

154 Wicksteed Avenue – Zoning By-law Amendment Application – Final Report

Date: March 15, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Wards: Don Valley West (15)

Planning Application Number: 18 249444 NNY 26 OZ

SUMMARY

This application proposes to construct a six-storey (23.7 metres) office building containing 7,073 square metres of gross floor area, with two levels of underground parking for 67 vehicles at 154 Wicksteed Avenue. A ground floor bicycle room with 31 long-term bicycle parking spaces and shower facilities is also proposed. The building would contain a 125 square metres of restaurant or retail space at grade and 6,948 square metres of office space. Vehicular access is proposed to be provided from Wicksteed Avenue to the vehicle parking garage, and from Wicksteed Avenue and Clarke Street to the loading spaces.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The application conforms to the provisions of the Official Plan and the Core Employment Areas designation policies.

This report reviews and recommends approval of the application to amend the Zoning By-law. The application introduces new office employment uses on a site designated Core Employment Areas in the Official Plan. The proposed uses and built form are compatible with the surrounding employment uses and will strengthen the long term viability of the employment area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 1916, as amended, for the lands at 154 Wicksteed Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.

2. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 154 Wicksteed Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
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. City Council require the owner to make an application for and provide a cash Payment-in-Lieu of parking into the Municipal Parking Fund of any parking shortfall to a maximum of 4 parking spaces below the provision of 71 parking spaces on-site.

FINANCIAL IMPACT

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

DECISION HISTORY

A pre-application meeting was held on February 8, 2017. The current application was submitted on October 29, 2018 and deemed complete on November 27, 2018.

A Preliminary Report on the application was adopted by North York Community Council on January 15, 2019 authorizing staff to conduct a community consultation meeting. The decision of the North York Community Council and the Preliminary Report are available at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY2.11>

PROPOSAL

This application proposes to amend the zoning by-law for the property at 154 Wicksteed Avenue to permit the development of a six storey office building with an overall height of 23.7 metres plus 3.0 metres for the mechanical penthouse (See Attachment 7 Site Plan and Attachments 8A, 8B, 8C, and 8D - Building Elevations). The proposed building has a gross floor area of 7,073 square metres and a density of 4.48 times the area of the lot. The application includes a 125 square metre unit on the ground floor which is proposed to be used for a retail or restaurant use. There are 67 vehicular parking spaces proposed on site in a two level underground parking garage. Vehicular access would be from a driveway located at the east end of the site from Wicksteed Avenue. Two loading spaces are located on the north side of the building and are accessed via a driveway with entrances from Wicksteed Avenue and Clarke Street. A ground floor bicycle room with 31 long-term bicycle parking spaces and shower facilities is also proposed. (See Attachment 1 Project Data Sheet). The proposal also includes a request for a temporary sales office for a period of three years in order to sell space in the office building.

Site and Surrounding Area

The subject site is located on the north side of Wicksteed Avenue, east of Clarke Street. It has a lot area of 1,579 square metres (0.39 acres) and is triangular in shape with a frontage of 95 metres on Wicksteed Avenue and 22 metres on Clarke Street (See Attachment 2: Location Map). The site is currently occupied by a one storey building for industrial use.

Surrounding land uses are as follows:

North: Privately owned laneway and surface parking lots.

South: Wicksteed Avenue and industrial uses located in low rise buildings including outside storage uses.

East: Industrial uses located in low rise buildings including outside storage uses.

West: Clarke Street and multiple storey self-storage warehouse building.

Reasons for Application

The application is required to permit the proposed office and restaurant uses; and, to implement performance standards including the maximum building height; maximum gross floor area; minimum parking supply; and, minimum building setbacks.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Planning Rationale
- Public Consultation Strategy
- Arborist Report
- Functional Servicing Report
- Stormwater Management Report
- Sanitary Sewer Capacity Assessment
- Geotechnical Investigation
- Hydrogeological Assessment
- Phase One and Phase 2 Environmental Site
- Traffic Impact and Parking Study
- Energy Efficiency Report

The supporting studies can be accessed via the City's Application Information Centre (AIC)

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

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

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

The Provincial Policy Statement (2020)

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

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

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

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

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

Provincial Plans

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

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

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;

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

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Toronto Official Plan

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

The subject lands are identified as Employment Areas on Map 2 - Urban Structure of the Official Plan (Section 2.2). This section of the Official Plan speaks to shaping Toronto, in terms of growth, rebuilding, reurbanizing, and regenerating within an existing urban structure. The policies set out under section 2.2.4, state that Employment Areas are to be protected and promoted exclusively for economic activity and are to be enhanced to ensure they are attractive and function well.

Chapter 3 - Building a Successful City

The Official Plan states in Chapter 3.2.1 that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. Policy 3.2.1.1 of the Official Plan states that new development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. Policy 3.2.1.2 states that new development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm.

Furthermore, Policy 3.2.1.3 states that new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, Policy 3.2.1.4 states that new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

Policy 3.5.1.1 of the Official Plan states that Toronto's economy will be nurtured and expanded to provide for the future employment needs of Toronto through actions including maintaining a strong and diverse economic base, contributing a broad range of employment opportunities for all Torontonians, and maintaining a healthy tax base for the City.

Chapter 4- Land Use Designations

The subject lands are designated *Core Employment Areas* on Map 17 of the Official Plan as amended by OPA 231 and are not subject to a site or area specific appeal to OPA 231 (See Attachment 3: Official Plan Land Use Map).

Section 4.6 of the Official Plan states that "Employment Areas are places of business and economic activities vital to Toronto's economy and future economic prospects". Policy 4.6.1 states that *Core Employment Areas* are places for business and economic activities. The uses permitted in *Core Employment Areas* 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, industrial trade schools, media, information and technology facilities, and vertical agriculture. Policy 4.6.2 permits the following additional uses provided they are ancillary to and intended to serve the *Core Employment Area* in which they are located: parks, small-scale restaurants, catering facilities, and small scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted.

