

# TORONTO STAFF REPORT

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March 2, 2000

To: Toronto Community Council

From: Commissioner of Urban Development Services

Subject: Final Report on Application No. 299010 to amend the Part I Official Plan and Zoning By-law 438-86 to permit the construction of a 7,402 square metre Canadian Tire store at 2681, 2701, 2721 and 2575 Danforth Avenue.  
(East Toronto)

Purpose:

This report recommends approval of a draft Official Plan amendment and zoning by-law to introduce amendments which will allow a new and larger Canadian Tire Store to replace the existing store at the above noted addresses.

Financial Implications and Impact Statement :

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

Recommendations :

It is recommended:

1. That the Official Plan be amended to add a new Section 18 provision to permit the erection and use of a building containing a retail store and associated automobile related uses on the lot having a maximum gross floor area of 7,500 square metres.
2. That the Zoning By-law, By-law 438-86 as amended, be amended so as to:
  - (a) exempt the site from Section 9(1)(f) to permit a retail store and associated automobile related uses in an I1 Zone and from Section 9(2)4(i),
  - (b) add an exception to Section 12(2) restricting the non-residential gross floor area of the retail store including the automobile service and repair shop and the motor vehicle repair shop, class A to 7,500 square metres,

- (c) permit the erection and use of a building containing not more than 7,500 square metres of non-residential gross floor area provided that:
  - i) no part of the building above grade extend beyond the area shown on Map 2,
  - ii) the owner provide and maintain a minimum of 3 parking spaces per 100 square metres of non-residential gross floor area, including any area used as a garden centre, on the site to serve the retail store and associated automobile related uses,
  - iii) the owner provide and maintain 2 type A loading spaces on the site, and
  - iv) the owner provide and maintain a minimum of 8 bicycle parking spaces in accordance with the approved site plan.
- 3. That the City Solicitor be authorized to introduce Bills in Council to implement the Official Plan Amendment and Zoning By-law Amendment substantially as in the form of the draft documents set out in Appendices B and C attached to this report.
- 4. That the owner enter into an Undertaking under Section 41 of the Planning Act prior to the issuance of a building permit.
- 5. That the owner be required to provide space within the development for the construction of transformer vaults, Hydro and Bell maintenance holes required in connection with the development.

Background:

Armstrong and Hunter Planning and Development Consultants on behalf of Canadian Tire Ltd. have submitted an application for Official Plan and Zoning By-law amendments to permit a new and larger Canadian Tire store to replace the existing store at the above noted addresses.

An existing Canadian Tire store has occupied this 1.1 hectare site for approximately 25 years. Canadian Tire is now proposing to replace the existing store with a new store on a larger (2.1 hectare) property.

To allow for the construction of the new store, Canadian Tire proposes to demolish its existing retail building on the site, secure the small parcel of land to the south of the store abutting the self storage facility by entering into a long term lease with the owners of that property, demolish the video store which is located on an adjacent site to the east at 2701 Danforth Avenue and consolidate the driveways for the new store and the adjoining Main Square development into a mutual drive. Canadian Tire also proposes to move the existing pedestrian signal light to this driveway location to allow regulation of pedestrian circulation as well as vehicular movement between Danforth Avenue, the proposed new store and Main Square.

## Comments:

### 1.0 The Proposal

The proposal includes a request for Official Plan and Zoning By-law amendments to permit the construction of a 7,402 square metre Canadian Tire store with approximately 250 parking spaces on site.

### 2.0 Site and Surrounding Area

The site is located on the south side of Danforth Avenue east of Main Street and is comprised of 2681, 2701, 2721 and 2575 Danforth Avenue (refer to Figure 1). The applicant currently owns 2681 (occupied by the existing store) and 2701 Danforth Avenue. No. 2701 is vacant land. A Blockbuster Video Store is located to the east of the existing Canadian Tire outlet at 2721 Danforth Avenue. Canadian Tire holds a long term lease for that property which they in turn sub-lease to Blockbuster. Canadian Tire intends to release Blockbuster from the sublease, demolish the building and use that property in the construction of their expanded new store.

The property at 2575 Danforth Avenue is a vacant piece of land owned by Main Square located to the rear of the applicant's existing store. Canadian Tire is in the process of securing a long-term lease with Main Square for this property. A portion of this part of the site is also subject to a sublease in favour of the City.

### 3.0 Current Official Plan and Zoning By-law Designations

The site is currently split designated and zoned. The front third of the property along Danforth Avenue is designated Low Density Mixed Commercial Residential Area while the rear two thirds are designated Medium Density Residence Area under the Part I Official Plan. The existing store pre-dates the medium density residential designation. The residential designation on the site would not permit the proposed new store.

The front third of the property is zoned Mixed Commercial Residential (MCR T3.0 C2.0 R2.5) and the rear two thirds are zoned I1 D1. The existing retail use is non-conforming in the I1 D1 zoning. The proposed new store would not be permitted in that zoning.

The applicant is seeking an Official Plan amendment and a rezoning to permit the rear two thirds of the lot to be used for commercial purposes.

