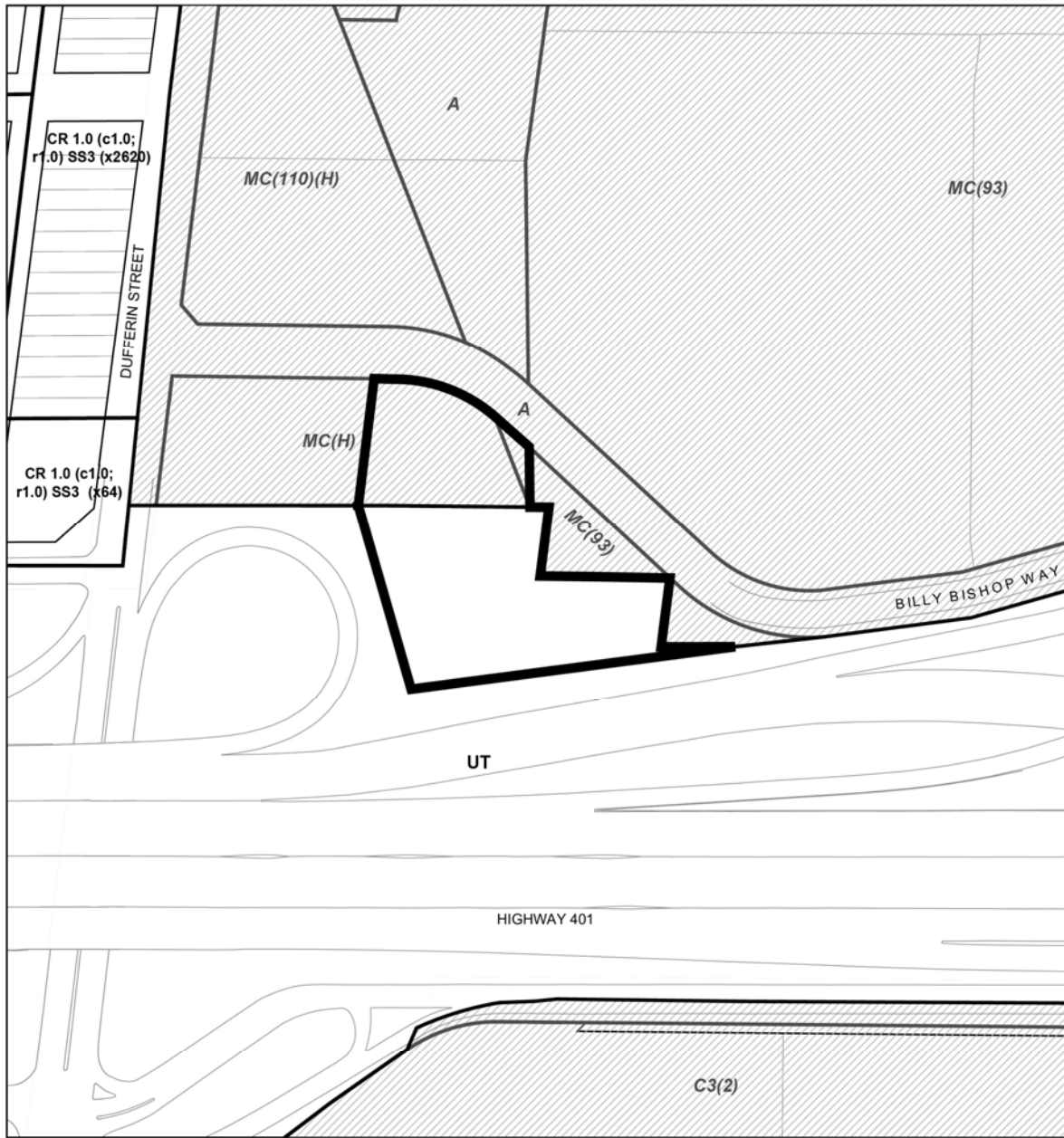
Official Plan Land Use Map #16

151 Billy Bishop Way
File # 17 214786 NNY 09 0Z

- | | |
|--|--|
|  Location of Application |  Regeneration Areas |
|  Neighbourhoods |  General Employment Areas |
|  Apartment Neighbourhoods | |
|  Mixed Use Areas | |


