

**57-77 Wade Avenue - Zoning Amendment Application - Preliminary Report**

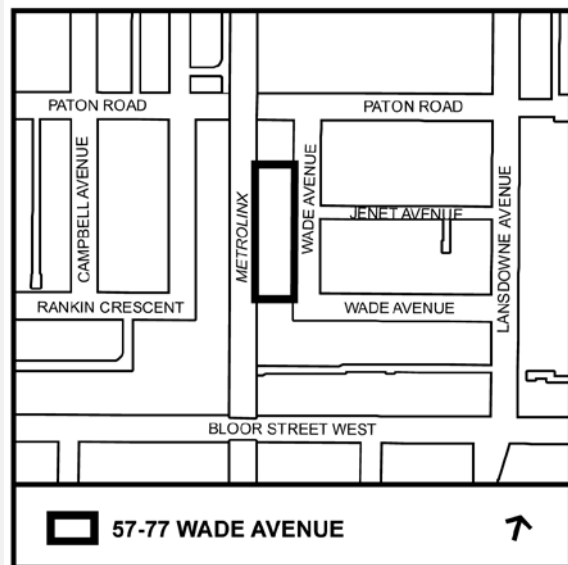
<b>Date:</b>	April 16, 2018
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 18 – Davenport
<b>Reference Number:</b>	17 277975 STE 18 OZ

**SUMMARY**

This application proposes a 7-storey (37.4 metres, including mechanical penthouse) office building at 57-77 Wade Avenue. The proposed development includes a total of 13,473 square metres of gross floor area, with 222 square metres of retail space at the ground level. A total of 34 vehicle parking spaces and 120 bicycle parking spaces will be provided at-grade.

This report provides preliminary information on the above-noted application and seeks Community Council’s directions on further processing of the application and on the community consultation process.

A community consultation meeting is anticipated to be held in the second quarter of 2018. The final report is targeted for the first quarter of 2019, subject to any required information being provided by the applicant in a timely manner.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 57-77 Wade Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

### Financial Impact

The recommendations in this report have no financial impact.

### Pre-Application Consultation

Pre-application consultation meetings were held with the applicant on March 1, 2017 and September 27, 2017 to discuss the proposal and complete application submission requirements. Preliminary issues that were raised at the meetings include the proposed height and massing of the development, servicing and parking requirements, rail safety measures, conformity with OPA 231, as well as how the proposal interfaces with the future Metrolinx Davenport Diamond Grade Separation transit project immediately west of the site.

## ISSUE BACKGROUND

### Proposal

This application is for a Zoning By-law Amendment to permit a new 7-storey (37.4 metres, including mechanical penthouse) office building. The proposal includes a total non-residential gross floor area of 13,473 square metres, with 222 square metres of retail space located at the ground level. The overall density proposed is 3.55 times the area of the lot (see Attachment No. 8: Application Data Sheet).

The building setbacks are as follows:

Property Line	Setback
East (front)	0 metres
West (rear)	6.9 metres
North	9.2 metres
South	15.5 metres

The ground floor consists of an office lobby and a retail space located at the north end of the building, and office space at the south end of the building. The lobby can be accessed from an entrance on Wade Avenue and from the covered at-grade parking area at the rear of the property. An outdoor seating area for employees of the building is proposed on the southern portion of the site, adjacent to a landscaped public walkway which provides a pedestrian and bicycle connection to the future Greenway Multi-Use Trail in the Davenport Diamond Grade Separation transit expansion project.

The green roof at the top of the building is accessible and serves as an outdoor amenity area. A small indoor amenity space is also proposed at the same level beside the mechanical penthouse.

The proposal includes 34 surface parking spaces, accessed from a driveway at the north side of the property off Wade Avenue. The upper levels of the building cantilever over the at-grade parking area at the rear of the building. A total of 120 bicycle parking spaces (114 long-term and 6 visitor) are provided, located in outdoor pavilions at the north and south ends of the site.

One Type-C loading space is located at the northwest corner of the building. A second outdoor garbage storage area and Type-G loading space are proposed at the north edge of the property (see Attachment No. 1: Site Plan).

## **Site and Surrounding Area**

The subject site is located on the west side of Wade Avenue, between Bloor Street West and Jenet Avenue. Wade Avenue is an L-shaped street which extends from Lansdowne Avenue to Paton Road. The property is generally rectangular in shape, with a frontage of 105 metres on Wade Avenue, a depth of 32.5 metres and a total lot area of approximately 3,465 square metres.

The site is currently a vacant lot and enclosed with a corrugated metal fence. The property was formerly occupied by the Ontario Redi-Mix concrete manufacturing and distribution plant, which was closed in 2010.

The site is surrounded by the following uses:

**North:** Immediately north of the property is a 3-storey commercial building at 87 Wade Avenue containing flexible studio and office spaces. Further north on Paton Road is the Nitta Gelatin factory, a two-storey brick building with several loading docks. Adjacent to the gelatin plant is a vacant property owned by the Toronto Transit Commission at 640 Lansdowne Avenue, which is planned to be redeveloped with affordable housing and employment uses through the City's Open Door Affordable Housing Program.