### 4.0 Planning Considerations

#### 4.1 New Retail Development

Section 9.15 of the Part I Official Plan of the former City of Toronto is concerned with ensuring that the location, scale and form of new retail developments in the City support the objective of retaining existing retail strips as active and economically viable shopping districts by encouraging forms of development which improve shopping functions and which are compatible

with the surrounding area. To implement that policy, Council may pass by-laws to limit the amount of new retail space on a lot that is legally used for retail commercial purposes to a maximum of 1,800 square metres more than previously existed on the lot. Conversely, Council may also pass by-laws to permit use of more than 1,800 square metres of retail space on a lot subject to the following criteria:

- the proposed development is compatible with the surrounding area with respect to built form, traffic and parking and elements of neighbourhood structure and character,
- the proposed development will not adversely affect the economic activity of any shopping districts within the Central Core or retail strips throughout the City, and
- the total non-residential gross floor area used for a single retail or service commercial use does not exceed 8,000 square metres.

This application is not subject to the provisions of Section 9.15 of the Part I Plan as it proposes to replace the existing 6,300 square metre Canadian Tire store with a 7,402 square metre replacement store. The proposed total gross floor area represents an additional 1,102 square metres of retail gross floor area on the site or 698 square metres less than the 1,800 square metre expansion which would be permitted by section 9.15. Furthermore, at 7,402 square metres the gross floor area of the replacement store would be 598 square metres less than the maximum 8,000 square metres of total gross floor area permitted for a single retail use.

Notwithstanding the fact that this replacement store is not subject to Section 9.15, the application has been evaluated with the above stated criteria in mind. Our conclusions are as follows:

The proposed replacement store is considered to be compatible with the surrounding area as it is designed to be integrated into the Danforth Avenue retail strip by:

- bringing the storefront out to the street and including a main pedestrian entrance from Danforth Avenue in a typical urban retail configuration,
- concealing the parking and open garden supply compound with a structure that is intended to appear as a continuation of the building façade to the street,
- incorporating an area (2775 Danforth Avenue) which is currently poorly maintained into the redevelopment, and by
- establishing an area of vehicular and pedestrian activity in the proposed well-lit parking lot. Much of this area of the site is currently poorly lit and hidden from view from Danforth Avenue.

The proposed replacement store is not expected to adversely affect the economic activity of the existing Danforth Shopping strip and supports the City's retail objectives for the following reasons:

-as a replacement store the new facility will continue to serve an established Canadian Tire market and will service the local area related to the retail strip, and

-contrary to a stand alone location, the replacement store will act as a retail anchor which will continue to attract shoppers to the Danforth retail strip.

#### 4.2 City of Toronto Subleasehold Interest of 2575 Danforth Avenue

The portion of the site municipally known as 2575 Danforth Avenue is under the same ownership as the Main Square mixed commercial/residential development located to the west of the Canadian Tire site. Since July of 1970, the City has maintained a subleasehold interest in a 10 foot wide strip of land contiguous to the south property line of 2575 Danforth Avenue extending westwards along the south property line of the Main Square development at 2625 Danforth Avenue to 100 feet east of the east street line (refer to Figure 1).

The lands were originally intended to be used for public walkway purposes. However, the walkway was never established and neither are there plans to proceed with its development.

Canadian Tire proposes to use 2575 Danforth including the sublease area in the construction of the replacement store and associated parking area. The owners of Main Square have requested that the City surrender its sublease interest in the lands described above in order to allow them to long term lease the whole of 2575 Danforth unencumbered to Canadian Tire. In turn, that would allow Canadian Tire to use the land for parking.

The release of the City's sublease interest is under the delegated authority of the Commissioner of Corporate Services. The consent of the Commissioner to release the sublease will be a condition of the Statement of Approval/Undertaking agreement between Canadian Tire and the City.

#### 4.3 Traffic and Access

Currently, there are 3 curb cuts allowing vehicles to cross the Danforth Avenue sidewalk to access the video store, Canadian Tire and the Main Square development parking lot and garage. Driveways interrupt comfortable and safe pedestrian flow and are impediments to the success of a retail strip. The location of the new store on the site requires the demolition of the video store thereby eliminating the need for one of the 3 driveways. The remaining 2 driveways are to be consolidated into a single access for the new Canadian Tire store and for Main Square.

To assist the traffic flow which is expected to be generated by the replacement store, the proposed shared driveway will be accompanied by a left turn lane from Danforth Avenue (westbound) and the installation of a full traffic signal at this access point. The existing pedestrian operated walkway signal located to the east of this driveway will be removed. By having pedestrians cross Danforth Avenue at a standard signalized intersection for vehicular traffic, safety is likely to be increased over a mid-block pedestrian crossing. As well, pedestrians are likely to have more opportunity to cross Danforth Avenue, as the signals (which will be pre-

timed or vehicle detection operated) will change more frequently compared to the existing operation via an activation button.

With the relocation of the signal the applicant has also proposed to shift the existing TTC bus stops to the east side of the proposed signalized driveway on Danforth Avenue. The signalized intersection is likely to create gaps in traffic flow that will assist bus operations on Danforth Avenue, especially during off-peak (traffic) times.