Policy 4.6.6 states that "Development will contribute to the creation of competitive, attractive, highly functional *Employment Areas*" by:

- supporting, preserving and protecting major facilities, employment uses and the integrity of Employment Areas;
- encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
- providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
- providing adequate parking and loading on-site; and
- sharing driveways and parking areas wherever possible.

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

Zoning

Former Town of Leaside Zoning By-law 1916

In the former Town of Leaside Zoning By-law No. 1916, the site is zoned M2 General Industrial.

The M2 zone permits a wide range of industrial uses. Factory retail outlets are permitted provided the only products sold are manufactured on site up to a maximum gross floor area of 30% of the building and offices accessory and exclusively devoted to a use permitted on the lot are permitted as ancillary uses.

The M2 zone does not permit stand-alone office uses or stand-alone retail stores and does not contain specific performance standards for an office use.

City of Toronto Zoning By-law 569-2013

In the City of Toronto Zoning By-law 569-2013, the site is zoned Employment Industrial "E 1.0".

Permitted uses include but are not limited to: Artist Studio, Building Supply Yards, Carpenter's Shop, Cold Storage, Contractor's Establishment, Custom Workshop, Dry Cleaning or Laundry Plant, Financial Institution, Industrial Sales and Service Use, Kennel, Laboratory, Manufacturing Uses, Office, Performing Arts Studio, Printing Establishment, Production Studio, Public Works Yard, Service Shop, Software Development and Processing, Warehouse, and, Wholesaling Use.

Conditional uses permitted include but are not limited to: Eating Establishment, Retail Service, Retail Store, and, Take-out Eating Establishment. These uses are permitted subject to maximum interior floor area restrictions, and for a Retail Store that it be associated with a manufacturing use on the same lot.

The Employment Industrial Zone permits a maximum height of 20.0 metres for office uses or the portion of a building used for office uses, and a maximum density of 1.0 Floor Space Index (FSI).

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guideline(s) were used in the evaluation of this application:

- Complete Streets Guidelines;
- Streetscape Manual; and,
- Bird-Friendly Guidelines.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application (File 18 249466 NNY 26 SA) has been submitted and is being reviewed concurrently with this application.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Policy Considerations section of the report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

The PPS (2020) requires that Planning Authorities promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs and providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

The Growth Plan (2020) states that Economic development and competitiveness in the Greater Golden Horseshoe will be promoted by making more efficient use of existing employment areas and vacant and underutilized employment lands. The subject site is located within 800 metres of the under construction Laird Station on the Eglinton Crosstown Light Rail Transit line.

The subject site is located within an employment area and is currently occupied by a one-storey industrial building. The proposal will introduce office uses into the Leaside Business Park area which are appropriate and desirable to support the existing employment uses in the area and creates opportunities for employment growth.

This proposal is consistent with the PPS and conforms to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) as it proposes appropriate uses on lands designated for employment purposes. The proposal utilizes a site which is presently underutilized by introducing uses which support other employment uses within the broader employment area.

Land Use

This application has been reviewed against the official plan policies described in the Policy Considerations section of the report as well as the policies of the Toronto Official Plan as a whole. The proposed office use, with an accessory retail or restaurant unit on the ground floor, is appropriate for the site and permitted by the *Core Employment Areas* designation applicable to the site. The proposed uses are desirable for the development of the Leaside area.

The application addresses the provisions of Policy 4.6.6 to contribute to the creation of competitive, attractive, highly functional *Employment Areas* by providing employment uses that are compatible with and supportive of the existing employment uses in the area, and the introduction of the office uses will contribute to establishing a cluster of economic activity with the opportunity for significant value-added employment and assessment. The retail/restaurant unit on the ground floor is meant to serve the proposed office and existing employment uses in the area. The retail/restaurant unit is limited in the draft Zoning By-law to a maximum Gross Floor Area of 150 square metres.

The proposed temporary sales office use for a period of three years to be used exclusively for the purpose of marketing or sale of space in the subject office building is also appropriate.

Density, Height, Massing

The proposed six storey (23.7 metre) height and density of 4.48 times the lot area are appropriate for an office building located within the interior of the Employment Area. Based on the proposed use and the site context, the height and density are supported by staff. The building is massed with a 0 metre setback to Wicksteed Avenue and Clarke Street lot lines, with setbacks to the rear property line along the north side of the site that vary between 0.7 metres and 4.2 metres. The adjacent Wicksteed Avenue right-of-way is 20 metres in width. The proposed building is appropriately massed along the public street frontages with the first floor expression distinct from floors 2 through 5 above, with ample glazing and portions of the first floor building are cut back from the street on the ground floor at the parking and loading accesses along Wicksteed Avenue. Additionally, the 6th floor of the proposed building is stepped back 3.0 metres from Wicksteed Avenue and 3.7 metres from Clarke Street at a height of 20.75 metres in keeping with the right-of-way proportion of Wicksteed Avenue.

Traffic Impact, Access, Parking

A Traffic Impact and Parking Study (TIPS), dated September 25, 2019, by Cole Engineering Group Ltd., was submitted in support of the proposed development. The consultant estimates in this study that the proposed development will generate approximately 79 and 75 two-way trips during the AM and PM peak hours, respectively. The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for intersection improvements. Transportation Services generally accepts the conclusion from this report.

The site proposes a full-move access driveway into the underground parking garage from Wicksteed Avenue, as well as two full-move access driveways for the loading spaces, which will be located off Clarke Street and Wicksteed Avenue, respectively. The location and intended operation of the proposed access driveways is acceptable and the loading would occur on site.

The site is required to provide parking at a rate of 1.5 parking spaces per 100 square metres of gross floor area for an office use under By-law 569-2013. According to the site statistics, a total of 67 parking are proposed, which results in a deficiency of 39 parking spaces from the minimum Zoning By-law 569-2013 requirement. The TIPS update provided reasonable justification for the application of By-law 569-2013 Policy Area 4 (PA4) parking rate of 1.0 parking spaces per 100 square metres of gross floor area based on site proximity to the future Eglinton Crosstown Light Rail Transit line. The PA4 rate would require the site to provide 71 parking spaces whereas 67 parking spaces are proposed. The applicant can revise the plans to provide 71 parking spaces, or submit an application to Transportation Services to obtain approval from Council for making a Payment-in-lieu of Parking for the 4 space deficiency. The Payment-in-Lieu of parking would be used to provide public parking in the Leaside area.

