STAFF REPORT
ACTION REQUIRED

85 and 115 Laird Drive – Rezoning Application Final Report

Date:	January 24, 2011
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 26 – Don Valley West
Reference Number:	09 167098 NNY 26 OZ

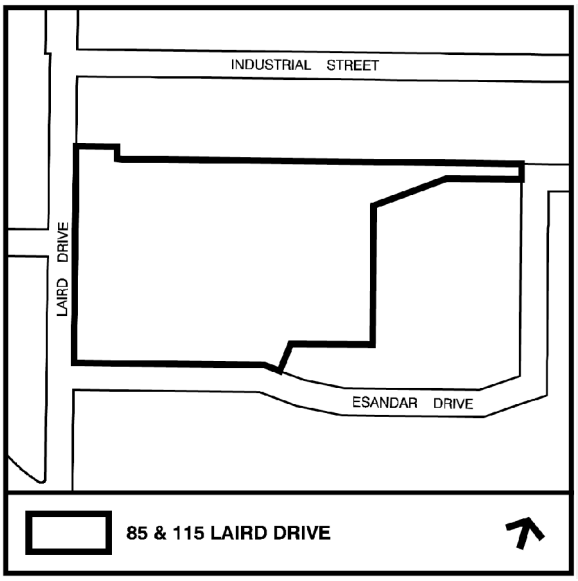
SUMMARY

This application was made on September 9, 2009 and is therefore subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006.*

The applicant proposes to amend the Zoning By-law for 85 and 115 Laird Drive to permit 10,930 square metres (117,650 square feet) commercial development consisting of retail, service and office uses on employment lands situated on the western edge of the Leaside Business Park. The proposal includes the adaptive re-use of the existing heritage building on the eastern portion of a site. The building would be converted into a grocery store.

The proposed development conforms to the City's Official Plan and fulfills municipal objectives for appropriate urban design and built form principles. The proposal is in conformity with the Greater Golden Horseshoe Growth Plan and is consistent with the Provincial Policy Statement.

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



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law No. 1916 for the former Borough of East York for the lands municipally known as 85 and 115 Laird Drive, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11.

2. City Council amend the new Zoning By-law 1156-2010 to include the lands municipally known as 85 and 115 Laird Drive, substantially in accordance with the draft Zoning By-law Amendment to be provided at or prior to the February 16, 2011 meeting of North York Community Council.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

4. Before introducing the necessary Bills to City Council for enactment, require that:

   (a) The owner enter into a Section 37 Agreement to secure matters pertaining to:

      (i) the conservation of the designated heritage building on the site including entering into a Heritage Easement Agreement with the owners under the *Ontario Heritage Act* for the protection and long term maintenance of the building; and

      (ii) provisions to secure the proposed 3 metre wide landscaped centre median on Laird Drive.

   (b) Notice of Site Plan Approval Conditions be issued by the Director, Community Planning, North York District.

Financial Impact
The recommendations in this report have no financial impact.

DECISION HISTORY
On September 18, 2006, Zoning By-law amendment and site plan control approval applications were submitted on the property know as 85 Laird Drive, which constitutes the majority of the lands which are subject to this application. The proposed development provided for four motor vehicle dealerships and the retention and re-use of the heritage building known as the Canadian Northern Railway Eastern Lines locomotive shed located at the eastern end of the property. The property was rezoned to permit the proposed development but the owner of the property did not finalize site plan control application and subsequently sold the property at 85 Laird Drive to the current owner.

In July 2006 the Canadian Northern Railway Eastern Lines Locomotive Shed at 85 Laird Drive was approved by City Council for inclusion in the City of Toronto Inventory of Heritage Properties (July 25, 26 and 27, 2006). At that time Council directed that the designation of the building under the *Ontario Heritage Act*, be processed in conjunction with the anticipated planning application to develop the property. The locomotive shed was subsequently designated under Part IV of the *Ontario Heritage Act* (By-law No. 855-2008).

ISSUE BACKGROUND

Proposal

The applicant is seeking to rezone 85 and 115 Laird Drive to permit a 10,930 square metre (117,650 square feet) commercial development consisting of retail, service and office uses. The proposal has been revised since previously reported.

The gross floor area has been reduced from 16,562 square metres (178,285 square feet) to 10,930 square metres (117,650 square feet) and there are now eight new buildings proposed rather than seven. The new buildings range in size from 186 square metres (2,000 square feet) up to 825 square metres (8,875 square feet). Approximately 9,461 square metres (101,838 square feet) would consist of retail and services uses, 725 square metres (7,800 square feet) would be used for office space while the remaining 743 square metres (7,998 square feet) will be used for a financial institution/bank. The number of parking spaces has also been reduced from 928 spaces to 448 spaces. The floor space index of the proposal is approximately 0.31 and the lot coverage is approximately 28%. The application data sheet is attached as Attachment 10.

The proposal continues to include the adaptive re-use of the former Canadian Northern Railway Eastern Lines locomotive shop located adjacent to the eastern boundary of the property. The former locomotive shop is proposed to be renovated to accommodate a 4,761 square metre (51,248 square feet) grocery store with a small mezzanine level.

The site would be accessed from two right-in/right-out driveways on Laird Drive and two full-movement driveways on Esandar Drive. Traffic lights will be installed at the intersection of Laird Drive and Esander Drive and a 3 metre wide landscaped centre median will be provided on Laird Drive to continue a treatment installed further north on Laird Drive.

The site plan, perspective views and elevations of the development are attached as Attachments 1 through 7.

Site and Surrounding Area

The property is 3.5 hectares (8.6 acres) in size and fronts both Laird Drive to the west and Esandar Drive to the south. The site is comprised of two properties. The property at 85 Laird Drive is the former site of the Winpak manufacturing facility which was the subject of the previous Zoning By-law amendment and site plan control applications for the automobile dealerships. This site constitutes the majority of the subject property. The property known as 115 Laird Drive is a small commercial property of approximately 595 square metres (6,405 square feet) located immediately north of 85 Laird Drive.

The property at 85 Laird Drive contains a large industrial building at the eastern end of the property. The building is the former locomotive shed constructed for the Canadian Northern Railway Eastern Lines as part of a larger locomotive repair facility and marshalling yard. The property at 115 Laird Drive is occupied by a small one storey commercial building.

The majority of the site (the property at 85 Laird Drive) is surrounded by construction hoarding as a result of the demolition of the former industrial buildings and remediation of the site in anticipation of a previously proposed automobile dealership campus.

Abutting uses include:

North: Lands north of the site are developed with a variety of industrial and commercial uses including a number of automobile and truck related service and repair facilities. Further north on the east side of Laird Drive is the Smart Centres development on the former Alcatel property, a large format retail facility similar to that proposed for the subject property.

South: An office building, automobile parking and storage and an automobile repair operation are located on the south side of Esandar Drive. Further to the south are a variety of small businesses and fast food restaurants (fronting on Laird Drive) and a variety of small businesses (including a waste transfer station) on Canvarco Road.

East: A waste transfer station is located on the abutting lands to the east. Further east the lands are developed with a variety of commercial and industrial operations including a concrete batch plant and associated offices and a metal recycling operation.

West: The west side of Laird Drive is developed with a variety of small commercial uses including restaurants and automobile sales and service uses. Further west is a residential neighbourhood of predominantly detached homes.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The City of Toronto Official Plan designates these lands (and the employment lands associated with the Leaside Business Park) as *Employment Areas*. The Urban Structure Map of the Official Plan also recognizes these lands as *Employment District*. These designations are intended to protect and enhance employment uses.

Policy 4.6.1 of the Official Plan states *Employment Areas* are places of business and economic activity. Uses that support this function consist of restaurants and small scale stores and services that serve area businesses and workers, as well as offices, manufacturing, warehousing, distribution, research and development facilities, media facilities and hotels. The Plan notes some uses that are extensive land users, and not directly supportive of the primary employment function such as places of worship, post secondary schools and large scale, stand alone retail stores, are uses that can detract from the economic function of the employment area and are not permitted in *Employment Areas*.

Notwithstanding the above, Policy 4.6.3 of the Official Plan states that consideration may be given to permit large scale and stand alone retail stores and "power centres" in *Employment Areas* in locations on major streets which form the boundary of an employment area (as Laird Drive does for the lands comprising the Leaside Business Park). Where a site meets this locational requirement, new large scale, stand alone retail stores and "power centres" may be permitted if it can be demonstrated that:

a) Sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and

b) The function of other economic activities within the *Employment Areas* and economic health of nearby shopping districts are not adversely affected.

The Official Plan also provides criteria to review development proposed within *Employment Districts* (Section 2.2.4). The objective of this criteria is to ensure that proposed developments contribute to the creation of competitive, attractive, highly functional employment areas including the creation of comfortable streets and landscaped streetscapes to attract new business ventures. Among other relevant policies in evaluating the proposal are policies related to the Built Environment (Chapter 3), including the heritage policies in Section 3.1.5.