Not to Scale
Extracted: 08/03/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

151 Billy Bishop Way

File # 17 214786 NNY 09 02

 Location of Application
CR Commercial Residential
UT Utility and Transportation

 See Former City of North York By-law No. 7625
C3 District Shopping Centre Zone
MC Industrial-Commercial Zone
A Airport Hazard Area Zone



Not to Scale
 Extracted: 08/03/2021

Attachment 5: Draft Zoning By-law Amendment

Authority: North York Community Council Item ##, as adopted by City of Toronto Council on ~, 2021

CITY OF TORONTO

Bill No. ~
BY-LAW No. XXXX- 2021

To amend the Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 151 Billy Bishop Way

Whereas Council of the City of Toronto has the authority to pursuant to 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; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by:
 - a) adding the lands shown on Diagram 4 attached to this By-law to the Zoning By-law Map in Section 990.10; and
 - b) applying a zone label to the lands shown on Diagram 4 and amending the existing zone label that applies to part of the lands subject to this By-law, such that the following zone label applies to all lands subject to this by-law: EL 1.0 (x19) as shown on Diagram 2 attached to this By-law.

Zoning By-law No. 569-2013, as amended, is further amended by adding the lands shown on Diagram 4 of this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying no value to all lands subject to this By-law; and

Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands shown on Diagram 4 of this By-law to the Height Overlay Map in Section 995.20.1, and applying no value to all lands subject to this By-law; and

Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands shown on Diagram 4 of this By-law to the Lot Coverage Overlay Map in Section 995.30.1, and applying no value to all lands subject to this By-law; and

Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands shown on Diagram 4 By-law to the Rooming House Overlay Map in Section 995.40.1, and applying no value to all lands subject to this By-law; and

Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.21.10 Exception Number 19 so that it reads:

(19) Exception EL 19

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

On 151 Billy Bishop Way, as shown on Diagram 1 of By-law [Clerks to insert By-law ##], a building or structure may be constructed, used, or enlarged in compliance with sections (B) to (M) below;

Regulation 60.5.80.10(1) with regards to parking in a street yard and regulation 60.5.80.10(2) with regards to the location of parking spaces do not apply;

Regulation 60.5.100.1(1) with regards to driveway widths does not apply;

Despite the uses listed in Clause 60.10.20.10, the following additional uses are permitted:

- (i) Vehicle Dealership;
- (ii) Vehicle Depot;
- (iii) Vehicle Repair Shop;
- (iv) Vehicle Service Shop;
- (v) Vehicle Washing Establishment;
- (vi) Any of the uses permitted in Regulation 40.10.20.10(1)(A).

Despite regulation 60.10.40.10(1)(B), the permitted maximum building or structure height is the number following the HT symbol as shown on Diagram 3 of By-law [Clerks to insert By-law ##];

Despite clause 60.10.40.70, the required building setbacks are as shown on Diagram 3 of By-law [Clerks to insert By-law ##]

Article 60.10.50, with regards to yards, does not apply;

Article 60.10.90, with regards to loading, does not apply;

Despite regulation 200.15.1.5(1), an accessible parking space is not required to be closest to a principle pedestrian access to a building;

Despite regulation 200.15.10(1), the required minimum number of accessible parking spaces is five;

Regulation 200.15.1(4), regarding the location of an accessible parking space does not apply;

Despite clause 220.5.10.1, no loading spaces are required;