The applicant has requested to permit the site to provide two accessible parking spaces where three accessible parking spaces are required. The three spaces required are based on the provisions of the Zoning By-law, which are aligned with the requirements of O. Reg. 191/11 issued under the Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11. Staff do not support the proposed reduction in accessible spaces and the parking will need to be redesigned through the Site Plan Control process to provide a third accessible parking space to comply with the By-law requirements. The applicant has advised that they will revise the parking plan during the site plan process and provide the additional required accessible parking space.

Zoning By-law No. 569-2013 requires two Type "B" and two Type "C" loading spaces. Based on the site plan, one Type "B" and one Type "C" loading space are proposed. These spaces are located to the rear of the building with access to Clarke Street and Wicksteed Avenue. A proxy survey study was included in the TIS report which concluded that the proposed loading space supply can accommodate the associated demand on-site. Additional loading activities can be accommodated within the private driveway. Loading activities will be fully accommodated on site and will not occur within the public right-of-way adjacent to the site. Transportation Services accepts the findings of the proxy survey that one Type "B" and one Type "C" loading space are sufficient for the site to function. The proposed loading is acceptable.

The application is proposing to provide a bicycle parking room inside the building on the ground floor directly accessible from Wicksteed Avenue. This room proposes to provide 31 long term bicycle parking spaces. This room will include a bicycle repair station and access to shower facilities directly from the long term bicycle parking room. The applicant has proposed 18 short term bicycle parking spaces adjacent to the site in the public right-of-way as part of their streetscape improvements. The cycling infrastructure will be secured as part of the Site Plan Control approval application.

Transportation Demand Management

Based on Parking and Loading Study Letter, dated November 4, 2020 by LEA Consulting, the proposed Transportation Demand Management (TDM) measures for the subject site include a financial contribution of \$50,000 to the City's Bike-Share program for future implementation in the area, Smart Commute Membership, as well as provision of one bike repair station, and car-share vehicle(s) and services on site. These TDM measures will be secured through the Site Plan Control approval application.

Streetscape

The proposed development will improve the streetscape of the two adjacent streets. On Wicksteed Avenue and Clarke Street there will be new 2.1-metre wide sidewalks. The applicant is also proposing to create and enhance the public realm in the roughly triangular area created through the proposed re-alignment of the curbs to create a normalized intersection between Wicksteed Avenue and Clarke Street to the west of the site. This area will be publicly owned and will function as an expanded public realm with seating areas and tree plantings to create an attractive area for employees within the proposed development and for employees of adjacent sites. The applicant is also proposing an enhanced public realm with plantings and seating areas adjacent to the 2.1-metre wide sidewalk along Wicksteed Avenue. The details of these amenity areas and their construction and future maintenance will be secured through the Site Plan Control approval application and an Encroachment Agreement as appropriate.

Servicing

Engineering and Construction Services staff have reviewed the Hydrogeological Report, Functional Servicing Report and Stormwater Management Report and concurred with the consultant's conclusion that the proposed development can be serviced through the utilization of existing infrastructure without any adverse impact to the municipal services of the surrounding areas.

Open Space/Parkland

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 acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

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

The value of the cash-in-lieu of parkland dedication would be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Article II (Street Trees by-law) as there are 8 City owned street trees adjacent to the site. It is not subject to the provisions of Article III (Private Tree by-law) as there are no private trees on site.

The applicants proposed development and proposed streetscape design would require the removal of the eight (8) City owned trees.

The applicant is to submit a tree planting deposit to ensure the planting and survival of 8 new City trees. The details of the new tree plantings will be secured as part of the Site Plan Control approval application.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured through the Zoning By-law and Site Plan Control approval process. Tier 1 measures to be secured through the Zoning By-law include cycling infrastructure and EV automobile infrastructure within the underground parking garage. Storage and collection of recycling and organic waste will be secured through the Site Plan Control approval application.

Community Consultation

City Planning staff in consultation with the Ward Councillor hosted a community consultation meeting on April 15, 2019 at NorthLea United Church, where approximately 9 members of the public attended as well as the applicant and their consultants. At the meeting, attendees were generally supportive of the use and the intersection improvements at Wicksteed Avenue and Clarke Street, but wanted to ensure that the improvements did not alter truck routes or impact on the ability of transport trucks to access other businesses. Concerns regarding the overall compatibility of the office uses with existing heavy industrial uses in the area were also expressed by the Ward Councillor. Staff have reviewed the intersection improvements and are satisfied that they do not impact on trucking routes within the area. The proposed office uses, which are permitted in the core employment areas designation, have also been determined to be compatible with the surrounding industrial uses and are not considered to be a sensitive use which could impact on existing industrial operations in the area.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms to the Toronto Official Plan, particularly as it relates to Policy 2.2.4.2 and 4.6.6. Staff worked with the applicant and the community to address and resolve the following key concerns: impact on trucking routes, on-site loading space requirements, and the appropriateness of the built form for the site. The development provides new office space within an employment area which will strengthen the employment area and support the existing uses in the area. Staff recommend that Council support approval of the application.

CONTACT

Stephen Gardiner, Senior Planner, Community Planning
Tel. No. (416) 392-5460
E-mail: Stephen.Gardiner@toronto.ca

SIGNATURE

Giulio Cescato, MCIP, RPP
Acting Director, Community Planning,
North York District

ATTACHMENTS

City of Toronto Data/Drawings
Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4A: Existing Zoning By-law Map By-law 1916
Attachment 4B: Existing Zoning By-law Map By-law 569-2013
Attachment 5: Draft Zoning By-law Amendment By-law 1916
Attachment 6: Draft Zoning By-law Amendment By-law 569-2013

Applicant Submitted Drawings
Attachment 7: Site Plan
Attachment 8A: South Elevation
Attachment 8B: West Elevation
Attachment 8C: East Elevation
Attachment 8D: North Elevation

Attachment 1: Application Data Sheet

Municipal Address: 154 WICKSTEED AVE Date Received: October 29, 2018

Application Number: 18 249444 NNY 26 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: 6 storey office building (23.7 metres) with 7,073 square metres of gross floor area (125 square metres retail/restaurant) with two levels of underground parking with a total of 67 parking spaces along with a 31 space bike room and 18 outdoor short-term bicycle spaces.