A traffic plan has been submitted by the applicant and has been approved by the Commissioner of Works and Emergency Services. The details of the traffic plan are discussed in the report from the Commissioner of Works and Emergency Services attached in the Appendices of this report.

#### 4.4 Parking and Loading

The proposed parking supply of approximately 250 spaces on-site equates to a ratio of over 3.0 spaces per 100 square metres of gross floor area. By comparison, there are approximately 145 spaces currently on the site which adequately serve the existing store, the minimum requirement under By-law 438-86 for the proposed store is 183 spaces, and the minimum requirement as calculated by the Commissioner of Works and Emergency Services (based on 3 spaces per 100 square metres of gross floor area including the garden compound) is 248 spaces.

The relocation of the TTC stops on Danforth (discussed in Section 4.3 above) will result in a minor loss of 2 to 4 on-street parking spaces. Given the adequate supply of parking on the new lot, the loss of up to 4 street parking spaces will not have a significant impact on traffic circulation in the area.

The applicant is providing 2 type A loading spaces which satisfies the estimated loading demand generated by this project for 2 type B spaces. Access to and exit from the loading bays will be a one-way operation. Delivery vehicles will proceed to the bays at the south east corner of the building via Guest Avenue and exit through the parking circulation system to Danforth Avenue.

#### 4.5 Building Orientation and Design

Building orientation and design are important considerations when attempting to integrate a large format retail form into a mainstreet setting in proximity to low density residential areas. In an initial proposal, the building was set back from the street and surrounded by parking. The plan was subsequently revised to show the building in its present location adjacent to the sidewalk. Orienting the building to the street establishes a more urban condition on Danforth Avenue.

With respect to the building design, the store frontage consists of 6 sections plus the main entrance area, the greatest proportion of which consists of windows. Of the 6 sections, 4 are primarily view-through windows or display windows. The impression from the street will be one of smaller retail bays which will provide a more interesting retail streetscape than would a continuous wall of precast concrete. In addition, the garden compound which extends westwards from the main building is behind a colonnade with decorative fencing and landscape treatment

all of which screen the stored garden materials and the parking lot to the south from direct view from Danforth Avenue.

#### 4.6 Fire Safety

The Fire Department has reviewed the plans and has advised that it will be satisfied when the pertinent requirements of the Ontario Building Code have been met by this application.

#### 4.7 Public Consultation

A public meeting was held in the neighbourhood on October 28, 1999 to discuss this application. Few local residents and business operators were in attendance and no major issues were raised in general or with respect to the market or economic impact of the proposed replacement store. It appeared that the persons in attendance welcomed the proposal and the investment to be made in this area of Danforth Avenue.

#### Conclusions:

The Official Plan and By-law amendments proposed by this application will allow the construction of a new, replacement Canadian Tire store on this site. The new store will be an important local project that will continue to support and bolster Danforth Avenue as one of the City's main retail streets by better organizing the site, maximizing the amount of retail frontage on Danforth Avenue and by contributing to safer traffic operations in the area. I am recommending approval of this application.

#### Contact:

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Beate Bowron  
Director, Community Planning, South District

List of Attachments:

- Data Sheet
- Appendix A – Comments from Civic Officials
- Appendix B – Draft Official Plan Amendment
- Appendix C – Draft Zoning By-law
- Key Map
- Plans and Drawings

### APPLICATION DATA SHEET

Site Plan Approval: Yes File Number: 299010  
Rezoning: Yes Application Number: CMB19990010  
O.P.A.: Yes Application Date: 07/21/1999

Municipal Address: 2681 Danforth Ave, 2575 Danforth Ave, 2721 Danforth Ave , 2701 Danforth Ave

Nearest Intersection: Southwest corner of Danforth Avenue and Guest Avenue

Project Description: To replace an existing retail store with a new retail store (Canadian Tire).

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Armstrong Hunter 9251 Yonge Street Suite 302 Richmond Hill, On L4C 9T3 (905) 882-4099	Armstrong Hunter 9251 Yonge Street Suite 302 Richmond Hill, On L4C 9T3 (905) 882-4099	Quadrangle Architects 380 Wellington St. W 598-1240	Canadian Tire 2180 Yonge St P O Box 770 Station K Toronto, On M4P 2V8

#### PLANNING CONTROLS (For verification refer to Chief Building Official)

Official Plan Designation: LDMCRA/MDRA	Site Specific Provision: No
Zoning District: MCR T3.0 C2.0 R2.5 ; I1 D1	Historical Status: No
Height Limit (m): 12	Site Plan Control Area: Yes

#### PROJECT INFORMATION

Site Area: 20860m2	Height:	Storeys: 1
Frontage: 0		Meters: 7.9
Depth:		

Ground Floor GFA:	Parking Spaces:	Indoor	Outdoor
Residential GFA: 0	Loading Docks:		250
Non-Residential GFA: 7,402m2	Loading Docks Type:		2 type A
Total GFA: 7,402m2			

#### DWELLING UNITS

Tenure Type:	Other
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3+ Bedroom:	0
Total Units:	0
Total Proposed Density:	0.35