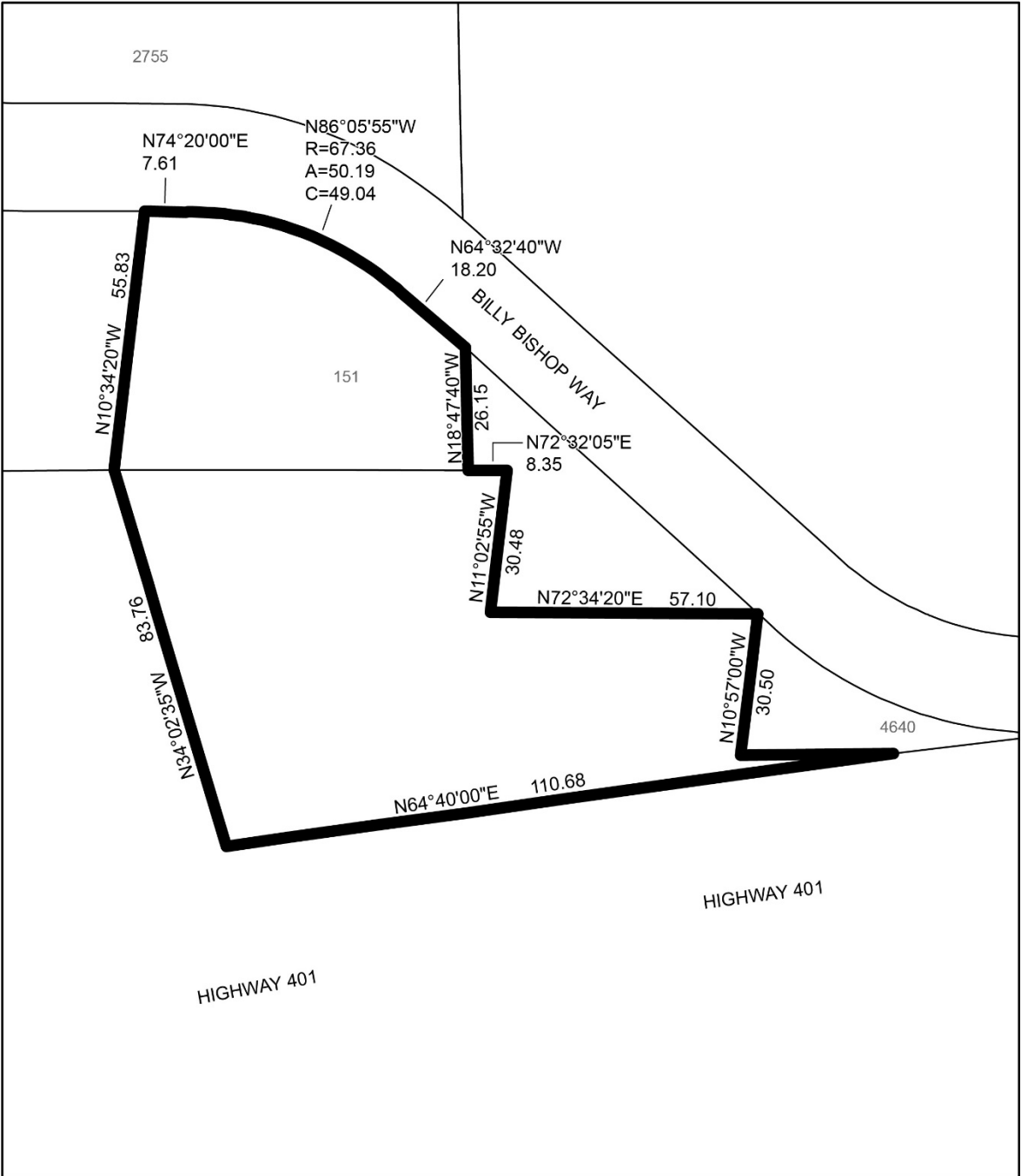
No buildings or structures are permitted south and east of the required "14.0 M MTO Setback" as shown on Diagram 3 of By-law ## [Clerks to insert By-law ##];

Prevailing By-laws and Prevailing Sections: (None Apply)

Enacted and passed on month ##, 2021.