Applicant	Agent	Architect	Owner
WND ASSOCIATES LTD 90 EGLINTON AVE E SUITE 970 TORONTO M4P 2Y3	WND ASSOCIATES LTD 90 EGLINTON AVE E SUITE 970 TORONTO M4P 2Y3	STUDIO CANOO ARCHITECTURE 003-128A STERLING RD TORONTO M6R 2B7	1458367 ONTARIO INC. 154 WICKSTEED AVE TORONTO M4G 2B6

EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:
Zoning:	E 1.0	Heritage Designation:
Height Limit (m):	20.0	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 1,579 Frontage (m): 95 Depth (m): 22

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	747		1,273	1,273
Residential GFA (sq m):				
Non-Residential GFA (sq m):	747		7,073	7,073
Total GFA (sq m):	747		7,073	7,073
Height - Storeys:	1		6	6
Height - Metres:			23	23

Lot Coverage Ratio (%): 80.59 Floor Space Index: 4.48

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

Residential GFA:

Retail GFA: 125

Office GFA: 6,948

Industrial GFA:

Institutional/Other GFA:

Parking and Loading

Parking Spaces: 67 Bicycle Parking Spaces: 48 Loading Docks: 2

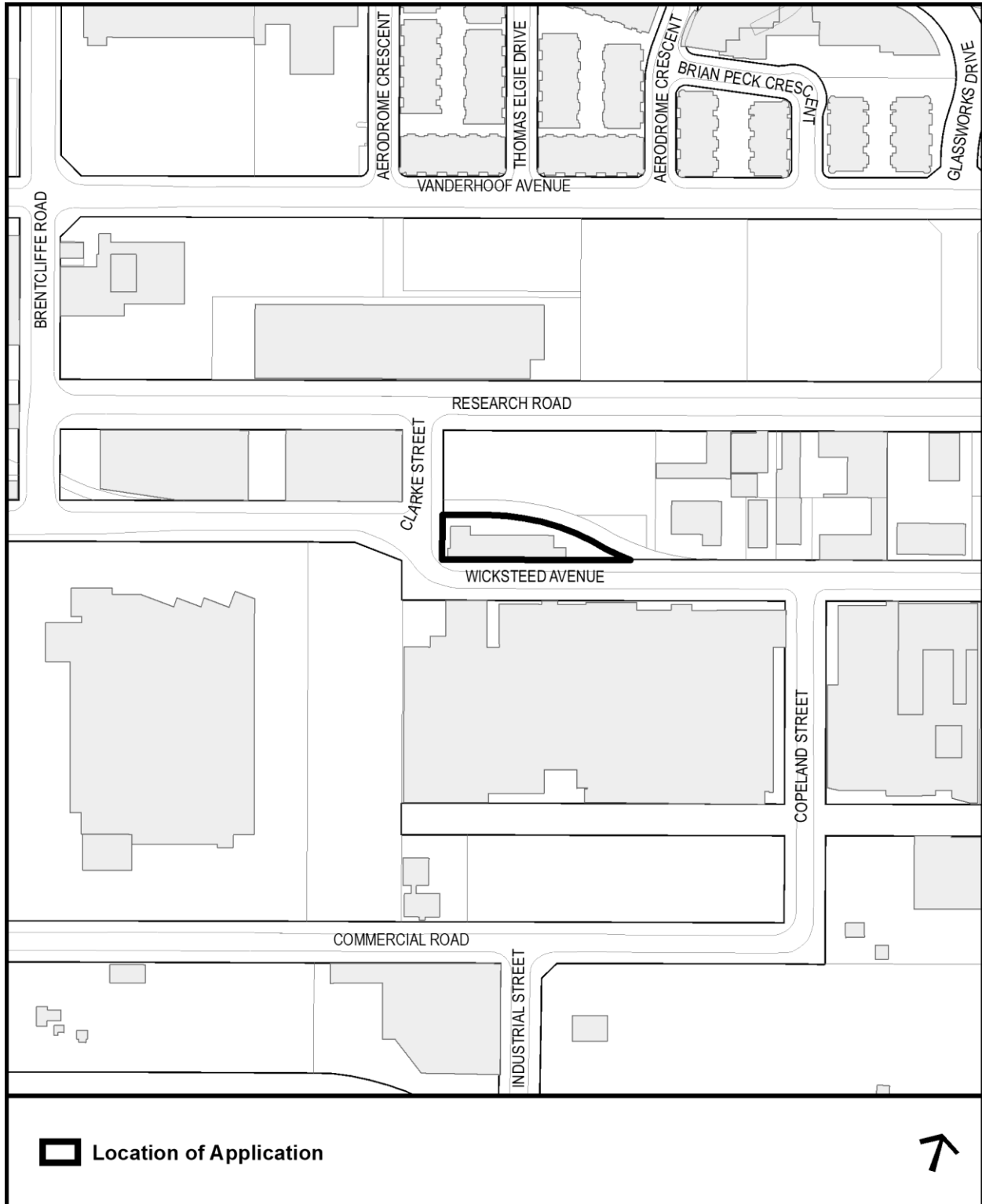
CONTACT:

Stephen Gardiner, Senior Planner, Community Planning

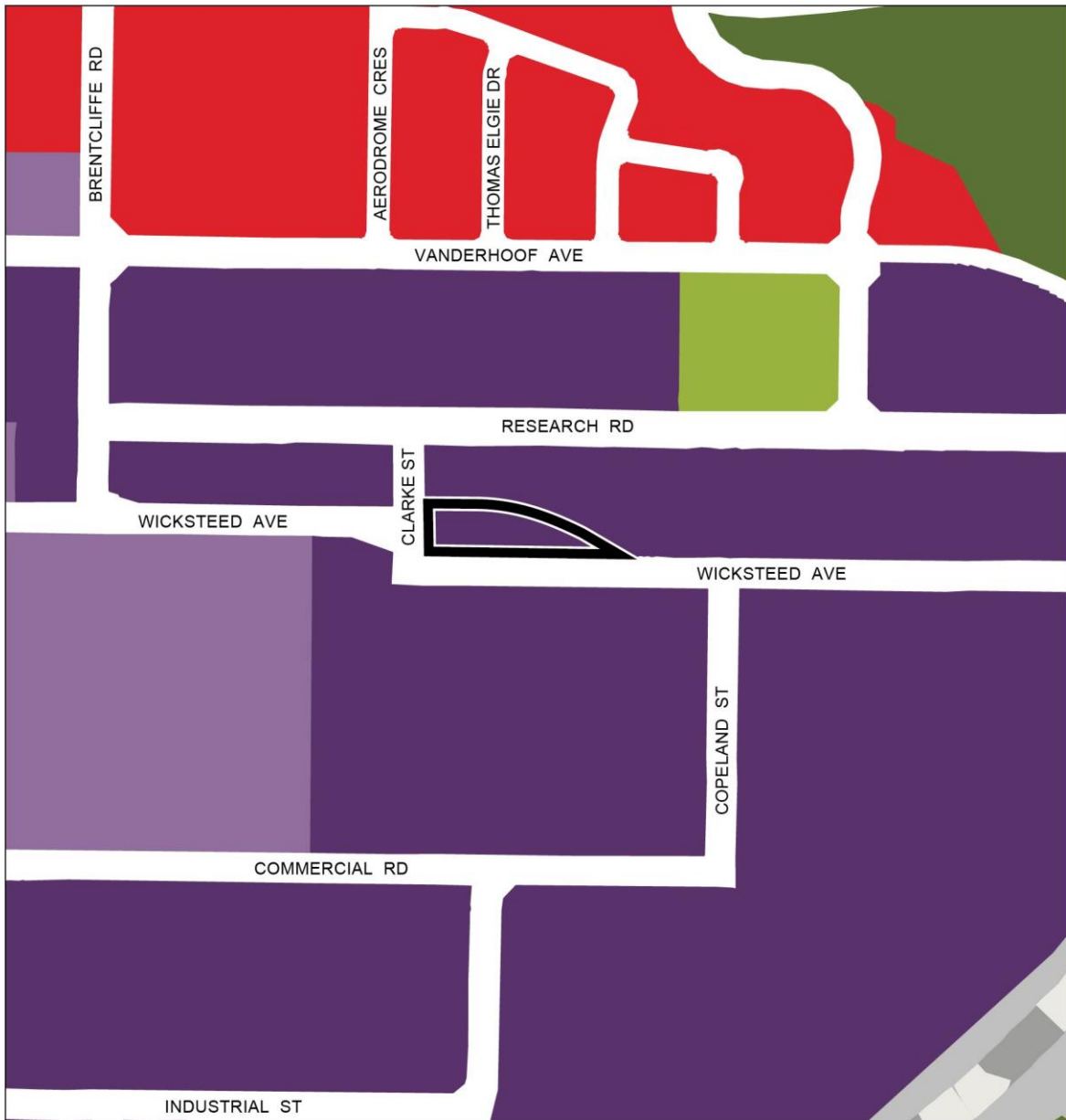
(416) 392-5460

Stephen.Gardiner@toronto.ca

Attachment 2: Location Map



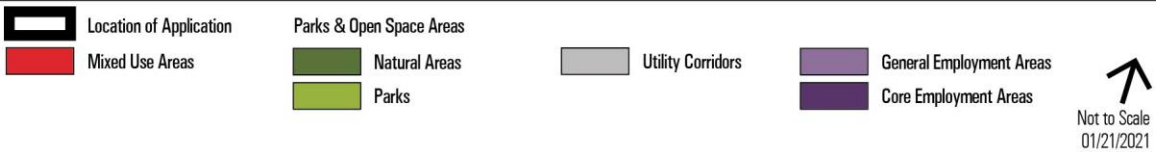
Attachment 3: Official Plan Land Use Map