**East:** Across from the site at 50 Wade Avenue is Propeller Coffee, a coffee roasting facility and café. Along Jenet Avenue, there are a series of low-rise residential and industrial buildings, including Ontario Aluminum and Glass. Further east on Wade Avenue, there are single and semi-detached dwellings, as well as Tamil Co-operative

Homes, an 8-storey residential building. The Lansdowne TTC subway station is located on the east side of Lansdowne Avenue at the terminus of Wade Avenue, approximately 170 metres from the subject site.

**South:** To the south of the site are 1 to 3-storey buildings fronting Bloor Street West. These include retail businesses such as a used car lot, Spar Marathon Roofing, as well as the Buddhist Association of Canada located at 1330 Bloor Street West.

On the southwest corner of Bloor Street West and St. Helens Avenue is the site for the planned Bloor- Lansdowne GO Station. The new station will provide a link between the Barrie GO rail corridor and the TTC Bloor-Danforth subway line at Lansdowne Station. The main site for the planned station is currently occupied by a Value Village thrift store, comprised of a single storey building and surface parking.

**West:** Immediately west of the site is the rail corridor operated by Metrolinx for the Barrie GO line. Through the Metrolinx Regional Express Rail (RER) program, the Barrie GO line will receive significant infrastructure upgrades in the form of an elevated rail corridor called the Davenport Diamond Grade Separation. The rail overpass will extend approximately 1.4 kilometres from Bloor Street West to just south of Davenport Road. The project is expected to improve transit service by eliminating the Davenport Diamond, a railway intersection located northwest of Dupont Street and Lansdowne Avenue where Canadian Pacific (CP) freight trains and Metrolinx GO trains intersect.

Currently, the tracks for the Barrie GO line are located at-grade. Based on preliminary plans from Metrolinx, the guideway for the elevated rail corridor will gradually rise adjacent to the subject property, ascending from a height of approximately 0.5 metres to 2.5 metres above grade from south to north along the frontage of the site.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (2014) (the "PPS") provides policy direction Province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

More specifically, Section 1.1.3 of the PPS provides guidance on how development within a *Settlement Area* should occur including the following: "Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety."

Furthermore, Policy 1.2.6.1 states that: "*Major Facilities* and *sensitive land uses* should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of *major facilities*."

The PPS defines *Major Facilities* to include *Rail Facilities* which are defined as, among other things, rail corridors. Section 1.6.9 states that: "Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that:

- a. Their long-term operation and economic role is protected; and
- b. *Airports*, *rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each in accordance with policy 1.2.6" cited above.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the PPS. The PPS identifies the Official Plan as the most important vehicle for its implementation.

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better- designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act* to conform with the Growth Plan.

Staff will review the proposed development application for consistency with the PPS and conformity with the Growth Plan.

### **Official Plan**

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

The lands immediately surrounding the site to the north and south are designated *Core Employment Areas*, while the Metrolinx rail corridor to the west is designated *Utility Corridor*. The properties across from the site on the east side of Wade Avenue are designed *Mixed Use Areas* (see Attachment No. 7: Official Plan).

Section 4.6 of the Official Plan states that "*Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects." Uses permitted in *Core Employment Areas* are set out in Policy 4.6.1 and include all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems and vertical agriculture.

Additional uses including small-scale restaurants, catering facilities, courier services, banks and copy shops are permitted provided they are ancillary to and intended to serve the *Core Employment Area* in which they are located. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted.

Policies related to proximity to the rail corridor are included in the Official Plan. In Section 3.4 – The Natural Environment, Policy 21 states that major facilities such as rail infrastructure, corridors and yards and sensitive land uses including residences and education and health facilities will be appropriately designed, buffered and/or separated

from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. The policy further states that to assist in identifying impacts and mitigating measures, the proponent may be required to prepare studies in accordance with guidelines established for the policy's purpose. The proponent will be responsible for implementing the required mitigating measures.

The Official Plan must be read as a whole. Staff will review the proposed development for consistency with the City of Toronto Official Plan with respect to the policies noted above and all other pertinent policies.

## **Zoning**

The site is zoned Industrial (I2 D2) in the former City of Toronto By-law 438-86, as amended. The I zone permits a range of non-residential uses, including industrial, institutional, community facilities, office, and a limited range of retail and warehousing uses. The maximum height and total density is 14.0 metres and 2.0 times the area of the lot (for any combination of uses).

In May 2013, the City enacted a harmonized Zoning By-law 569-2013. The subject lands are zoned Employment Industrial (E2.0), with a maximum permitted height of 14.0 metres and a total density of 2.0 times the area of the lot. The zoning that applies to the subject lands is substantially the same with regards to use, density, and height as Zoning By-law 438-86.