#### FLOOR AREA BREAKDOWN

Land Use	Above Grade	Below Grade
Residential GFA:	0	
Retail GFA:	6,315	
Office GFA:	0	
Industrial GFA:	0	
Service Area:	1,087	

**COMMENTS** Preliminary Report dated September 14, 1999.

<b>Current Status:</b>	Open	<u>Latest Event</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Outcome</u>
		Prelim. Eval.		09/14/1999	
		Received		07/21/1999	
Data Valid:	Jan 24, 2000 1:53:26 PM	Planner:	Tim Burkholder	Phone:	392-0412
Area:	Unknown	Planning Office:	Toronto		

## Appendix A

### Comments from Civic Officials

#### 1. Urban Development Services, Buildings Division, February 29, 2000

Our comments concerning this proposal are as follows:

Description: Construct one storey with mezzanine retail store and automobile service station building

Zoning Designation: MCR T3.0 C2.0 R2.5/I2 D1 Map: 54H 323

Applicable By-law(s): 438-86, as amended

Plans prepared by: Quandrangle Architects Plans dated: January 21st and February 25th, 2000

#### **Zoning Review**

The list below indicates where the proposal **does not comply** with the City's Zoning By-law 438-86, as amended, unless otherwise referenced.

1. The by-law requires at least 6 bicycle parking spaces be provided (5 occupant and 1 visitor). Proposed is 0 bicycle parking spaces. (Section 4(13)(a) and (c))
2. The proposed use, retail store, is not permitted. (Section 9(1)(f))
3. A fence of opaque construction having a height between 1.68 metres and 2.0 metres is required to be erected on the boundary of the R district. (Section 9(2) 4(i))

#### **Other Applicable Legislation and Required Approvals**

1. The proposal requires Site Plan approval under Section 41 of the Planning Act.
2. The proposal requires conveyance of land for parks purposes, or payment in lieu thereof pursuant to Section 42 of the Planning Act.
3. The proposal DOES NOT require the approval of Heritage Toronto under the Ontario Heritage Act.
4. The issuance of any permit by the Chief Building Official will be conditional upon the proposal's full compliance with all relevant provisions of the Ontario Building Code.

#### 2. Works and Emergency Services, February 28, 2000

This is in reference to the application by Hunter & Associates Ltd. On behalf of Canadian Tire Real Estate Limited, for the project on the above-noted site, located on the south side of Danforth Avenue between Main Street and Dawes Road. The proposal is to construct a new 8,262 m<sup>2</sup> Canadian Tire retail centre, including retail, warehouse and office, an 860 m<sup>2</sup> garden centre and a 1,087 m<sup>2</sup> service centre. The proposed retail centre is to replace the existing Canadian Tire store.

## **Comments**

### **Survey Requirements**

The site is comprised of several properties which should be amalgamated for assessment and Official Record municipal numbering purposes. For the purposes of assessment, Official Record municipal numbering and the preparation of building envelope plans, the applicant should be required to apply for revised municipal numbering prior to obtaining a building permit and provide final approved drawings of the development with sufficient horizontal and vertical dimensions of the exterior walls of the proposed building to enable the preparation of building envelope plans.

### **Solid Waste Collections**

The refuse generated by this project, classified as large commercial, will exceed the volume limits set out in the Municipal Code, Chapter 309 (Solid Waste) and therefore, must be collected by a private refuse and recycling collection firm.

As garbage generated by a portion of this development will likely include manufacturers=trade and hazardous wastes, this must be collected by a private refuse collection firm which is licensed to carry and dispose of hazardous waste.

### **Material Recovery and Waste Reduction Plan**

The owner is required to submit a Material Recovery and Waste Reduction Plan which will include:

- (a) A description of the waste composition which shall be generated by the development and the expected quantity of each category of waste material;
- (b) A description of the policies, programmes, processes and equipment which will be put in place to carry out material recovery and waste reduction;
- (c) The provision of space required to store and/or process recovered materials; and
- (d) Separate accommodation for the recovery, safe storage and disposal of hazardous waste, if any.

The owner is advised that staff of the Solid Waste Management Services Division (telephone no. 392-1040) will assist in the format and content requirements in the preparation of the plan.

### **Parking and Access**

The provision of 250 surface parking spaces is less than the preliminary estimate of the parking demand forecast to be generated by this project for 355 parking spaces, based on a review of the parking requirements for various retail warehouse type stores, including Canadian Tire stores, in the City. As far as can be ascertained, the proposed parking supply satisfies the Zoning By-law requirement for 183 parking spaces. BA Consulting Group Limited, the applicant's

transportation consultant, has submitted a letter dated February 17, 2000, (copy attached), which sets out the rationale for the proposed parking supply. The submission includes information on the parking activity at the existing Canadian Tire store on the subject site and at another Canadian Tire store at Yonge Street and Davenport Road, which shares similar characteristics.