Name, Ulli S. Watkiss,
Speaker City Clerk

(Seal of the City)

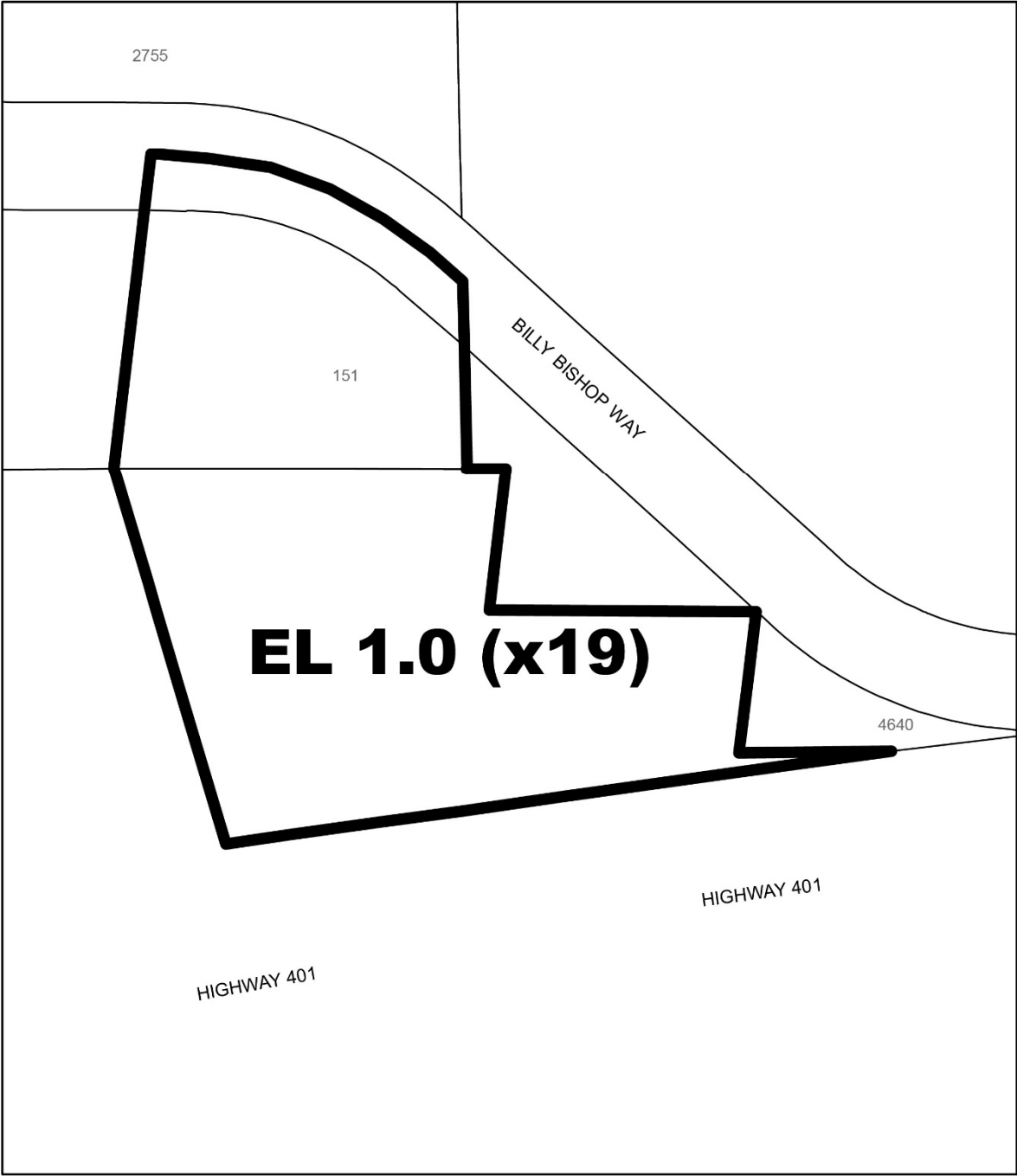


TORONTO
Diagram 1

151 Billy Bishop Way

File # 17 214786 NNY 09 0Z


City of Toronto By-law 569-2013