The Toronto Official Plan is available on the City's Website at:
http://www.toronto.ca/torontoplan/index.htm

Zoning

The property at 85 Laird Drive is zoned as Light Industrial M.1 (11) in Zoning By-law No. 1916 of the former Borough of East York. The site specific provision which applies to the site (By-law No. 394-2008) permits motor vehicle dealerships in addition to uses permitted within the M1 zone at a Floor Space Index of 0.50. The property at 115 Laird Drive is zoned as Light Industrial M.1 (see Attachment No. 8, Existing Leaside Zoning). The current zoning restricts retail uses to a maximum of 30% commercial gross floor area.

At its meeting of August 25-27, 2010, City Council adopted a new, harmonized Zoning By-law for the City of Toronto. By-law 1156-2010 has been appealed in its entirety and is now before the Ontario Municipal Board. No hearing dates have been set. While the By-law is under appeal, the provisions of both the former Zoning By-law 1916 and the new Zoning By-law are in effect for this site.

Within Zoning By-law 1156-2010, 85 and 115 Laird Drive are identified as "not part of this By-law"(see Attachment No. 9, City of Toronto Zoning). Accordingly, none of this by-law currently applies to these sites. However, the intent is to bring such properties into the new Zoning By-law either as site-specific opportunities arise or through a future comprehensive amendment. For this reason, in addition to the proposed amendment to Leaside By-law 1916, staff are also recommending a site specific exception to the new Zoning By-law 1156-2010. The By-law will be provided at or prior to February 16, 2011 meeting of North York Community Council.

Site Plan Control

An application for Site Plan Control under Section 114 of the *City of Toronto Act, 2006* was filed on September 9, 2009. Plans and drawings have recently been revised to address staff comments.

Reasons for Application

An amendment to the Zoning By-law is required to amend the provisions of the Light Industrial M.1(11) exception at 85 laird Drive and the general M.1 zoning of 115 Laird Drive to permit a wider range of retail and service commercial uses on the lands. No amendments are required with respect to height and density however amendments are required to permit the proposed street-related buildings to be located closer to the Laird Drive and Esander Drive frontages.

Heritage Building

Policy 3.1.5 of the Official Plan speaks to the need to conserve significant heritage resources in the City as they create a unique sense of place and rooted sense of local identity and continuity.

The property at 85 Laird Drive is designated under Part IV of the *Ontario Heritage Act* for its cultural heritage value. Located on the east side of Laird Drive and overlooking Esandar Drive, the Canadian Northern Railway constructed the Locomotive Shop in 1919 as part of an expansive repair facility and marshalling yard in Leaside. The Locomotive Shop is a rare surviving example of a railway building in Leaside associated with the transportation history and industrial development of the community.

Demolition of the non-heritage buildings on the property was approved by Heritage Preservation Services in July 2006.

A permit will be required pursuant to the *Ontario Heritage Act* to permit the proposed alterations to the designated heritage building on site.

Community Consultation

The applicant’s proposal was presented to local residents at a Community Consultation meeting held on December 10, 2009 at the Leaside Branch of the Toronto Public Library. The meeting was attended by the local Councillor, the applicant and consultants as well as City staff. Approximately 32 members of the public were in attendance. The community expressed the following concern and opinions regarding the proposal:

- concern that the Official Plan permits retail use on the site;
- concerns with the loss/conversion of employment lands to retail use;

- retail uses undermine the economic viability and survival of local main street shopping areas along Bayview Avenue and Eglinton Avenue;
- concern with additional traffic volumes and the capacity of local and arterial roads to accommodate the increased volume;
- concerns with aligning the main entrance driveway on Laird Drive with Lea Avenue (a residential street);
- traffic infiltration into the residential area west of Laird Drive will increase;
- insufficient parking supply will create overflow into residential neighbourhood;
- pedestrian safety; and
- aesthetic concerns regarding signage and the entry vestibule on the heritage building.

Agency Circulation

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

COMMENTS

Provincial Policy Statement (PPS) and Provincial Plans

The current PPS came into effect on March 1, 2005. Applications received after this date are subject to the PPS. The proposal is consistent with the PPS and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

The proposed development is consistent with the policy direction promoting efficient land use and development patterns, in particular the redevelopment of existing brownfield sites. It would result in the redevelopment and intensification of a vacant parcel within a built-up area, consistent with Policy 1.1.3.2 and would result in an appropriate interface between sensitive residential uses to the west and industrial employment uses to the east, consistent with Policy 1.7.1.

Conservation of the existing heritage building and its designation under the *Ontario Heritage Act* will preserve a significant built heritage resource which will serve as a visible link to the history of the railway in the development of the Leaside community.

The employment resulting from the development proposal is included in the Growth Plan's employment targets for the City.

Land Use

The site is located along the edge of an area currently in transition from industrial uses to retail uses. As noted earlier, the Official Plan provides for large scale, stand-alone retail uses within *Employment Areas* subject to specific locational limitations and impact criteria. Such uses are only permitted in *Employment Areas* fronting on major streets as shown on Map 3, that also form the boundary of the *Employment Areas* through the enactment of a Zoning By-law. Laird Drive is a major street shown on Map 3. Development of the site with new large scale, stand alone retail uses on this site addresses the locational criteria for development within *Employment Areas*.

The proposal includes the conversion of the existing heritage building into a 4,761 square metres (51,236 square feet) large format retail use (grocery store). The proposal is considered to be a large scale, stand-alone retail store use as referred to in the Official Plan. In addition, the proposal includes 6,166 square metres (66,370 square feet.) of retail, service commercial and office uses in eight new buildings on site. The inclusion of restaurants and small scale stores and services that serve the area businesses and workers is permitted by Policy 4.6.1 of the Plan.

Economic Impact

Economic Development staff reports the Leaside Business Park is a stable and attractive Business Park that has been able to attract and retain many high profile companies. In 2007 the Business Park had 283 establishments employing 8,435 people with manufacturing representing a significant part of that employment base. In 2007, manufacturing employment was 27% of all employment in the Employment District comprising 53 firms and 2,251 employees representing an increase of 4% from 1997 levels.

As noted previously, the two economic impact considerations identified by Policy 4.6.3 of the Official Plan are the functioning of other economic activities within the *Employment Areas* and the health of nearby shopping districts. The Plan states the proposed development should have no adverse effects to these areas. Two economic impact assessments (Employment Area and Retail Market) were submitted in support of the application to address the requirements of Policy 4.6.3. At the request of the Ward Councillor, a peer review of both impact assessments was undertaken. The applicant agreed to cover the cost of the peer review.

Employment Area Impact Assessment

The Employment Area Impact Assessment, prepared by Malone Given Parsons, provides an employment area evaluation and assesses potential effects of the proposed redevelopment. The report focuses on the Leaside Employment District, one of six employment nodes which make up the Don Valley Corridor Employment District.

The assessment notes between 1997 and 2007 the Leaside Employment Area has seen increases in employment levels in the office, shopping, services, repairs, servicing and rental sectors while maintaining stable levels in the manufacturing employment sector. The assessment has identified a range of small and large scale retail and service commercial uses that exist in the area including Home Depot, Canadian Tire, Sobeys and LCBO noting they coexist with other non-retail employment uses with no apparent impact on the adjacent light industrial uses to the east.

The assessment concludes the proposed development will not adversely affect the functioning of economic activities within the Leaside Employment Area as a whole. The Peer Reviewer has reviewed the Assessment and concludes there is a low risk that the proposal will adversely affect the functioning of other economic activities within the employment area and that there is reasonable basis to conclude the proposed grocery store would present a low risk of causing or contributing to adverse impact on any other grocery store or supermarket located in a nearby shopping district.

The Assessment was also reviewed by Economic Development staff and they have not expressed any concerns. Economic staff is recommending the applicant and any future operators of retail, office and service establishments enter into a voluntary relationship with Toronto Employment and Social Services to provide employment opportunities for the residents of the nearby Thorncliffe Neighbourhood and the Flemingdon Priority Neighbourhood. Discussions on this request continue between the applicant and Economic Development staff.

Retail Market Impact Assessment

A Retail Market Impact Assessment was conducted by Malone Given Parsons to provide a retail market evaluation and to assess potential effects of the proposal on nearby shopping districts and in particular the proposed grocery store. A Study Area delineated by the East York boundary north of Eglinton Avenue, the Don River to the east and south and Bayview Avenue to the west was examined.

The assessment concludes the following:

- shopping centres and commercial areas in the Study Area will not be negatively impacted and no adverse effects are forecast on other shopping centres or shopping areas elsewhere;
- the range and amount of retail, service and commercial space along Bayview Avenue and Eglinton Avenue east will minimize potential impacts associated with the introduction of the proposed development and ensures a positive outlook for the area; and
- existing grocery stores in the Study Area are estimated to be healthy and with the addition of a grocery store, sales transfers from existing grocery stores are expected to be very minor and transient. Sales performances are forecast to remain healthy through the study period and are not expected to result in closures.

The Peer Reviewer reviewed the Assessment and recommended that the City consider imposing a cap on the number of small retail stores to avoid replicating the gross floor area and mix of uses that occupy neighbouring shopping districts. The Peer Reviewer indicated it would be prudent to consider a maximum of 5 retail stores (units) that are each less than 139 square metres (1,500 square feet).