On the basis of this information, the transportation consultant has concluded that the provision of 250 parking spaces are adequate to accommodate the peak parking demands generated by this project. This translates into a parking ratio of 3.0 spaces per 100 square metres of gross floor area (which includes the garden centre). Based upon a review of the consultant's documentation, a minimum parking supply based on this ratio is sufficient to meet the peak parking demands generated by the project. Furthermore, there is an agreement in principle between Canadian Tire and Main Square, the site to the west, for the unexclusive use of up to 140 parking spaces in the underground parking facility on that site. These parking spaces can provide operational flexibility and a better level of service for customers on a day to day basis by locating staff and auto service parking off-site, although the minimum parking requirements of this project are satisfied on site.

As a result of the foregoing, the proposed on-site parking supply of 250 spaces shown on the plans is acceptable. However, in order to provide flexibility, the minimum parking requirement for this project contained in Recommendation No. 1(j) below, is expressed as a ratio based on gross floor area and any area used as a garden centre.

The parking layout and parking space dimensions are acceptable. Stop signs have been indicated on the plans at the internal intersection of the property and Main Square, which are approximately 40 metres from Danforth Avenue and are acceptable.

### **Traffic and Access**

The Traffic Impact Study (TIS) assesses the impact of the traffic generated by this development project on the operations of the abutting road network.

The consultant estimated future traffic volumes for the proposed retail store by undertaking trip generation surveys of the existing store and then adjusting this data to reflect the proposed increase in retail floor area. Based on this analysis, the TIS estimates the expanded store will generate two-way peak hour trip making in the order of 445 and 615 vehicle trips in the P.M. and Saturday peak hours, respectively. Taking into account the existing traffic volumes and the pass-by trips attributable to the new development, the total net two-way traffic generated by this proposal is 110 vehicle trips in the P.M. peak hour and 170 vehicle trips in the Saturday peak hour.

In order to improve traffic operations at the Danforth Avenue access and to accommodate the traffic generated by this development, the TIS recommends that the driveways for Main Square and Canadian Tire be consolidated into a new mutual driveway and that traffic control signals (TCS) be installed to regulate vehicular and pedestrian movements. The proposal will require the removal of an existing mid-block pedestrian-activated TCS located approximately 55m east of the proposed location. Given that the proposed access is to function as a mutual entrance/exit with the abutting land to the west (Main Square), a reference plan of survey will be required

indicating that appropriate rights-of-way are provided to both properties. As well, the TIS indicates that as part of the proposed mutual driveway and removal of the mid-block signals, parking meters are required to be relocated or removed. As a result, the owner is required to provide to the City, a one-time cash contribution equivalent to the cost of removal and relocation of any parking meters as well as for any lost revenue that may be deemed appropriate by the Toronto Parking Authority.

Moving the TCS to a new mutual access will improve vehicular operations and safety along this section of Danforth Avenue while still accommodating pedestrian movements across Danforth Avenue. However, the relocation of the TCS will reduce the distance between the existing signalized intersection at Main Street/Danforth Avenue and the proposed signalized access to 190 metres, which is less than the desirable separation of 215 metres. The TIS indicates that during the P.M. peak hour, the eastbound queue will extend back to the Main Street signals approximately 4% of the time. Based on the TIS and our internal review, we are satisfied that the TCS can be relocated to the proposed access with minimal effects on the operations of the signal network along Danforth Avenue. The relocation of the TCS is therefore acceptable.

As part of this proposal the applicant is proposing that a westbound centre left turn lane be incorporated into the signal design through modification to the existing pavement markings. The left turn lane is in keeping with other signalized intersections along this section of Danforth Avenue and is acceptable. However, a minimum storage length of 14 metres should be provided, taking into consideration the potential impact to on-street parking. The matter will be addressed during the development of the detailed TCS plan for this intersection.

The applicant will be required to cover all costs associated with the removal of the existing pedestrian TCS and the installation of the new TCS. Staff of this Department will be developing the TCS plan and detailed cost estimates for this work and the applicant will be notified once this process has been completed. In addition, a one-time lump sum payment of \$30,000 is required to offset the long-term maintenance costs incurred by the City.

Toronto Transit Commission bus stops on Danforth Avenue will require relocation as part of this proposal. The westbound stop will be need to be moved further west to the near side of the proposed TCS and the eastbound bus stop will become a far side stop and shifted approximately 15m easterly in order to maintain adequate spacing between bus stops. The Toronto Transit Commission has commented on this application and not expressed any concerns with the relocation of the bus stops.

The proposed access driveway to/from Danforth Avenue is 12.0 metres wide, comprising one inbound lane and two outbound lanes. Given the amount of traffic forecasted to be generated by this project, the proposed driveway is acceptable provided a minimum inbound lane of 4.0 metres, one outbound right turn lane of 3.0 metres and one outbound left turn lane of 3.0 metres are provided. Additional 9.0 metres curb radii are provided for a total width of 30.0 metres. It should be noted that some further changes might be required as a result of a detailed Departmental review of the functional plan of the intersection, which the applicant is required to submit for review and approval, and in the preparation of the detailed TCS plan. The functional plan should also show all existing driveways on the north side of Danforth Avenue.

## **Loading**

The plans indicate that 2 Type A loading spaces will be provided at the south-east corner of the building and accessed via Guest Avenue. This satisfies the estimated loading demand generated by this project for 2 Type A loading spaces and, as far as can be ascertained, the Zoning By-law requirement for 2 Type B loading spaces plus a loading area comprising 70 square metres.