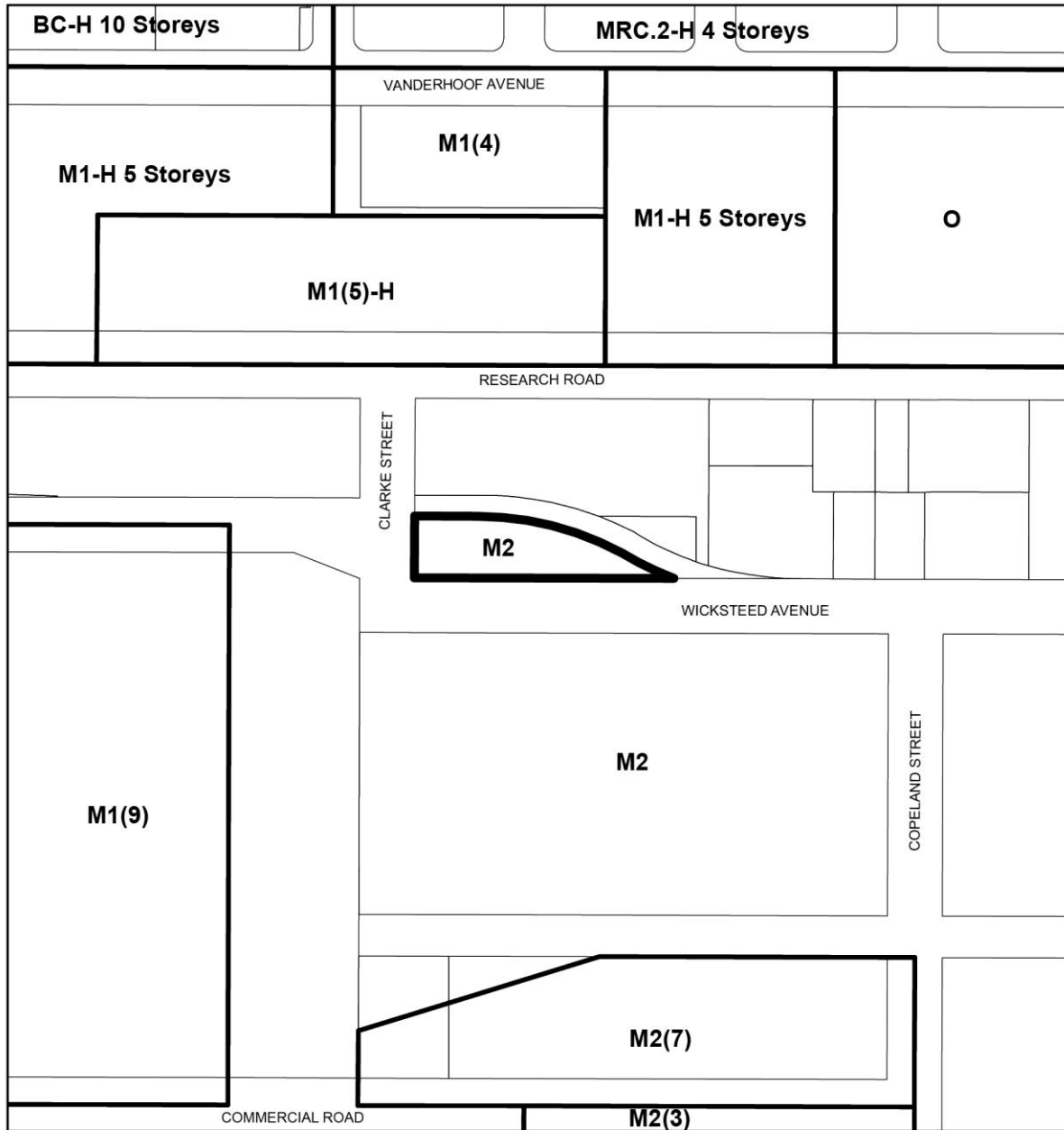
154 Wicksteed Avenue

Official Plan Land Use Map #20

File # 18 249444 NNY 26 OZ



Attachment 4A: Existing Zoning By-law Map By-law 1916



Zoning By-law 1916

154 Wicksteed Avenue

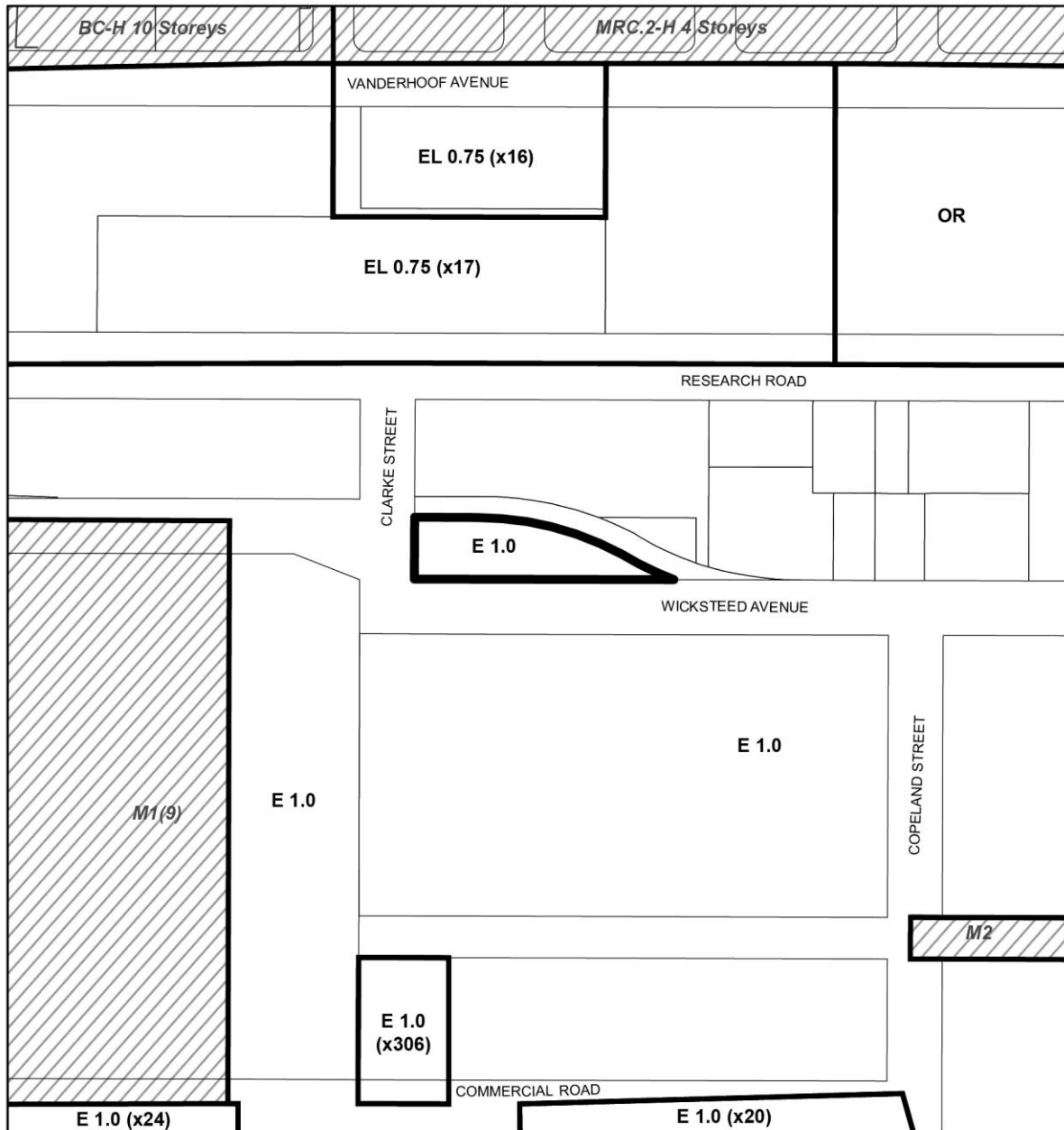
File # 18 249444 NNY 26 0Z

 Location of Application

- MRC Commercial Residential
- M1 Employment Industrial
- M2 Employment Industrial
- BC Employment Industrial
- O Open Space