Malone Given Parsons provided supplementary information to respond to the Peer Reviewers comments, specifically comments pertaining to the recommended limit on unit sizes. The supplemental information includes a retail inventory of the (193) occupied stores in the Study Area. The inventory reveals small stores up to 111 square metres (1,200 square metres) represent the largest number of stores (71) and the largest percentage (36%) share of retail units by size in the nearby shopping district. Stores sizes between 111 square metres and 186 square metres (1,201-1,999 square feet) represent the second largest number of stores (48) and second largest percentage (25%).

Planning staff reviewed the applicant's submission and response to the Peer Review comments and accept the professional advice of the Peer Reviewer. Planning staff are recommending of the total gross floor area, smaller units on site be limited to a maximum of 5 retail stores (units) each having less than 139 square metres (1,500 square feet). All other units on the site would have to be above this size limitation.

Economic Development Division staff had no comments on the Retail Market Impact Assessment or the Peer Review Report.

Traffic Impact

Policy 4.6.3 of the Official Plan states that subject to meeting a locational requirement, new large scale, stand alone retail stores and "power centres" may be permitted if it can be demonstrated that sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets.

A Traffic Study and subsequent traffic update letter was submitted and reviewed by Transportation Services staff. The study examines turning movements at a series of intersections in the vicinity of the site, existing traffic conditions in the area, future background traffic generation, trip distribution, site traffic and driveway access options. The study concludes that with the recommended changes to the road network sufficient capacity is available to accommodate the traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets. The methodology and findings of the study are supported by Transportation Services. As a result, the objective of Policy 4.6.3(a) in the Official Plan would be met.

The following road and intersection improvements will be required prior to the occupancy and operation of any one of the proposed retail buildings:

- a 3.44 metre widening along the Laird Drive frontage (to accommodate a 5-lane cross section whereas a 4-lane cross section currently exists);
- signalization of the Laird Drive/Esander Drive intersection;
- provision of a southbound left-turn lane at the Laird Drive/Esander Drive intersection;
- a widening along Esander Drive equivalent to the width of pavement to be widened as a result of providing a new westbound to northbound right turn lane at the intersection of Laird Drive/Esander Drive; and
- a 6.1 metre radius corner rounding at the intersection of Laird Drive/Esander Drive.

Transportation Services further advise the applicant must submit a financial guarantee to secure transit signal priority at the new intersection of Esander Drive and Laird Drive as well as three nearby signalized intersections.

The various financial securities to guarantee the above work will be secured through the Site Plan agreement.

Driveway Access

Four driveways are proposed: two right-in/right-out driveways from Laird Drive (i.e., the northerly driveway in the vicinity of the existing access to 115 Laird Drive and mid-block driveway aligned with Lea Drive) and two full-move driveways from Esander Drive. A 3 metre wide landscaped centre median will be constructed on Laird Drive. The median would continue a treatment provided further north of the site on Laird Drive and prevent through movements to and from Lea Avenue, a residential street to the west. Design details including landscaping,

irrigation, timing and financial guarantee will be secured through the Site Plan agreement. An existing pedestrian crossing in this area will be removed at the applicant's expense. Pedestrians will cross at the new signalized intersection.

Transportation Services supports the design and location of the proposed driveways together with the required turn restrictions and centre median.

Parking

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

The applicant submitted a Transportation Study that included a parking analysis for the proposed development. The original proposal included a supply of 928 parking spaces at a rate of 5.5 spaces/100 square metres of floor area, exceeding the current requirement for 5.2 spaces/100 (or 1 space/19 square metres) of floor area set out in the Leaside Zoning By-law. The proposal has been revised to include a reduced parking supply of 448 spaces which equates to a rate of 4.1 spaces/100 square metres.

Parking required by Leaside Zoning By-law No. 1916, by the new harmonized parking rates approved by City Council in Zoning By-law No. 1156-2010, and the proposed parking supply are summarized in the table below.

		By-law 1916		**By-law 1156-2010**		**Parking Supply**
	GFA (m^2)	Rate	Spaces	Rate	Spaces	
Retail	4697	1/19m^2	247	1.5/100m^2	70	
Office	726	1/19m^2	38	1.5/100m^2	31	
Grocery	4761	1/19m^2	250	2.5/100m^2	119	
Bank	743	1/19m^2	39	4.0/100m^2	30	
Total	**10930**		**574**		**250**	**448**

Transportation Services staff have reviewed the parking analysis and has no objections with the proposed parking supply of 448 spaces as it encourages the use of non-auto modes of travel. Transportation staff are recommending the parking rates of the new Toronto Zoning By-law be included in the amending Zoning By-law for this application.

Transportation Services staff is recommending the applicant provide 8 loading spaces: 2 spaces for Unit 7 (the grocery store) and a minimum of 6 loading spaces for the rest of the 8 units. The detail design of the loading areas will be addressed through the Site Plan process.

Bicycle Parking

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to

increase the opportunities for better walking and cycling conditions for residents of the City. The site design accommodates 16 bicycle parking spaces.

Servicing

The applicant filed a Functional Servicing and Stormwater management report with subsequent revisions to address staff comments. The report evaluates capacity for sanitary servicing, the supply and on-site distribution of municipal water to meet domestic and fire flow requirements, and stormwater management opportunities and constraints. The report concludes the site can be serviced by the surrounding municipal infrastructure with the construction of an on-site stormwater management system capable of satisfying applicable criteria.

Technical Services staff have reviewed the servicing and stormwater assessment and generally accept the consultants findings however additional engineering detail must be provided on the plans and drawings and investigative work is necessary before staff can provide final approval. These matters will be addressed through the Site Plan process.

Built Form and Streetscape

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

Generally, the site layout is structured around a grid network of site driveways that define individual development parcels and provides for legible and understandable circulation within the site. The main east-west driveway has been designed as a visual extension of Lea Avenue and provides prominent views and a vista termination to the heritage building. The pedestrian walkway has been organized in conjunction with the driveway system to look and feel like public streets. Lower single-storey buildings have been sited along the street frontages with breaks between the buildings to provide additional views to the heritage building. A landscaped edge will be created along both street frontages creating a mix of public and private spaces.

The proposed streetscape design will result in an improved streetscape on Laird Avenue and Esandar Drive which will contribute to the attractiveness of the employment area and result in a better environment for pedestrians. Adjacent public boulevards will be planted with trees and the existing municipal sidewalks will be replaced with a new 2.7 metre wide sidewalk on Laird Drive and a new 1.7 metre wide sidewalk along Esander Drive. Further, a 3 metre wide landscaped centre median will be installed on Laird Drive.

The site design responds appropriately to the policy direction. In particular, the proposal achieves the following:

- the driveways have been organized to extend the neighbouring street pattern into the site with sidewalks and trees that look and act like public streets;

- buildings will be located parallel to both streets with consistent landscaped setbacks;
- main entrances will be located so that they are clearly visible and directly accessible from the public sidewalks;
- active uses will be provided at grade, particularly along Laird Drive;
- new buildings will be massed so as to frame the adjacent streets with good proportion, while respecting the commercial/industrial character of Laird Drive;
- surface parking will not be located between the front façade of a building and the public sidewalks;
- mid-block pedestrian routes and tree plantings will be provided within surface parking lots; and
- landscaped edges will be provided for surface parking lots along streets to define the street edge and provide visual screening.

Heritage Preservation

A Heritage Impact Assessment (HIA) was submitted to address Official Plan requirements and the PPS. The Assessment has been revised to address comments from Heritage Preservation Services staff. The HIA identifies and evaluates the existing condition of the building and the proposed alterations to the heritage building (Locomotive Shop) that are required to adaptively reuse the building for commercial use. The Locomotive Shop will be conserved, rehabilitated and reused as a grocery store. Proposed alterations include a new glass vestibule attached to the west side (front) of the building to serve as a new entrance and a new loading dock enclosure attached to the east (rear) side of the building. The conclusions of the Heritage Impact Assessment are as follows:

- the proposed alterations can be accomplished in accordance with accepted conservation principles, including the Standards and Guidelines for the Conservation of Historic Places in Canada;
- the rehabilitation of the former Locomotive Shop will make possible the continued contemporary use of the historic resource through repair, alterations and additions, while protecting its heritage value;
- the proposed commercial use allows for the retention of key heritage character defining features (i.e., the regular order of the façade with windows and brick pilasters, the roof monitors and the overall building form); and
- generally, the essential form and integrity of the heritage building will not be impaired by the proposed alterations.

Heritage Preservation Services (HPS) staff are preparing a separate report on the proposed alterations to the heritage building for the February 16, 2011 meeting of North York Community Council and the February 22, 2011 meeting of the Toronto Preservation Board. HPS staff are recommending approval subject to conditions including a requirement that the owners enter into a Heritage Easement Agreement with the City under the *Ontario Heritage Act* for the protection and long term maintenance of the heritage property and to protect significant views of the building.

Planning staff are recommending that Notice of Approval Conditions (NOAC's) be issued by the Director, Community Planning, North York District before introducing the necessary Bills to City Council for enactment. The NOAC's will include requirements relating to the heritage building.