## **Guidelines for New Development in Proximity to Railway Operations**

In May 2013, the Federation of Canadian Municipalities, in conjunction with the Railway Association of Canada, released the Guidelines for New Development in Proximity to Railway Operations (the "FCM Guidelines"). The guidelines have not been adopted by the Province of Ontario or Toronto City Council and have no standing as either provincial or municipal policy. They do, however, provide guidance for planners and developers across Canadian jurisdictions with respect to development in proximity to railway operations.

The FCM Guidelines focus on development in proximity to rail corridors and the treatment of the sites in terms of providing for safety and noise and vibration mitigation. The FCM Guidelines recommend that the ideal safety approach is to provide a 30 metre setback between a principal building and a rail corridor with an earthen berm to absorb the force of impact, or alternatively where the site is constrained, a lesser setback and a crash wall can be employed in lieu of a berm. Setback distances are measured from the mutual property line to building face.

Due to the site's proximity to the Metrolinx rail corridor, redevelopment of the subject property must consider concerns related to the risk to health and safety in the event of a rail accident. A Rail Safety Report by Arup Canada Inc. was submitted in support of this application. The report addresses the FCM Guidelines, as well as the Metrolinx Adjacent Development Guidelines (2013), which were established to ensure safety and minimize

conflicts between new development and Metrolinx rail operations. A third-party Peer Review of the Rail Safety Report will be conducted to ensure the accuracy and appropriateness of analysis within the report, as well as to advise on the adequacy of the proposed rail protection measures.

### **Davenport Diamond Grade Separation and Public Realm Plan**

Metrolinx conducted an Environmental Assessment for the Davenport Diamond Grade Separation project under the streamlined Transit Project Assessment Process (TPAP), which the Minister of the Environment and Climate Change approved on August 4, 2016. In the approved Environmental Project Report, Metrolinx identifies the site at 57-77 Wade Avenue as a temporary construction staging site for the construction of the rail overpass. The applicant has consulted with Metrolinx on this matter and is in the process of drafting a temporary easement agreement for use of the site. Metrolinx anticipates that the construction of the guideway for the elevated rail corridor will begin in early 2019.

A key component of the Davenport Diamond Grade Separation project is the Greenway Multi-Use Trail, which will run beneath and adjacent to the rail overpass, providing new pedestrian and cycling connections into adjoining neighbourhoods. Metrolinx has created a public realm plan to develop the design details of the Greenway. The public realm plan locates the terminus of the multi-use trail next to the site, and a permanent bicycle and pedestrian connection is proposed between the trail and Wade Avenue along the south edge of the subject property. This pathway is currently shown in the drawings for the application. Staff will continue to work with the applicant and Metrolinx to ensure that the landscape and design details of the connection are coordinated with the Davenport Diamond Public Realm Plan.

### **Site Plan Control**

The property is subject to Site Plan Control. An application for Site Plan approval has been submitted (File No. 18 132864 STE 18 SA) and is being reviewed concurrently with this application.

### **Tree Preservation**

The applicant's arborist report identifies 20 trees on the City road allowance which are to be removed to facilitate the proposal. Urban Forestry staff will review the appropriateness of the proposed tree removal.

### **Reasons for the Application**

A Zoning By-law Amendment is required to both the former City of Toronto Zoning By-law No. 438-86 and City-wide Zoning By-law No. 569-2013, as amended, to permit the proposed height (from 14 metres to 34.7 metres), density (from 2.0 to 3.55 times the lot area), setbacks, and parking provisions, amongst other matters.



## COMMENTS

### Application Submission

The following documents, reports and studies were submitted with the application:

- Architectural Plans and Survey
- Landscape Plans
- Planning Rationale Report
- Tree Preservation Plan and Arborist Report
- Contaminated Site Assessment
- Sun/Shadow Study
- Draft Zoning By-law Amendments
- Public Consultation Plan
- Noise and Vibration Feasibility Study
- Energy Strategy
- Energy Efficiency Report
- Pedestrian Level Wind Study
- Transportation Impact Study
- Hydrogeological Study
- Geotechnical Review
- Functional Servicing and Stormwater Management Report
- Building Mass Model
- Rail Safety Report
- Toronto Green Development Standards Checklist

The Zoning By-law Amendment application was complete as of December 20, 2017. A Notification of Complete Application was issued on January 19, 2018.