Not to Scale
Extracted: 01/21/2021

Attachment 4B: Existing Zoning By-law Map By-law 569-2013



Zoning By-law 569-2013

154 Wicksteed Avenue

File # 18 249444 NNY 26 0Z



Location of Application

EL Employment Light Industrial

E Employment Industrial
OR Open Space Recreation



See Former Borough of East York By-law No. 1916

MRC Commercial Residential
M1 Employment Industrial
M2 Employment Industrial
BC Employment Industrial



Not to Scale
Extracted: 01/21/2021

Attachment 5: Draft Zoning By-law Amendment By-law 1916

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

CITY OF TORONTO

Bill

BY-LAW -2021

To amend former Town of Leaside Zoning By-law 1916, as amended, with respect to lands municipally known in the year 2020 as 154 Wicksteed Avenue.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas pursuant to Section 39 of the Planning Act, Council of the City of Toronto may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the 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 enacts:

1. Schedule "A" of By-law 1916, as amended, of the former Town of Leaside is amended in accordance with Map 1 of this By-law by adding a new site specific M2(11) Zone.
2. Former Town of Leaside Zoning By-law 1916, as amended, is further amended by inserting a new Section 8.3.4(k) immediately after Section 8.3.4(j) as follows:

"8.3.4(k) 154 Wicksteed Avenue – M2(11) Zone

- (i) Area Restricted

Notwithstanding the provisions of Section 8.3 of this By-law, the provisions of this section shall apply to the lands identified on Map 1 of By-law XXX-2021 [Clerks to insert By-law number], municipally known in the year 2020 as 154 Wicksteed Avenue;

- (ii) General Provisions

Notwithstanding Sections 8.3.1 and 8.3.2 of this By-law, on those lands referred to in Section 8.3.4(k)(i) 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:

(1) Permitted Uses Buildings and Structures

(a) The following uses are the only uses permitted:

(i) Office uses including:

a) Business and Professional Offices;

b) business services located on the first Storey above Grade of any free standing office Building, restricted to only the following:

graphic arts supplies store, Restaurant, Restaurant Take-Out, office supplies store, printing establishment, stationery store, retail store, computer sales and service store, provided that such uses do not collectively exceed 150 square metres of the Gross Floor Area of any Building.

(ii) Technical Research and Development Facilities;

(iii) data processing;

(iv) communications;

(v) graphic arts; and

(vi) Uses accessory to the foregoing but not including outdoor storage of goods;

(2) General Development Requirements

(a) The maximum permitted Gross Floor Area is 7,150 square metres;

(b) The Gross Floor Area of a Building may be reduced by the area of the following:

(i) parking, loading and bicycle parking below-ground;

(ii) required loading spaces at the ground level and required bicycle parking spaces at or above-ground;

(iii) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;

(iv) voids at the level of each floor with a manufacturing use;

(v) shower and change facilities required by this By-law for required bicycle parking spaces;

- (vi) elevator shafts, ventilation duct, utility shafts;
 - (vii) utility areas, catwalks, service platforms and a mechanical penthouse; and
 - (viii) exit stairwells and escalators in the building.
- (c) The maximum permitted lot coverage is 74%;
- (d) Building Location and Setbacks
- (i) Wicksteed Avenue shall be deemed to be the front lot line;
 - (ii) The yard setbacks for Buildings and Structures shall be the minimum yard setbacks as shown on Map 2, attached to and forming part of this By-law;
 - (iii) the following elements of a Building may encroach into a required Building Setback a maximum of 2.5 metres:

canopies, cornices, lighting fixtures, awnings, ornamental elements, parapets, trellises, eaves, window sills, planters, guardrails, balustrades, railings, stairs, stair enclosures, wheel chair ramps, vents, underground garage ramps, fences, screens, window fenestrations or detailing and landscape features;
- (e) Maximum Height of Buildings and Structures
- (i) The maximum building Height of any Building or Structure, or portion thereof, shall be as shown on Map 2, attached to and forming part of this By-law;
 - (ii) any stairwell accessing the roof, mechanical room, or parapet unit shall not be considered as a storey and may project beyond the maximum permitted height indicated, provided the height of the stairwell, mechanical room, or parapet unit does not exceed a height of 5 metres;
 - (iii) the following building elements and structures are permitted to project vertically no more than 3.0 metres beyond the height limits shown following the symbol HT on Map 2 of By-law XXX-2021 [Clerks to insert By-law number]:

balustrades, cornices, eaves, fixtures, ornamental elements, lighting fixtures, green roofs, mechanical equipment, structural columns and shear walls, parapets, railings, trellises, vents, chimney stacks, generator rooms, elevator overruns, and other minor architectural projections;
- (f) Parking shall be provided in accordance with the following:
- (i) Notwithstanding the requirements of Section 5.17, parking shall be provided on the lot at a minimum rate of 1.0 space for each 100 square metres of Gross Floor Area, rounded down to the nearest whole number;

(ii) Notwithstanding the requirements of Section 5.17, no parking is required for business services located on the first Storey above Grade of any free standing office Building, provided the total Gross Floor Area of these uses does not exceed 150 square metres;

(iii) Notwithstanding the requirements of Section 5.40, a maximum of 10 parking spaces may have a minimum height of 1.8 metres;

(iv) Accessible parking spaces shall be provided having minimum dimensions of 5.6 metres in length x 3.4 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;

(v) The entire length of each accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path which may be shared between two accessible parking spaces;

(vi) Accessible parking spaces must be the parking spaces closest to a barrier free:

(a) entrance to a Building;

(b) passenger elevator that provides access to the first Storey of the Building; and

(c) and shortest route from the required entrances in (a) and (b);

(g) Loading shall be provided in accordance with the following:

(i) One Type "B" and One Type "C" loading space shall be provided;

(h) Bicycle Parking shall be provided in accordance with the following:

(i) A minimum of 28 Bicycle Parking Spaces shall be provided on the lot; and

(ii) Bicycle Parking Spaces may be provided in a Stacked Bicycle Parking Space.