Design Review Panel

The project has been reviewed by the City's Design Review Panel. The Panel provides independent design advice during the development approval process, with the objective of ensuring a high level of urban design.

The proposal was presented to the Design Review Panel on February 17, 2010. The Panel was asked to provide comments on the following matters:

- the appropriate streetscape and built form character for Laird Drive as an emerging pedestrian-oriented street;
- whether the proposal provides adequate pedestrian linkages including adequate landscape amenity; and
- how well the heritage building is incorporated into the overall development including the provision of prominent views of the building from Laird Drive and Esander Drive.

The panel recommended the following:

- continue to evolve the design to improve the pedestrian realm and reduce sole dependence on cars;
- develop and integrate a storm water management plan;
- explore other sustainable design options such as solar power and district energy;
- provide a stronger built edge on laird Drive;
- view corridors to the retailers can be as narrow as a typical street;
- give more prominence to the historic building;

- consider aligning the main entrance driveway on laird Drive with Lea Avenue and enhancing the driveway with boulevard quality landscaping and wide pedestrian walkways focused on the heritage building; and

- consider more front doors, more seating, and more landscape on the Lard Drive edge of the site.

A revised proposal was presented to the Panel on December 17, 2010. The Panel was asked whether or not the applicant had successfully addressed the concerns and comments raised in the first review. The revised proposal was well received. The Panel commended the applicant for addressing the issues raised in the first review.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits. The Plan states Council can pass a Zoning By-law to grant an increase in height and/or density for a project that is greater than the Zoning By-law would otherwise permit in return for community benefits such as, in the case of this application, the conservation of heritage resources and streetscape improvements.

As noted previously, HPS staff is preparing a separate report on the proposed alterations to the heritage building for the February 16, 2011 meeting of North York Community Council and the February 22, 2011 meeting of the Toronto Preservation Board. HPS staff is recommending approval of the proposed alterations and that City Council authorize the execution of a heritage easement agreement under the *Ontario Heritage Act* to the satisfaction of the Manager, Heritage Preservation Services.

Planning staff is recommending the owner enter into a Section 37 agreement to secure the conservation of this heritage resource prior to the passing of the Bill by Council. Further, the 3 metre wide landscaped median down the centre of Laird Drive in front of the site that the applicant has agreed to construct shall also be secured in the Section 37 Agreement. As noted previously, design details including landscaping, irrigation, timing and financial guarantee will be secured through the Site Plan agreement.

Open Space/Parkland

Applicability of Parkland Dedication

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with less than 300 people. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

Calculation of Parkland Dedication

The proposed 10,930 square metres of commercial development will be subject to a 2% parkland dedication as per By-law 30152 which will equal 695 square metres.

Proposal for Dedication of Parkland
The applicant proposes to satisfy this parkland dedication requirement through cash-in-lieu. Parks, Forestry and Recreation staff advise this is appropriate as the dedication would be too small to be of functional use. The actual amount of cash-in-lieu to be paid will be determined by the Facilities and Real Estate Division at the time of issuance of the building permit.

Tree Preservation

The applicant filed an Arborist Report and tree inventory plan that indicates there are 5 privately-owned trees on or near the site that meet the size criteria for protection under the City's Private Tree By-law 780-2004 and one tree on City owned land that qualifies under the Trees On City Streets By-law. The applicant is required to submit a completed application for the removal of the City-owned tree as well as submitting $350 based on its amenity value. Removal of the privately-owned trees will require a completed application and application fee of $1,500.

The applicant is proposing to plant 13 new trees on the public boulevards adjacent to the site. Urban Forestry staff are requiring an alternative planting species for the trees proposed on Esander Drive. A complete application is required including a tree planting deposit in the amount of $7,589 ($583 per tree) as a security. Urban Forestry staff have indicated when a 3:1 tree planting replacement is not physically possible on site, a cash in lieu payment will be required. Based on the applicant's proposal to plant 53 private trees on site, the applicant is not required to provide additional payment in lieu of planting.

The requirements of Urban Forestry Services will be secured through the Site Plan process.

Toronto Green Standard

The Toronto Green Standard (TGS) and Green Roof By-law came into force and effect on January 31, 2010. The application was received before January 31, 2010 therefore the TGS is applied on a voluntary basis.

The applicant has completed the TGS checklist. The proposed development achieves several targets for non-residential buildings. These include:

- the provision of bicycling spaces and pedestrian infrastructure including connections from an adjacent transit stop;
- the use of high efficiency fixtures and appliances and individual faucet metering;
- using native and drought resistant plant materials and capturing stormwater for irrigation or grey water;
- landscape treatments and roofing techniques to reduce the urban heat island effect;
- stormwater management/retention; and
- the use of low-emitting materials.

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

In addition to the above, the applicant will also be seeking a LEED Silver certification for the project.

Development Charges

It is estimated the development charges for this project would be approximately $1,179,456. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

Steve Forrester, Senior Planner
Tel. No. (416) 395-7126
Fax No. (416) 395-7155
E-mail: sforrest@toronto.ca

SIGNATURE

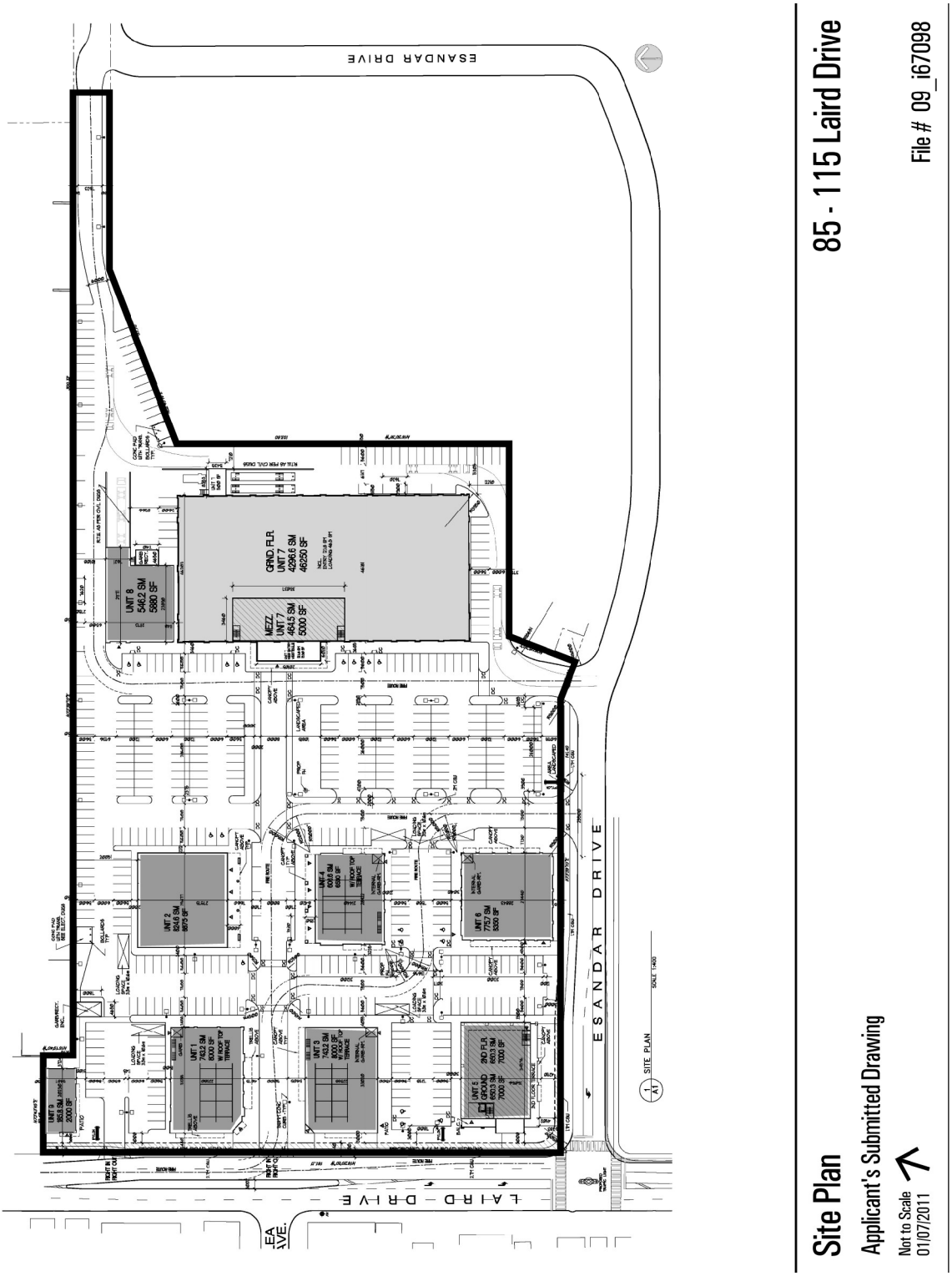
_____

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Perspective
Attachment 3: Perspective (Heritage Building)
Attachment 4: Elevations (Heritage Building)
Attachment 5: Elevations
Attachment 6: Elevations
Attachment 7: Elevations
Attachment 8: Zoning (Existing Leaside Zoning By-law No. 1916)
Attachment 9: Zoning (New City of Toronto By-law No. 1156-2010)
Attachment 10: Application Data Sheet
Attachment 11:Draft Zoning By-law Amendment (Leaside Zoning By-law No. 1916)