 Not to Scale
 08/03/2021

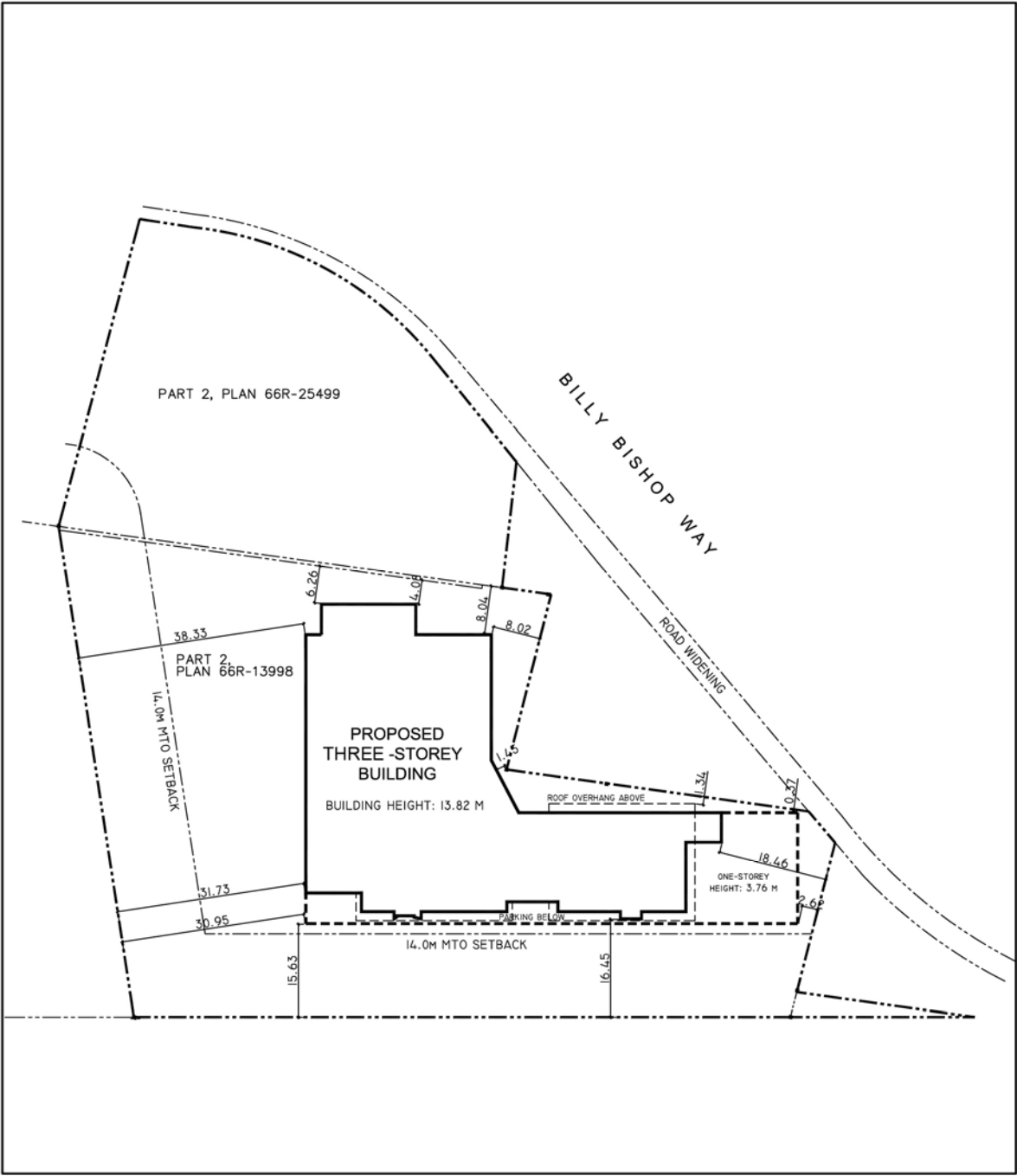


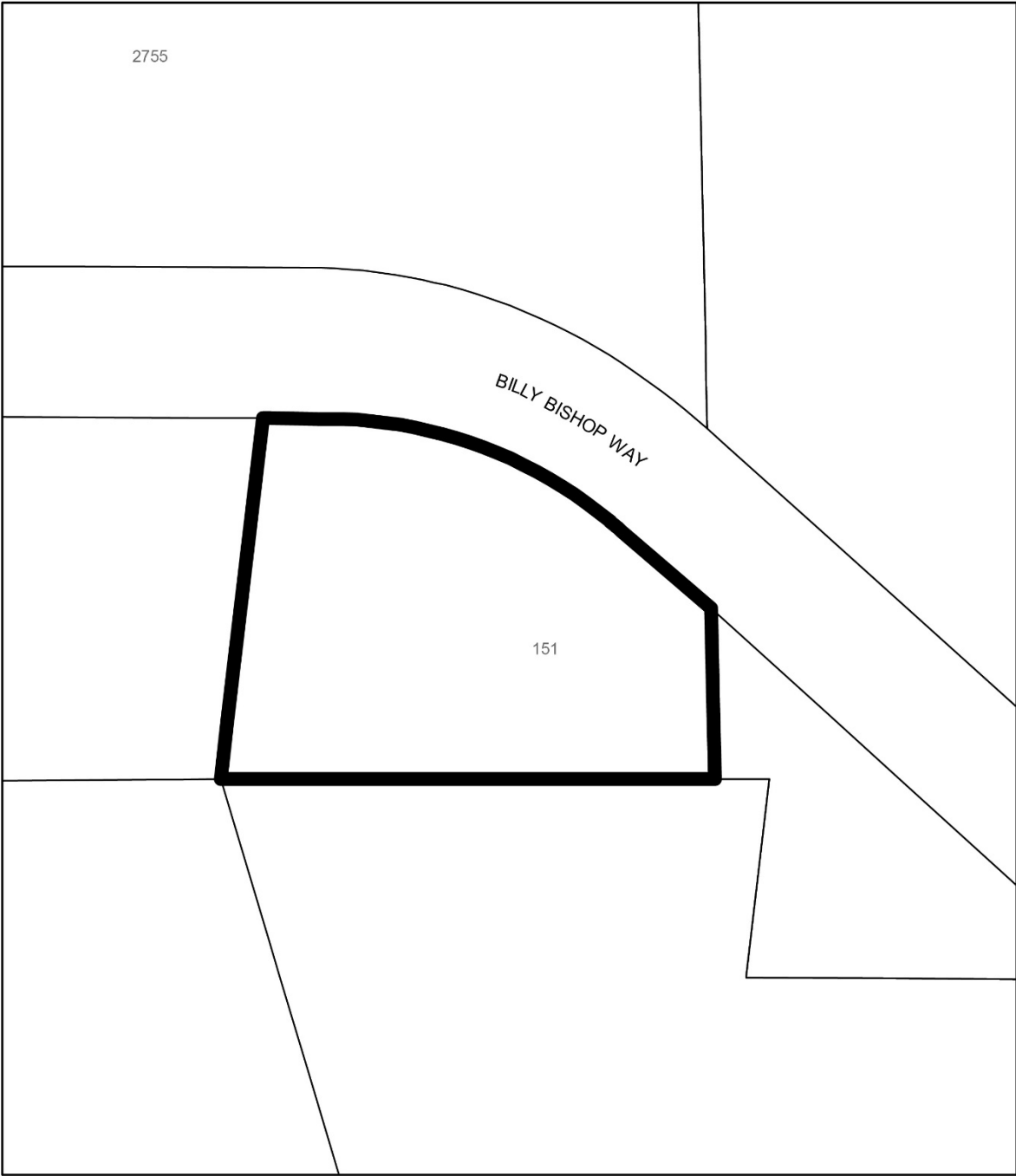
 **TORONTO**
Diagram 2

151 Billy Bishop Way

File # 17 214786 NNY 09 0Z


City of Toronto By-law 569-2013