### Issues to be Resolved

The following issues have been identified based on a preliminary review of the application and will require further examination:

1. Conformity with the *Core Employment Area* policies and other relevant policies of the Official Plan and OPA 231;
2. Design of the building including height, massing, setbacks and design of the parking area at the rear, in relation to the existing context and the future Davenport Diamond Grade Separation transit project;
3. Adequacy of the proposed vehicular parking supply;
4. Review of the proposed site circulation, servicing, loading and garbage storage, including the externalized loading and garbage storage area at the north end of the property;

5. Review and analysis of potential noise and vibration impacts from the GO Transit rail corridor and implementation of appropriate mitigation measures, if required;
6. Appropriateness of the proposed west (rear) setback from the GO Transit rail corridor and implementation of adequate rail safety measures; and
7. Consideration of the Davenport Diamond Grade Separation Public Realm Plan in the design of the pedestrian and bicycle connection to the future Greenway Multi-Use Trail.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

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

## **CONTACT**

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E-mail: Carla.Tsang@toronto.ca

## **SIGNATURE**

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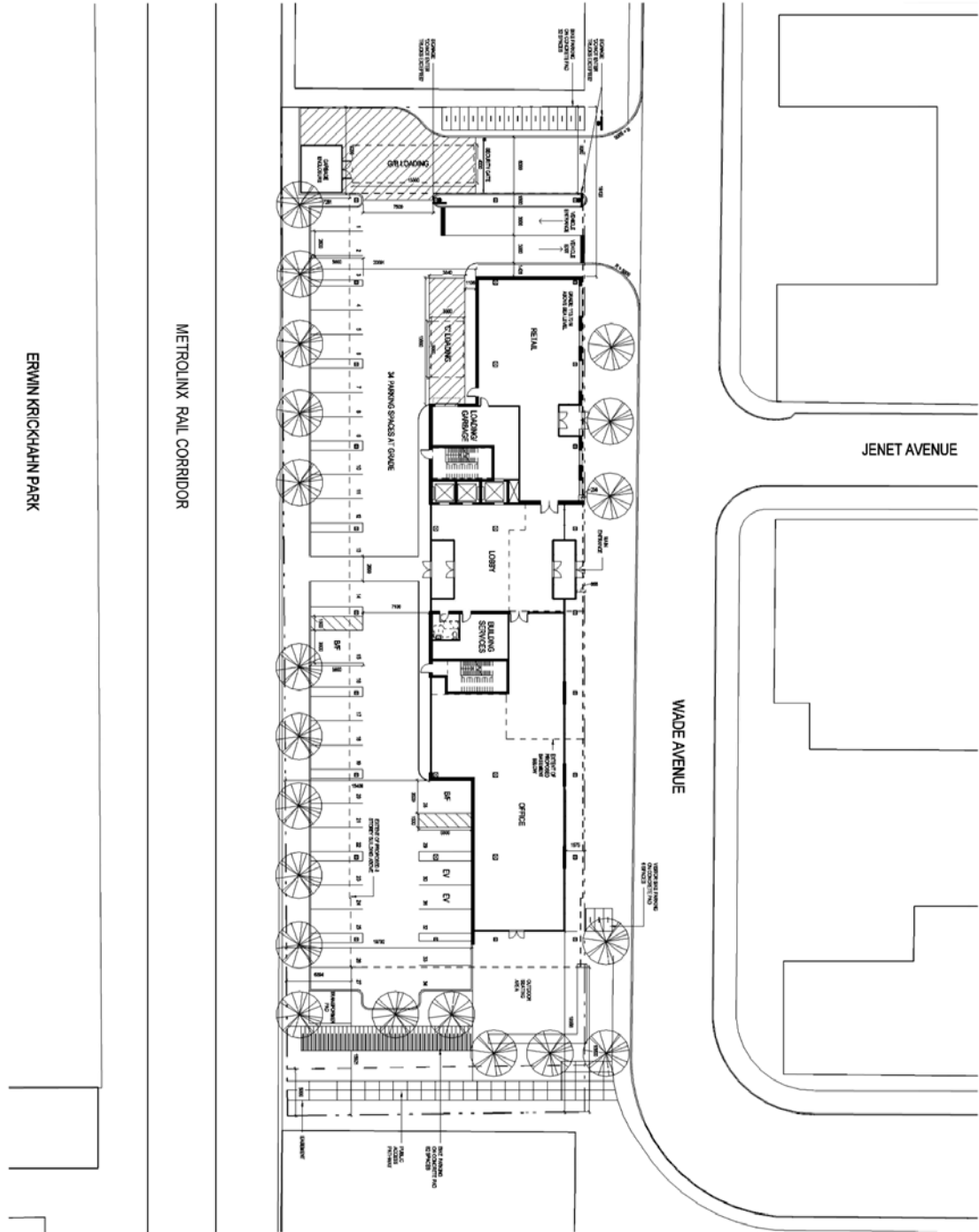
Lynda H. Macdonald  
Acting Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: East (Front) Elevation
- Attachment 3: West (Rear) Elevation
- Attachment 4: North Elevation
- Attachment 5: South Elevation
- Attachment 6: Zoning
- Attachment 7: Official Plan
- Attachment 8: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