Trucks will enter the site from Guest Avenue and then manoeuvre on site in order to access the loading spaces. To exit the loading spaces, trucks will be required to travel through the internal driveways and enter the street system at the new mutual access on Danforth Avenue. The number and configuration loading facilities as proposed are acceptable.

## **Work Within the Road Allowance**

The proposal includes the installation of a new entry feature, bench, planters, trees, planting of shrubs, decorative paving, sidewalks and the installation of new traffic signals within the public right-of-ways. Although the proposed access is acceptable in principle, changes may be required as a result of the detailed review of the application for work within the public right-of-way. The work within the right-of-ways will be at the expense of the owner and require the approval of a separate application to the Commissioner of Works and Emergency Services. For further information, the applicant should contact the Right-of-Way Management Division, District 1, (telephone No. 397-4579).

The existing Danforth Avenue curb cuts no longer in use and the Guest Avenue curb cut north of the truck access must be closed and restored to City of Toronto standards at no cost to the City. All sidewalks within the City right-of-ways are to be 150 mm thick with no reinforcing. Please note that curb returns are not permitted at driveway entrances; concrete sidewalks are to be extended across driveways.

## **Municipal Services and Storm Water Management**

The existing City water distribution and sewer system with regard to sanitary sewage are adequate to accommodate the change in land use.

It is the policy of City Council to require the infiltration of storm water run-off into the ground for all new buildings, whenever possible. Therefore, storm connections to the City sewer system will only be permitted if it can be demonstrated that infiltrating storm water into the ground is not feasible. Further information regarding storm drainage can be obtained by contacting the Engineering Branch (telephone No. 392-7674).

A plan showing the proposed site servicing and drainage must be submitted for the review and approval of the Commissioner of Works and Emergency Services.

## **Encroachments**

The plans indicate that a set of double doors and a single door, when open, will encroach onto the Guest Avenue road allowance. The encroachment of these doors onto the City sidewalk will

reduce the width of the sidewalk to 1.0 metre. This is not in compliance with the City of Toronto Municipal Code Chapter 313, which requires that a minimum set-back of 2.13 metres from the City curb be provided. Accordingly, these doors should be recessed or alternatively, reconfigured to eliminate the encroachments on the public right-of-ways.

### **Recommendations**

As a result of the foregoing, it is recommended that:

1. The owner be required to:
  - (a) Provide space within the development for the construction of any transformer vaults, Hydro and Bell maintenance holes and sewer maintenance holes, if required in connection with the development;
  - (b) Submit to, and have approved by, the Commissioner of Works and Emergency Services, prior to the issuance of a building permit, a Material Recovery and Waste Reduction Plan addressing strategies for material recovery and waste reduction within the development;
  - (c) Provide, maintain and operate the material recovery and waste reduction measures, facilities and strategies stipulated in the plan approved by the Commissioner of Works and Emergency Services;
  - (d) Provide and maintain a minimum driveway width of 10.0 m for the new Danforth Avenue access, comprising one inbound lane of 4.0 m, one outbound right turn lane of 3.0 m and one outbound left turn lane of 3.0 m, with minimum 9.0 m curb radii;
  - (e) Provide and maintain a minimum clear throat distance of 40.0 metres from the proposed Danforth Avenue right-of-way limit southerly into the site;
  - (f) Submit to, and have approved by, the Commissioner of Works and Emergency Services prior to the issuance of a building permit, a functional plan of the proposed driveway access to and from Danforth Avenue, and such plan to include any driveways on the north side of Danforth Avenue;
  - (g) Agree to pay for all costs associated with the installation of traffic signals at the new intersection of the access driveway and Danforth Avenue and the removal of the existing mid-block pedestrian traffic control signals on Danforth Avenue;
  - (h) Agree to contribute to the future ongoing maintenance costs of the new traffic control signals referred to in Recommendation No. 1(g) above, in the form of a one-time lump sum payment of \$30,000;
  - (i) Pay all costs associated with the provision of a westbound left turn lane, having a minimum storage length of 14m, through pavement marking modifications within the existing road width;

- (j) Provide and maintain a minimum of 3.0 parking spaces for every 100 m<sup>2</sup> of gross floor area, including any area used as a garden centre;
- (k) Provide and maintain stop signs at the internal intersection of the subject property and Main Square;
- (l) Provide to the City, a one-time cash contribution for the cost of removing/relocating any parking metres in connection with the relocation of the traffic control signals, plus any additional costs to offset the lost revenue of these meters which may be deemed appropriate by the Toronto Parking Authority;
- (m) Provide a reference plan of survey in metric units, referenced to the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands and any appurtenant rights-of way required to legally access the mutual driveway from Danforth Avenue;
- (n) Eliminate the existing Danforth Avenue curb cut and Guest Avenue curb cut north of the truck access and restore the street allowance to the City of Toronto standards at no cost to the City;
- (o) Provide and maintain a minimum of 2 Type A loading spaces on the site;
- (p) Provide and maintain minimum inside and outside turning radii of 6.8 m and 12.7 m at all turns to be negotiated by trucks using the Type A loading spaces;
- (q) Provide and maintain access to the loading facilities so that trucks can enter and exit the site in a forward motion;
- (r) Provide a letter of credit, satisfactory to the Commissioner of Works and Emergency Services, prior to the issuance of a building permit, to cover the full cost associated with all the required road improvements;
- (s) Recess or alternatively, reconfigure the double doors and single door on Guest Avenue, so that they do not encroach onto the Guest Avenue road allowance;
- (t) Apply for revised municipal numbering to the Commissioner of Works and Emergency Services prior to filing a formal application for a building permit;
- (u) Submit, prior to the issuance of a building permit, a site servicing, grading plan and a Stormwater Management Plan for the review of the Commissioner of Works and Emergency Services;
- (v) Submit revised drawings with respect to Recommendation No. 1 (s) above, for the review and approval of the Commissioner of Works and Emergency Services;