Not to Scale
08/03/2021






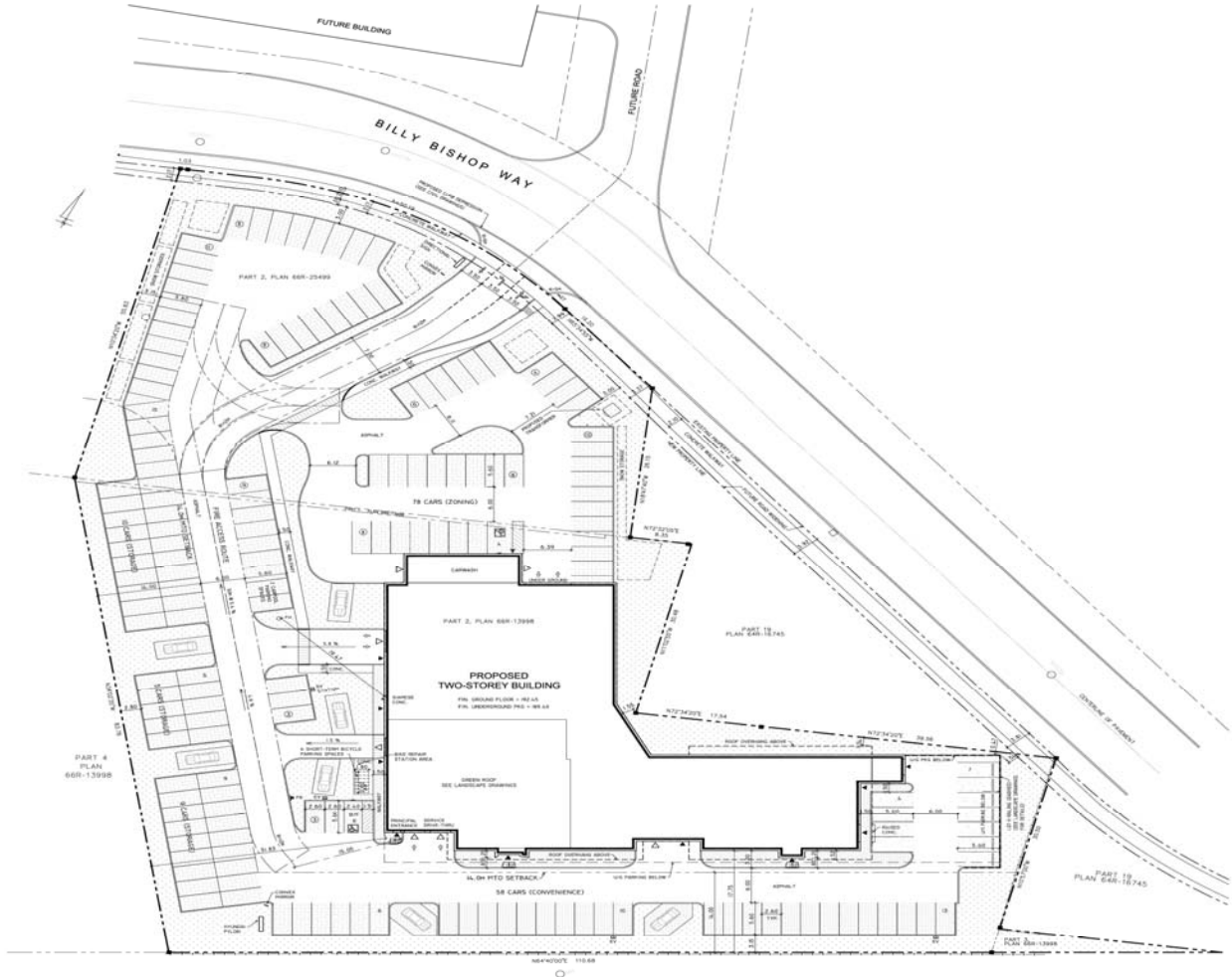
 **TORONTO**
Diagram 4

151 Billy Bishop Way

File # 17 214786 NNY 09 OZ

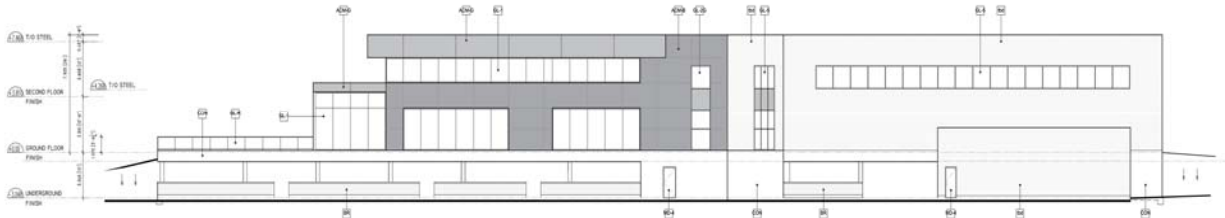