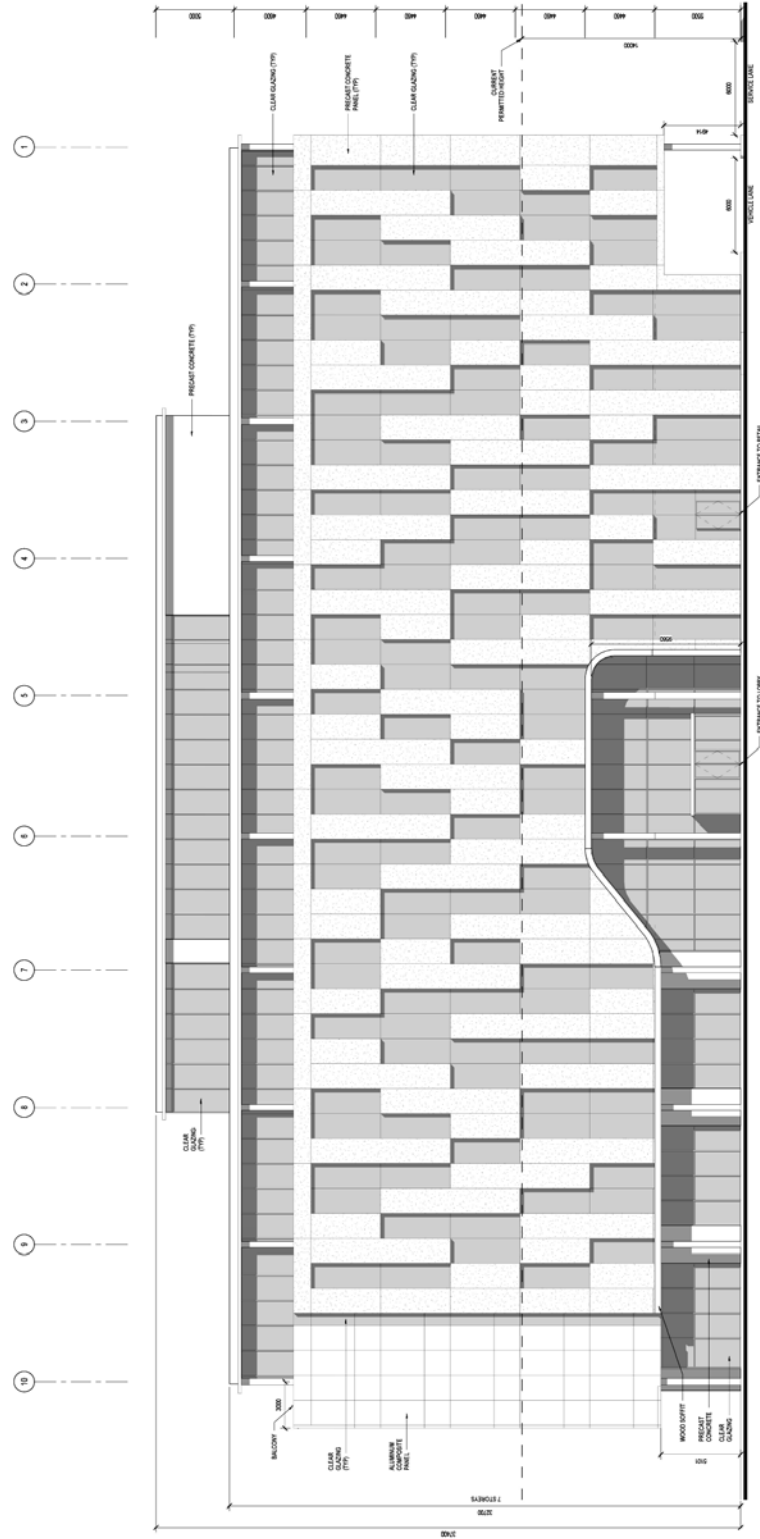
Applicant's Submitted Drawing

Not to Scale   
03/05/2018

## 57-77 Wade Avenue

File # 17 277975 STE 18 0Z

**Attachment 2: East (Front) Elevation**



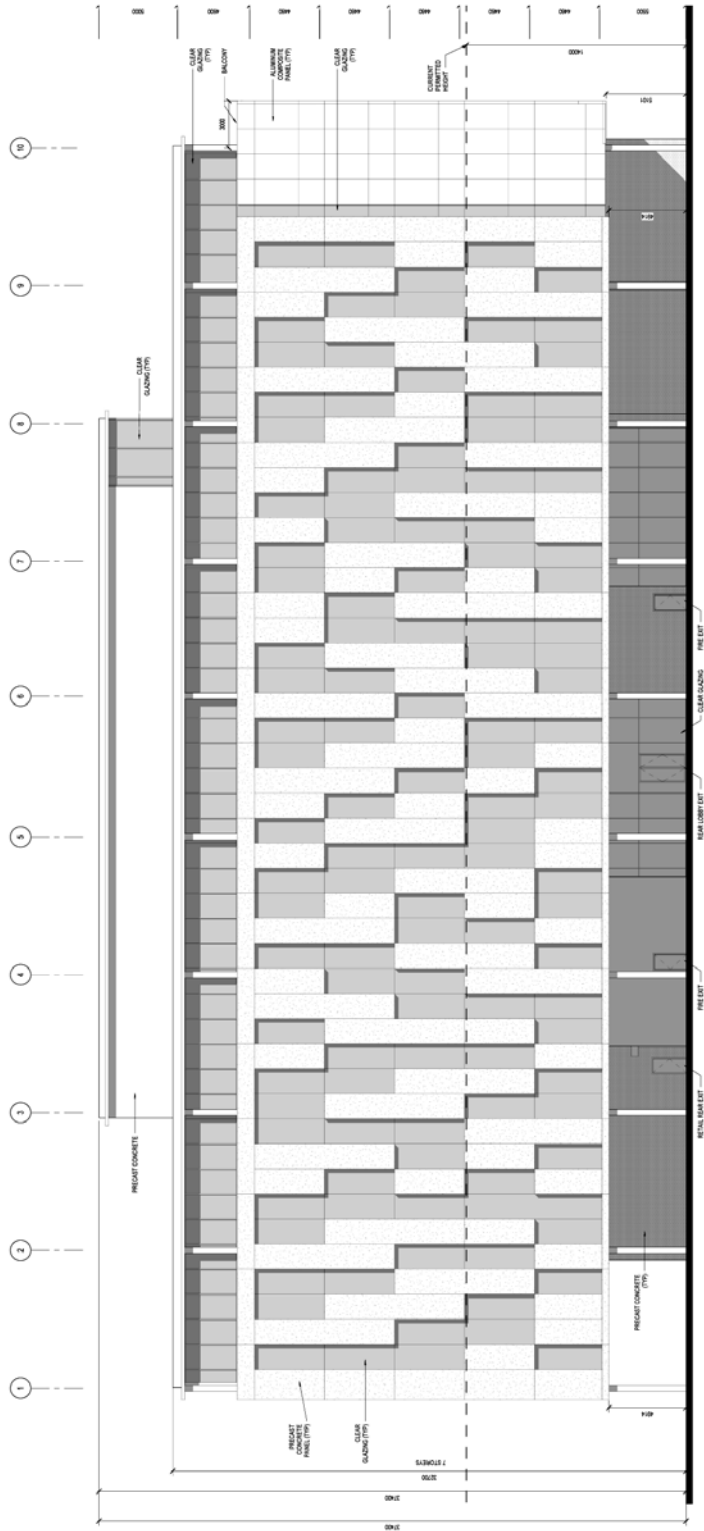
**57-77 Wade Avenue**

File # 17 277975 STE 18 0Z

**East Elevation**  
 Applicant's Submitted Drawing

Not to Scale  
 03/05/2018

**Attachment 3: West (Rear) Elevation**



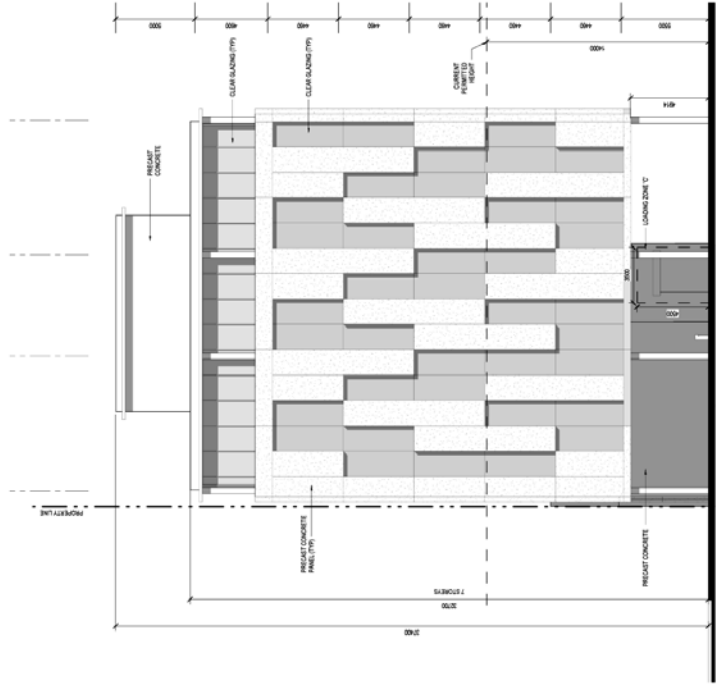