2. That the owner be advised:

- (a) Of the need to receive the approval of the Commissioner of Works and Emergency Services and obtain a construction permit for any work to be carried out within the public right-of-way;
- (b) That the Danforth Avenue and Guest Avenue right-of-ways must be designed in accordance with the guidelines of this Department;
- (c) Of the need to obtain building location access and streetscape permits, as well as potentially other permits such as hoarding, piling/shoring etc. from this Department prior to construction;
- (d) That the storm water runoff originating from the site should be disposed of through infiltration into the ground and that storm connections to the sewer system will only be permitted subject to the review and approval by the Commissioner of Works and Emergency Services of an engineering report detailing that site or soil conditions are unsuitable, the soil is contaminated or that processes associated with the development on the site may contaminate the storm runoff; and
- (e) Of the need to submit a site remediation report for the review and approval of the Commissioner of Works and Emergency Services prior to the relocation of the fuel tanks to ensure that there is no contamination of soil on the adjacent areas of the public right of way.

3. Works and Emergency Services, Fire Department, August 08, 1999

Please be advised that when the pertinent requirements of the Ontario Building Code have been applied relative to this project, our Department maybe deemed as satisfied.

4. Economic Develoment, Culture & Tourism, Parks and Recreation Division, March 1, 2000

This will acknowledge the new plans pertaining to the above noted development application which were circulated to Forestry Services on February 2<sup>nd</sup>, and 28<sup>th</sup>, - 2000. I have reviewed the circulated plans and advise that:

: Trees indicated for planting on the City road allowance must be planted in accordance with the Tree Details Section of the City of Toronto Streetscape Manual as per the details noted below. Please note that the applicant must conduct an investigation of underground utilities prior to proposing tree planting within the City road allowance. If planting is not possible due to a utility conflict, a utility locate information sheet from the respective utility company should be provided to the City.

Street Trees in Tree Pits: In accordance with Planting Detail No.s 103, 103-1, 103-2, & 103-3 for 1.2 m x 2.4 m Tree Pit, dated March, 1997. Tree pits

must be constructed in accordance with the Continuous Tree Pit details outlined in the Construction Details Section of the City of Toronto Streetscape Manual as Drawing No.s RE-1833M-1, -2, -3, -4, -5, and -6, 1 of 2 & 2 of 2.

- : The five City-owned insert Honeylocust trees are currently in fair condition and do not qualify for routine removal at this time. Urban Forestry will support the removal of these trees if the applicant can demonstrate that the nine new proposed inserts on Danforth Avenue can be accommodated.
- : Once we have received the evidence demonstrating that the installation and planting of the nine tree inserts are feasible, Forestry will recommend the removal of the five City-owned Honeylocusts on 2681 Danforth Avenue. Forestry will also recommend that the applicant submit a certified cheque payable to the City of Toronto, Treasurer, to Christopher Martin's attention for \$3,769.00 to provide payment to the City to cover the monetary value of the trees in question, and the associated removal and replacement costs. Should our recommendation be approved by the Councillors of Ward 26, I advise that the subject trees may only be removed once your building and/or demolition permit(s) have been obtained and the permitted construction and/or demolition related activities associated with the subject development warrant the removal of the trees.
- : You will be responsible for maintaining these trees in good condition for a two year period. These trees will be inspected at the end of the two year period; if they are in good condition at this time, the City will assume responsibility of the trees. If the trees are not in good condition at this time, you will be responsible for replacing them.
- : I advise that the plans prepared by Quadrangle Architects Limited, date stamped as received by Urban Development Services on January 21<sup>st</sup>, and February 25<sup>th</sup>, 2000 and on file with the Commissioner of Urban Development Services are not acceptable at this time due to the reason(s) indicated above.

The >Arborist Report for Development Applications= form has been received as requested August 13<sup>th</sup>, 1999.

5. Public Health, March 2, 2000

Thank you for your request to amend our September 3, 1999 letter to you to reflect changes to the recommendations from "prior to the introduction of a Bill in Council" to "prior to the issuance of a permit".

Therefore, please be advised that the recommendations contained in our September 3, 1999 letter are hereby rescinded to be replaced by the following recommendations.