Attachment 1: Site Plan



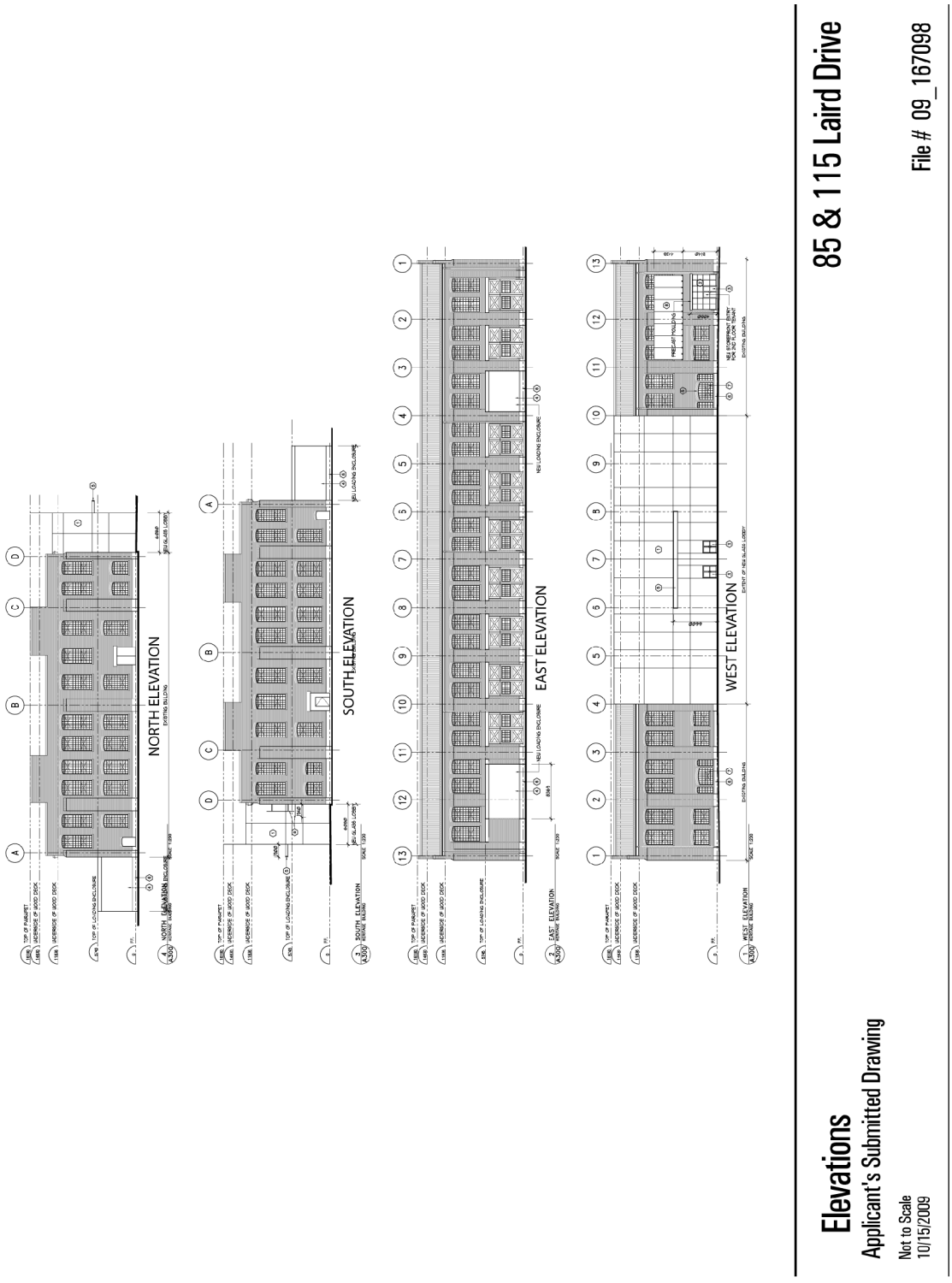
Attachment 2: Perspective



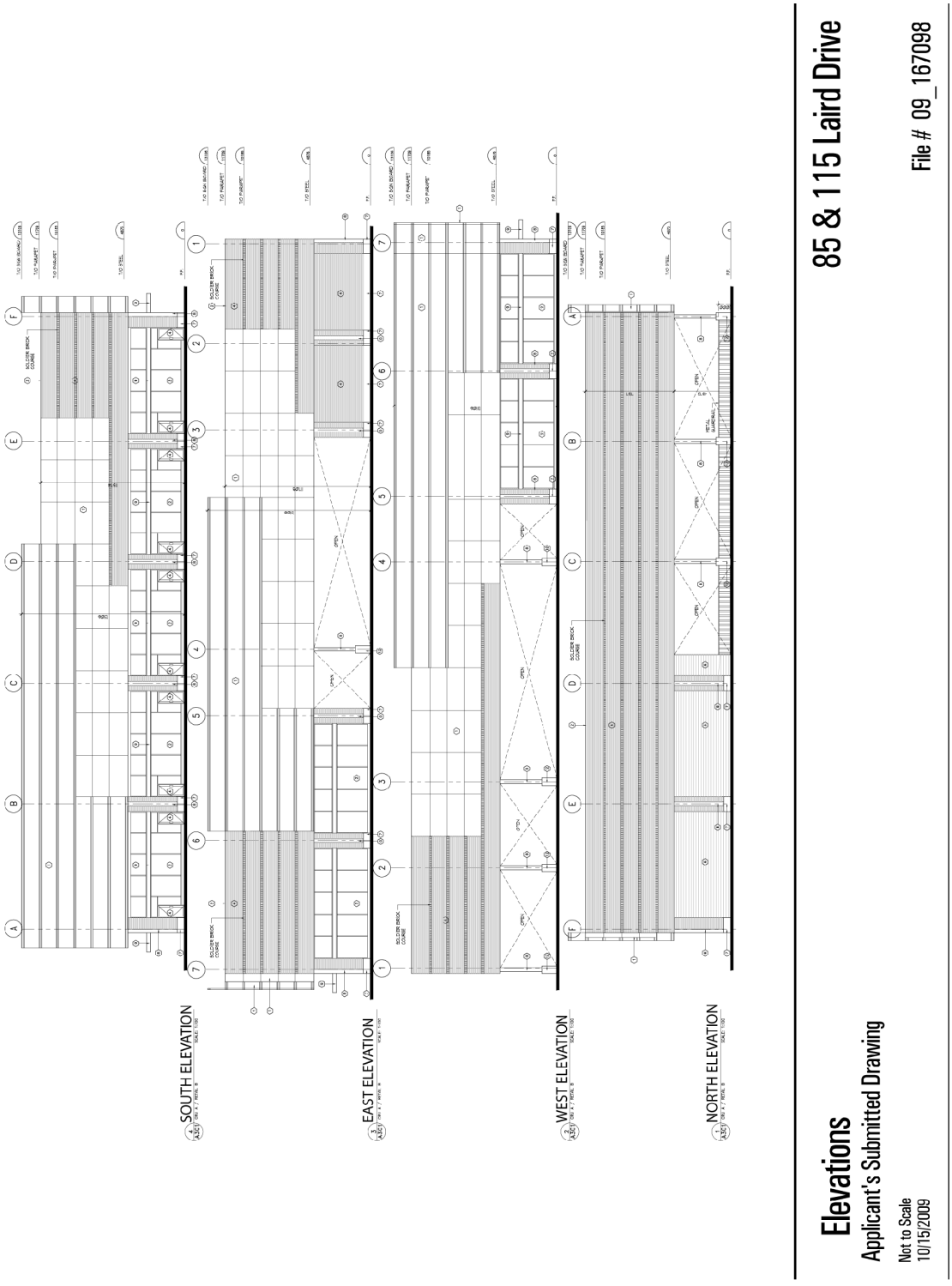
Attachment 3 Perspective (Heritage Building)