**57-77 Wade Avenue**

File # 17 277975 STE 18 0Z

**West Elevation**  
 Applicant's Submitted Drawing

Not to Scale  
 03/05/2018

**Attachment 4: North Elevation**

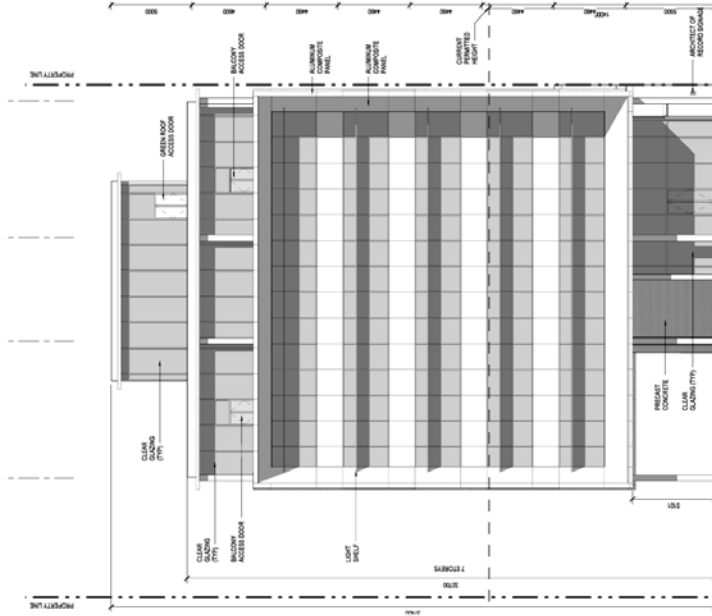


**57-77 Wade Avenue**

File # 17 277975 STE 18 0Z

**North Elevation**  
 Applicant's Submitted Drawing  
 Not to Scale  
 03/05/2018

**Attachment 5: South Elevation**



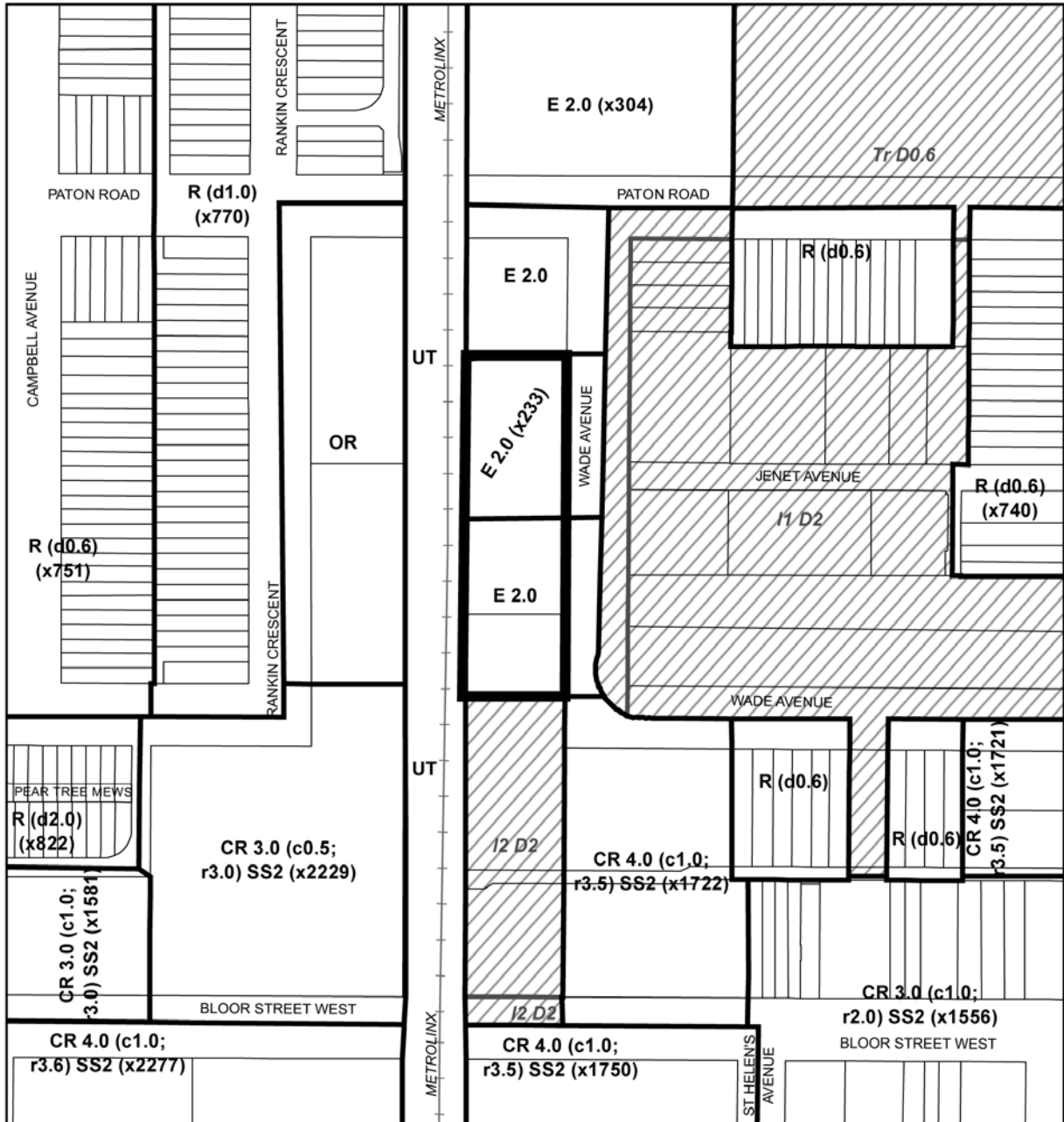
**57-77 Wade Avenue**

**File # 17 277975 STE 18 0Z**

**South Elevation**  
**Applicant's Submitted Drawing**

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## Attachment 6: Zoning



**Zoning By-law No. 569-2013**

**57-77 Wade Avenue**

**File # 17 277975 STE 18 0Z**

Location of Application

**R** Residential  
**CR** Commercial Residential  
**E** Employment Industrial  
**OR** Open Space Recreation  
**UT** Utility and Transportation