**Recommendations:**

1. That the owner shall immediately conduct a historical review of the site to identify all existing and past land uses which could result in negative environmental effects to the

subject site. This report should be submitted to the Commissioner of Urban Development Services, for review by the Medical Officer of Health, prior to the issuance of a building permit.

2. That the owner shall conduct a site and building audit for the identification of all hazardous materials on site and in the existing buildings. The removal of these materials should be conducted in accordance with Ministry of Environment and Energy guidelines. A report on the site and building audit should be submitted to the Commissioner of Urban Development Services, for review by the Medical Officer of Health, prior to the issuance of a building permit.
3. (i) That the owner shall conduct a soil and groundwater testing program and produce a Soil and Groundwater Management Plan which characterizes soil conditions and proposes remediation options to be submitted for approval by the Medical Officer of Health, prior to the issuance of a building permit.  
  
(ii) That the owner shall implement, under the supervision of an on-site qualified environmental consultant, the Soil and Groundwater Management Plan as stipulated in the report approved by the Medical Officer of Health, and upon completion, submit a report from the on-site environmental consultant to the Medical Officer of Health, certifying that the remediation has been completed in accordance with the Soil and Groundwater Management Plan.
4. (i) That the owner shall prepare a Demolition and Excavation Dust Control Plan and submit this plan to the Commissioner of Planning and Development Services for approval by the Medical Officer of Health, prior to the issuance of any permit.  
  
(ii) That the owner shall implement the measures in the Demolition and Excavation Dust Control Plan approved by the Medical Officer of Health.

Should there be any questions, please contact me at 392-7685.

6. Toronto Transit Commission, October 28, 1999

An existing eastbound bus stop is located on the east side of the main driveway entrance and we note that the applicant is proposing to locate trees near this stop. For reasons of safety and visibility, no trees should be planted within 15 metres of the approach to a bus stop. Therefore, as indicated on the attached marked-up sketch, the first tree east of the driveway should be relocated elsewhere on the site or omitted from the proposal.

7. CN, August 19, 1999

We have reviewed your letter dated 11 August 1999, regarding the above noted application and offer no objections.

Appendix B

Draft Official Plan Amendment

**Draft By-law No. 1**

**BY-LAW No. -2000**

**To adopt an amendment to the Official Plan for the former City of Toronto respecting lands known as Nos. 2681, 2701, 2721 and 2575 Danforth Avenue.**

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

1. The text and maps annexed hereto as Schedule "A" are hereby adopted as an amendment to the Official Plan for the former City of Toronto.
2. This is Official Plan Amendment No. .

ENACTED AND PASSED this      day of      , A.D. 2000.

Mayor

City Clerk

SCHEDULE "A" TO BY-LAW NO. \_\_

1. Section 18 of the Official Plan for the former City of Toronto, is hereby amended by adding the following Section 18.\_\_ and the attached Map 18.\_\_

"18.\_\_ Lands known as 2681, 2701, 2721 and 2575 Danforth Avenue

Notwithstanding any of the provisions of this Plan, Council may pass by-laws applicable to the lands known as 2681, 2701, 2721 and 2575 Danforth Avenue and delineated by heavy lines on Map 18.\_\_, to permit the erection and use of a building containing a retail store and associated automobile related uses on the lands having a maximum *gross floor area* not exceeding 7,500 square metres.

(Insert Map 18.\_\_)"

Appendix C

Draft Zoning By-law

**To amend Zoning By-law No. 438-86 of the former City of Toronto  
respecting lands known as Nos. 2681, 2701, 2721 and 2575 Danforth Avenue.**

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

1. None of the provisions of Sections 9(1) and 9(2)(4)(i) of By-law No. 438-86, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, shall apply to prevent the erection and use on the lands delineated by heavy lines on Plan 1 attached to and forming part of this By-law of a building containing a *retail store, automobile service and repair shop* and *motor vehicle repair shop, Class A*, containing a total of not more than 7,500 square metres of *non-residential gross floor area*, provided:
  - (1) the *lot* on which the building is located comprises at least those lands delineated by heavy lines on Plan 1;
  - (2) no portion of any building, above *grade* is located otherwise than wholly within the area delineated by heavy lines on Plan 2 attached to and forming part of this by-law;
  - (3) *parking spaces* are provided and maintained on the *lot* for the exclusive use of customers of the *retail store, automobile service and repair shop* and *motor vehicle repair shop, Class A* at a minimum rate of three *parking spaces* for each 100 square metres of the total area comprising the *non-residential gross floor area* of the building and any area on the *lot* used for the purpose of a garden centre, or fraction thereof.
  - (4) two *loading spaces – Type A* are provided and maintained on the *lot* with level surfaces and access designed so that trucks can enter and exit in a forward motion; and
  - (5) not less than eight *bicycle parking spaces – visitor* are provided and maintained in accordance with the approved site plan.
2. Section 12(2) of By-law 438-86, as amended, is further amended by adding at the end of it the following exception:

“\_\_\_\_\_. No person shall, within the area delineated by heavy lines on the map following this exception, use any land or erect or use any building for any purpose other than a *retail store, automobile service and repair shop* and *motor vehicle repair shop, Class A*.

(Insert Map)”