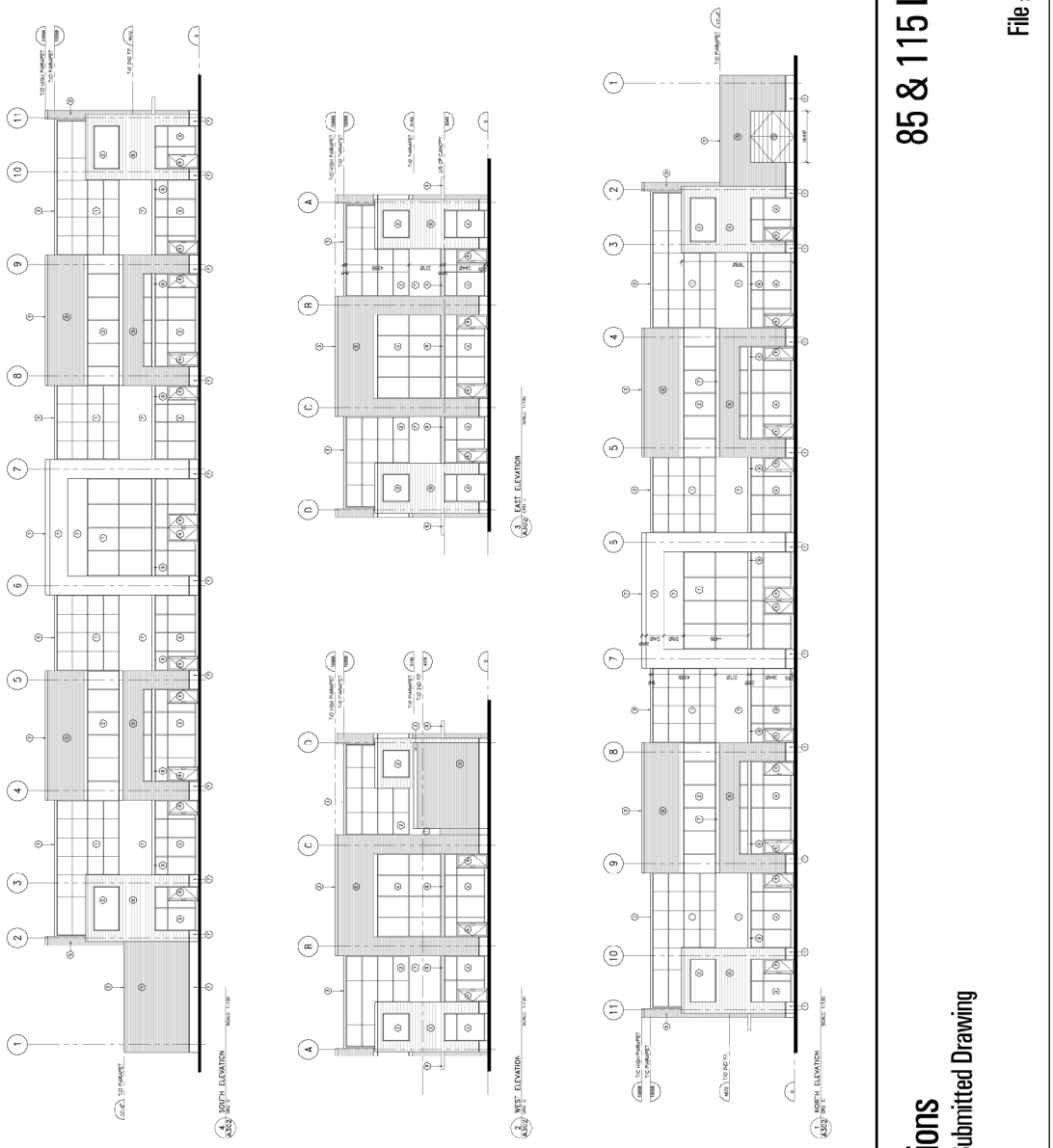
Attachment 4: Elevations (Heritage Building)