City of Toronto By-law 569-2013
Not to Scale
08/03/2021

Attachment 6: Site Plan



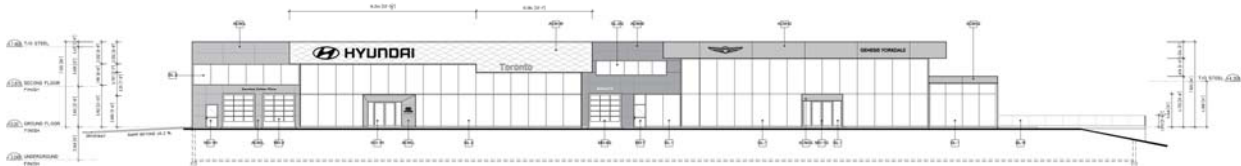
Site Plan 

Attachment 7a: North Elevation



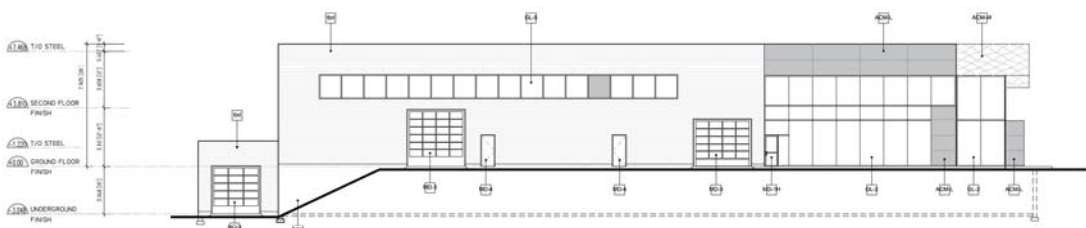
North Elevation

Attachment 7b: South Elevation



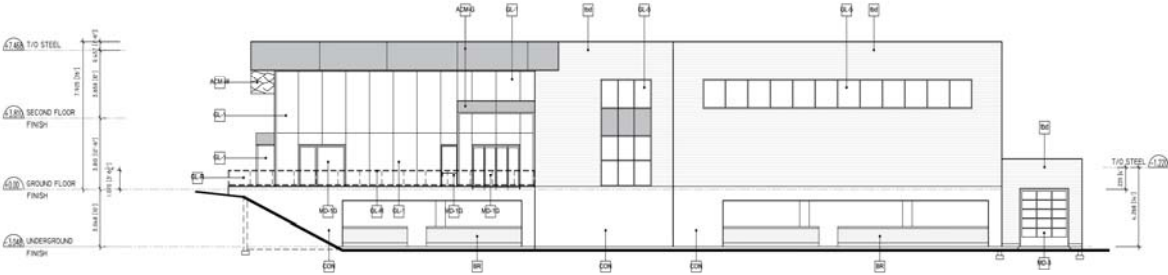
South Elevation

Attachment 7c: West Elevation



West Elevation

Attachment 7d: East Elevation



East Elevation