See Former City of Toronto By-Law No. 438-86

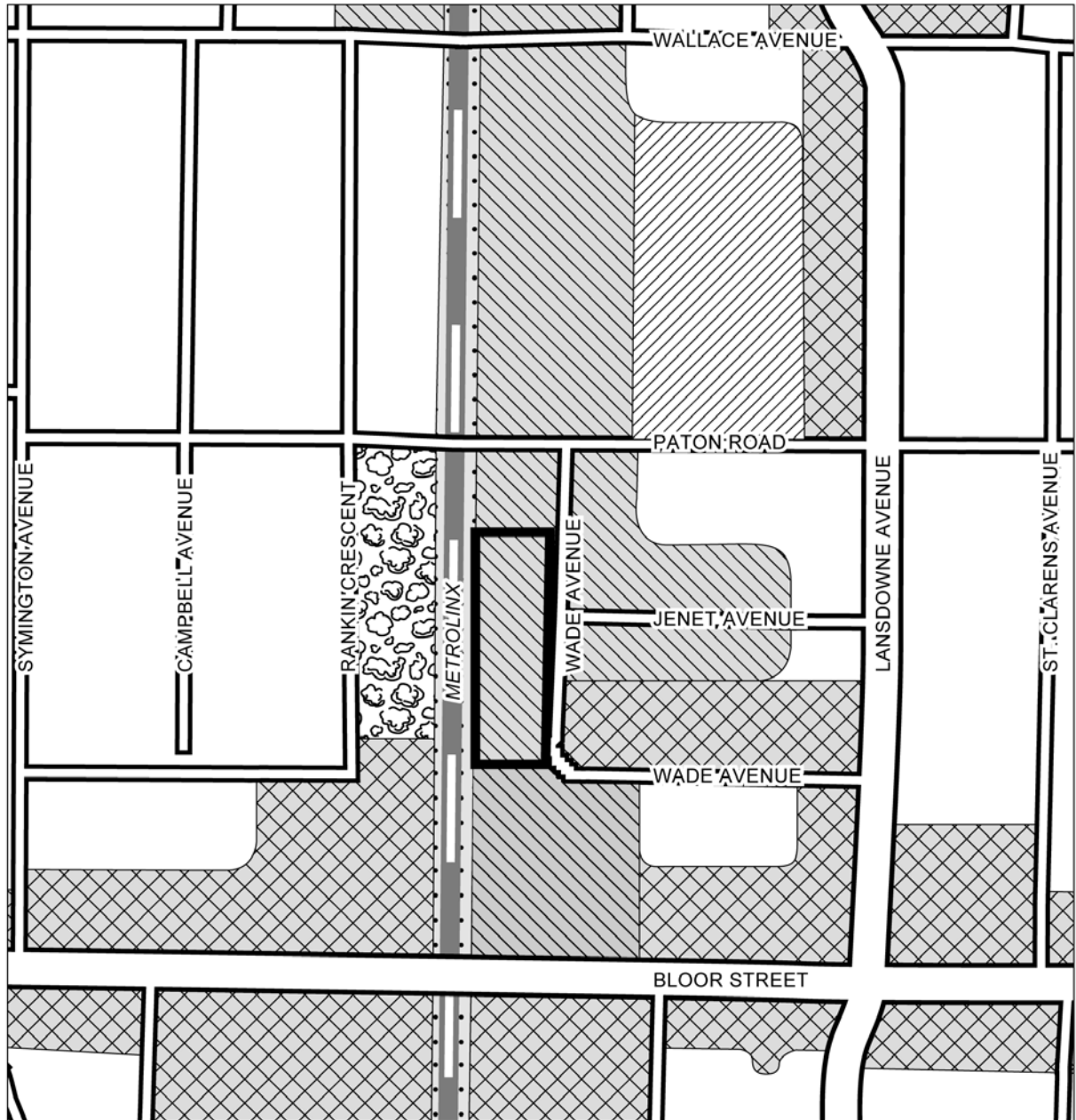
**I1** Industrial District  
**I2** Industrial District  
**Tr** Industrial District



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## Attachment 7: Official Plan



**TORONTO**  
 Extract from Official Plan

57-77 Wade Avenue

File # 17 277975 STE 18 0Z



  
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 03/05/2018