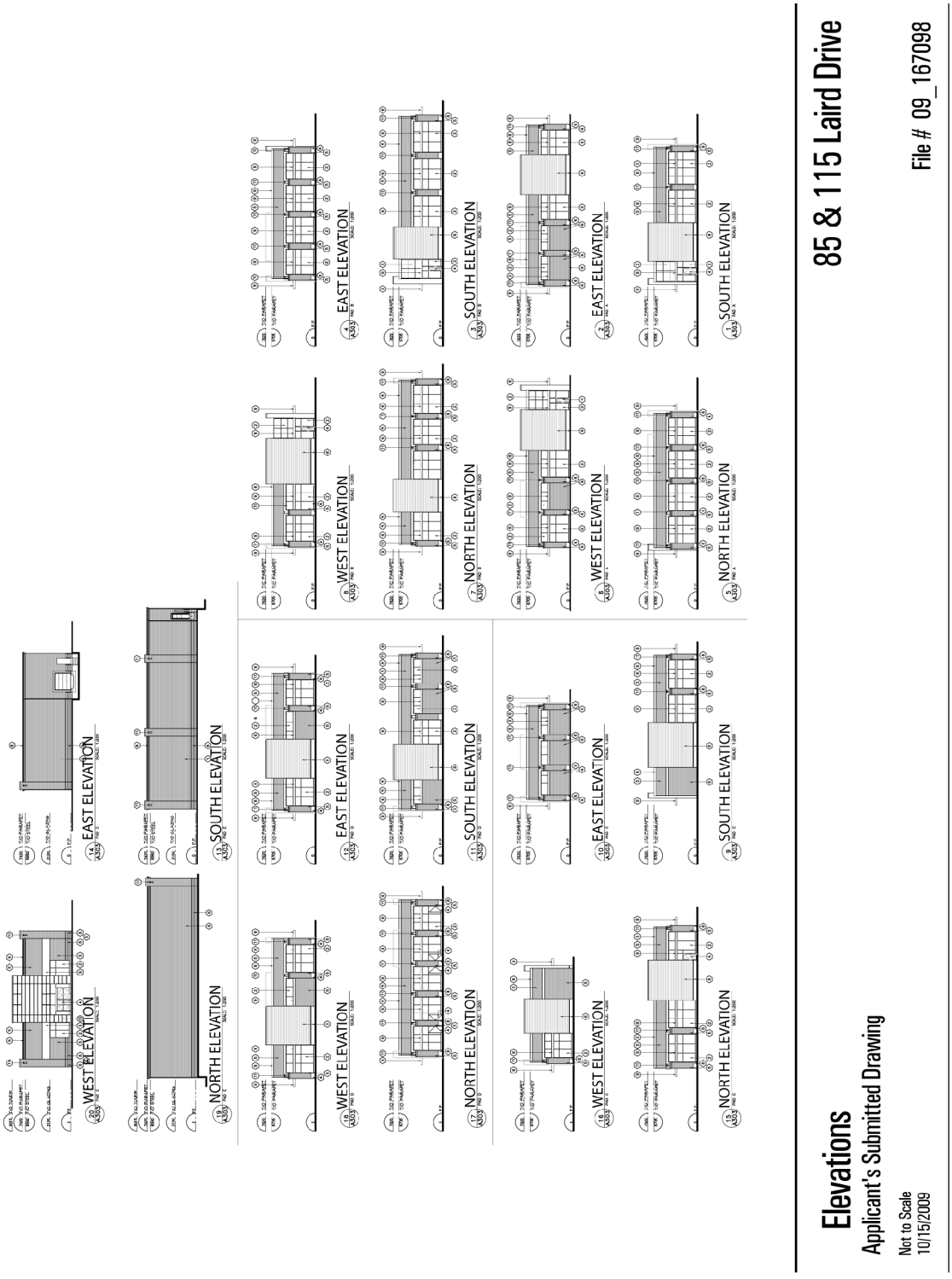
Attachment 5: Elevations



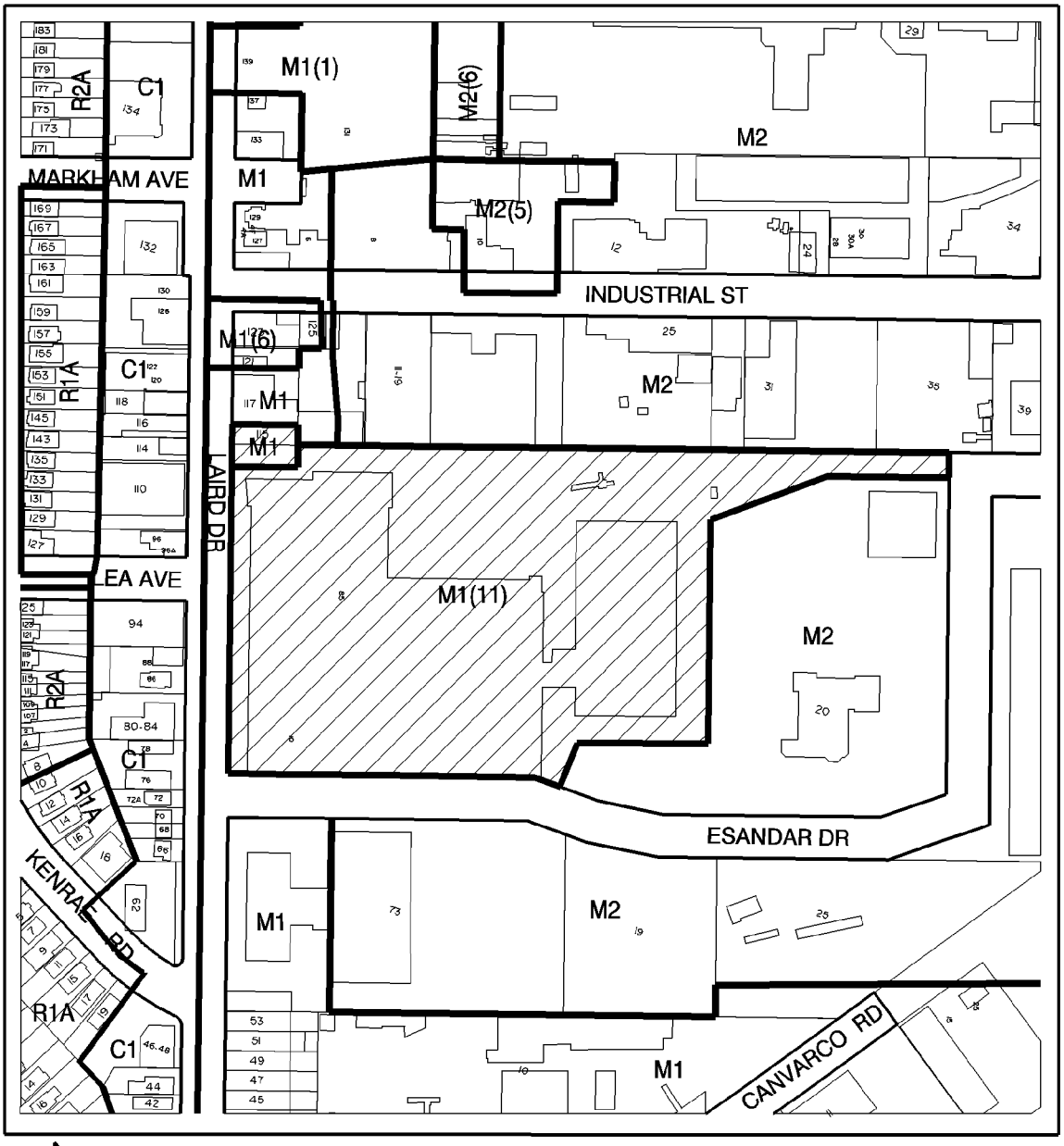
Attachment 6: Elevations



Attachment 7: Elevations



Attachment 8: Zoning (Existing Leaside Zoning By-law No. 1916)



TORONTO City Planning

Zoning

85 & 115 Laird Drive

File # 09_167098

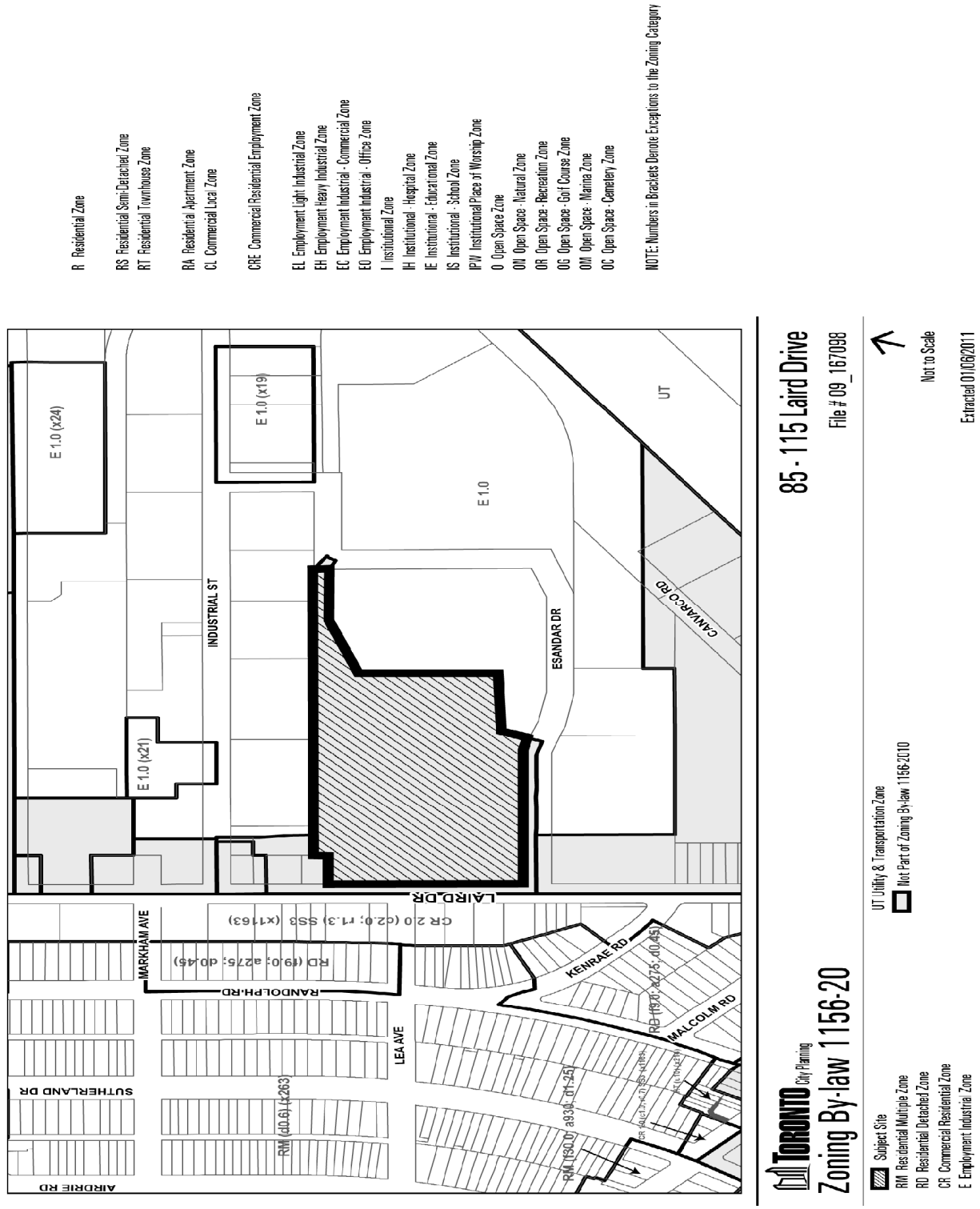
Former East York Zoning

R1A	Low Density Residential
R2A	Medium Density Residential
C1	Commercial - General
M1	Light Industrial
M2	General Industrial

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Not to Scale
Zoning By-law 1916
Extracted 01/05/2011

Attachment 9: Zoning (New City of Toronto By-law No, 1156-2010)



Attachment 10: Application Data Sheet

Application Type	Rezoning	Application Number:	09 167098 NNY 26 OZ
Details	Rezoning, Standard	Application Date:	September 9, 2009
Municipal Address:	85 and 115 LAIRD DR		
Location Description:	CON 3FB PT LT13 & 14 AND PL 2120 LT652 TO 663 NOW RP 64R13003 PT 1		
Project Description:	The proposal is to construct a retail/office complex with a gross floor area of approximately 10,930 square metres (reduced from 16,700 square metres). The proposal comprises 9 free-standing buildings ranging in size from 2,000 square metres up to 4,760 square metres (existing designated heritage building). The heritage building would be converted to a grocery store. The proposal includes 448 surface parking spaces (previously 928 parking spaces were proposed).		

Applicant:	**Agent:**	**Architect:**	**Owner:**
BOUSFIELDS INC	MIKE BISSETT	SCOLER LEE + ASSOCIATES	2102230 ONTARIO LTD

PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	
Zoning:	M1 / M1(11)	Historical Status:	Y
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	34761.6	Height:	Storeys:	2
Frontage (m):	142		Metres:	12
Depth (m):	221			
Total Ground Floor Area (sq. m):	9737			**Total**
Total Residential GFA (sq. m):	0		Parking Spaces:	448
Total Non-Residential GFA (sq. m):	10930		Loading Docks	8
Total GFA (sq. m):	10930			
Lot Coverage Ratio (%):	28			
Floor Space Index:	0.31			

DWELLING UNITS **FLOOR AREA BREAKDOWN** (upon project completion)

Tenure Type:			**Above Grade**	**Below Grade**
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	9461	0
1 Bedroom:	0	Office GFA (sq. m):	726	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Bank GFA (sq. m):	743	0
Total Units:	0			

CONTACT: **PLANNER NAME:** **Steve Forrester, Senior Planner**
TELEPHONE: **(416) 395-7126**

Attachment 11: Draft Zoning By-law Amendment
(Leaside Zoning By-law No. 1916)

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 2011
Enacted by Council: ~, 2011

CITY OF TORONTO
BY-LAW No. ___ - 2011
To amend By-law No. 1916, as amended, for the former Town of Leaside, with respect to lands municipally known as 85 and 115 Laird Drive

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

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

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

1. The lands subject to this by-law are those lands outlined by a heavy black line and identified on Schedule "1" attached hereto.

2. Zoning By-law No. 1916, as amended, is hereby further amended by deleting and repealing Section 8.2.3(i) and inserting the following new Section 8.2.3(i) immediately after Section 8.2.3(h) as follows:

"8.2.3(i) 85 and 115 Laird Drive M.1(11) Zone

1. Area Restricted

The provisions of this section shall only apply to those lands being Part of Lots 13 and 14 Concession 3 from the Bay (Geographic Township of York) and Lots 652 to 663 Both Inclusive), Part of Lea Avenue (Closed By By-law No. 915, Inst. No. TL 14767) Registered Plan 2120, City of Toronto, (former Borough of East York), which are zoned Light Industrial (M1(11)) on Schedule "A" of By-law No. 1916.

2. Definitions

(i) Established Grade

For the purposes of this exception, Established Grade shall be 130.53 metres Canadian Geodetic Datum.

3. General Provisions

Notwithstanding Sections 8.2.1 and 8.2.2 of this By-law, on those lands referred to in Section 8.2.3(i)(1) of this By-law, no person shall use, occupy, erect, alter, cause to be used, occupied, erected or altered, any Building, Structure or land or part thereof except in accordance with the following provisions:

(i) Permitted Uses Buildings and Structures

(i) In addition to the uses permitted by Section 8.2.1, retail store, service shop, personal service shop, commercial school, drug store and food store are also permitted;

(ii) The following uses are permitted and are not restricted to free standing office buildings:

(i) a bank or financial institution, graphics arts supplies store, custom workshop, interior design store and showroom, restaurant, restaurant take-out (provided that no more than $100m^2$ of the building's gross floor area is utilized for this purpose), dry cleaning establishment, office supplies store, printing establishment, stationary store, computer sales and service store, photographic sales and rental store, showrooms, and private and public recreational facilities;

(iii) For other uses permitted within Section 8.2.1, the provisions of Bylaw No. 1916 shall apply.

(ii) General Development Requirements

(i) Gross Floor Area

(i) A minimum of one (1) free-standing, single use building must be provided having a minimum gross floor area of $4,762m^2$;

(ii) A maximum of five (5) Retail Stores, each with a gross floor area less than $139m^2$, may be permitted.

(ii) Maximum Floor Space Index of 0.32.

(iii) Maximum Lot Coverage of 30%.

(iv) Building Location and Setbacks

(i) Buildings fronting onto Esandar Drive shall have a minimum setback of 3 metres;

(ii) Buildings fronting onto Laird Drive shall have a minimum setback of 3 metres;

(iii) Awnings and canopies may project within the above setbacks by a maximum of 4.0 metres, provided they are wholly on the property.

(v) Building Height

(i) Notwithstanding the 16.1 metre height of the existing designated heritage building, all buildings shall have a maximum building height not exceeding 12 metres;.

(ii) The following may exceed the maximum height limit by a maximum of 5.0 metres:

(i) equipment used for the functional operation of the building such as electrical, utility, mechanical and ventilation including structures that enclose or cover these elements;

(ii) structures or parts of a building that are used for the functional operation of the building such as stairwells roof access;

(iii) decorative features and design elements including parapets, cornices, mouldings, flashings, railings, pergolas and trellises.

(vi) Landscaping

Notwithstanding the requirements of Section 8.1.5, the following requirements shall apply:

(i) All yard areas other than driveways, loading areas, motor vehicle parking, walkways, stairs, and patios shall be landscaped.

(vii) Parking

Notwithstanding the requirements of Section 5.17, the following requirements shall apply:

(i) a minimum ratio of 1.5 parking spaces per 100 m^2 of retail floor area;

(ii) a minimum ratio of 1.5 parking spaces per 100m^2 of office floor area;

(iii) a minimum ratio of 2.5 parking spaces per 100 m^2 of food store floor area;

(iv) a minimum ratio of 4.0 parking spaces per 100m^2 of bank floor area; and

(v) accessible parking spaces shall be provided having minimum dimensions of 5.6 metres in length x 3.9 metres in width x 2.1 metres in height at a rate of 1 parking space for each 25 parking spaces or part thereof for the first 100 parking spaces and for each 50 parking spaces of part thereof in excess of 100 parking spaces.

(viii) Loading Spaces

Notwithstanding the requirements of Section 5.19(a), the following requirements shall apply;

(i) 2 loading spaces for a building exceeding a gross floor area of 4,000 m^2;

(ii) 1 loading space for buildings with a gross floor area between 200 m^2 and 4,000 m^2, with the exception of Bank/Financial Institution and Office uses, which do not require a loading space.

(4) Section 37 Agreement

(i) The owner of the lands as shown in Schedule "1" shall enter into one or more agreements with the City of Toronto pursuant to Section 37 of the *Planning Act* to secure the facilities, services and matters referred to below, which agreement or agreements may be registered against the title of the lands to which this by-law applies in the manner and to the extent specified in the agreements. The owner of the subject lands, at the owner's expense and in

accordance with, and subject to the agreements referred to above, shall provide or fund the following facilities, services and/or matters on terms satisfactory to the City of Toronto:

(i) Conservation of the designated heritage building (Locomotive Shop) at 85 Laird Drive to the satisfaction of Heritage Preservation Services; and

(ii) The provision of a 3 metre wide landscaped centre median on Laird Drive to the satisfaction of the General Manager, Transportation Services."

4. Notwithstanding anything else contained in this By-law, the provisions of Section 8.2.3(i) shall continue to apply collectively to all of the lands identified in 8.2.3(i)(1), notwithstanding any future division of the lands into two or more parcels of land.

5. Other Provisions of the By-law.

Except as amended in this By-law, all the other provisions of By-law No. 1916 shall apply to the lands.

6. Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

(a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

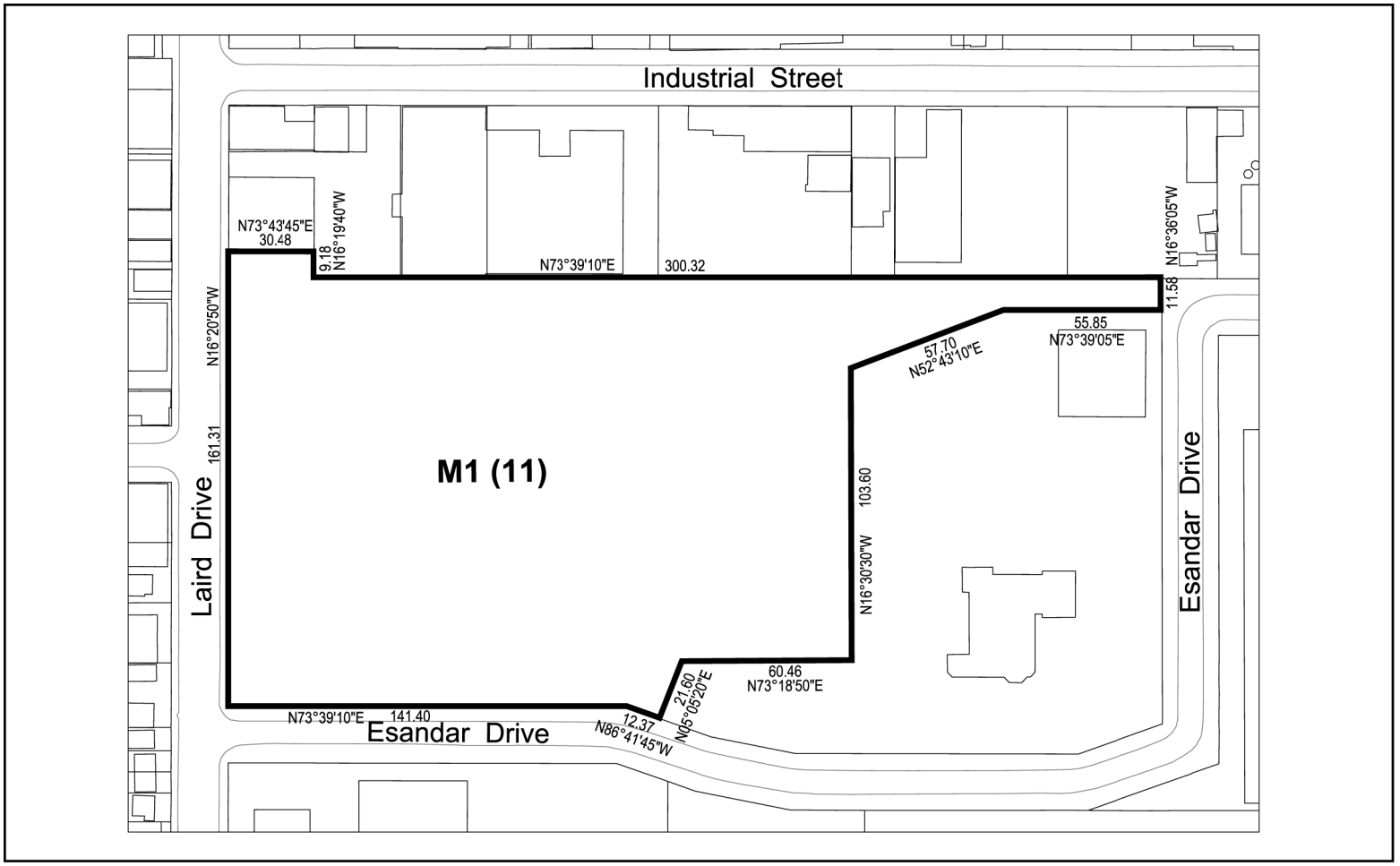
(b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 2011.

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



TORONTO City Planning

Schedule 1

Part 1, Lots 650 to 663 &Pt. Lot 649 and Part of Lea Avenue (Closed)
Registered Plan 2120, and Part of Lots 13 & 14 Concession 3
(from the bay), City of Toronto (formerly Borough of East York)
Date: 01/06/2011
Approved by: Steve Forrester

File # 09_167098

Not to Scale