(3) Definitions

(a) "Height" shall be measured from a Canadian Geodetic Datum elevation of 128.57 metres to the highest point of the building or structure;

(b) "Bicycle Parking Space" shall mean an area used for parking or storing a bicycle;

(c) "Stacked Bicycle Parking Space" shall mean a horizontal Bicycle Parking Space that is positioned above or below another Bicycle Parking Space and equipped with a mechanical device providing floor level access to both Bicycle Parking Spaces;

(d) "Type B Loading Space" shall mean a loading space that is a minimum of 3.5 metres wide, 11.0 metres long and has a minimum vertical clearance of 4.0 metres;

(e) "Type C Loading Space" shall mean a loading space that is a minimum of 3.5 metres wide, 6.0 metres long and has a minimum vertical clearance of 3.0 metres; and

(f) "Temporary Sales Office" shall mean a temporary Building, Structure, facility or trailer on the lands used exclusively for the purpose of marketing or sale of the office to be erected on the lands.

3. Notwithstanding any of the provisions of this By-law, as amended, a temporary sales office with a maximum Gross Floor Area of 150 square metres is permitted on the lot for a period of 3 years from the date of enactment of By-law.

4. Notwithstanding anything else contained in this By-law, the provisions of Section 8.3.4(k) shall continue to apply collectively to all the lands identified in Section 8.3.4(k)(i), notwithstanding any future divisions of the land into two more parcels of land.

5. Within the lands shown on Map "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:

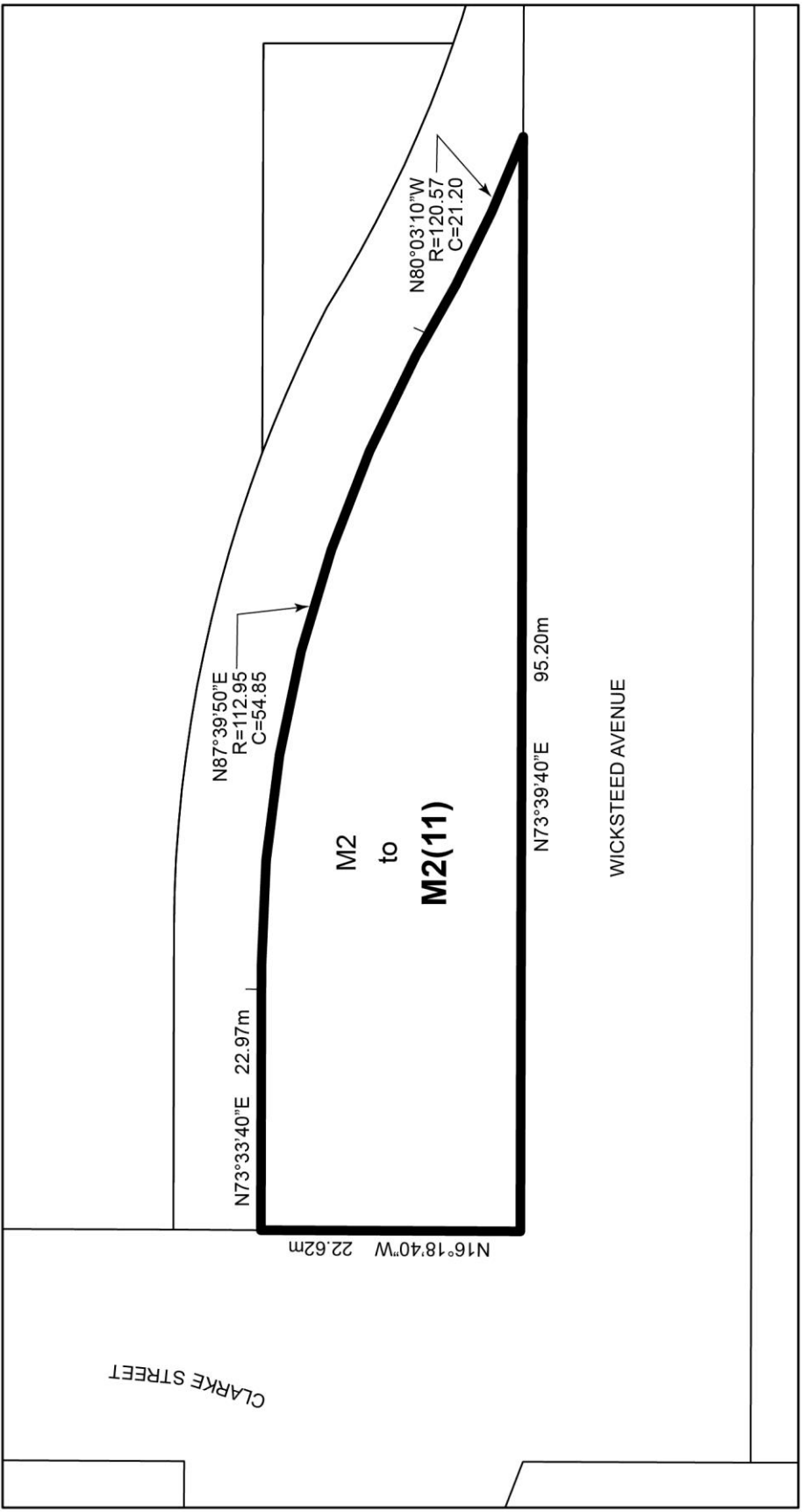
(a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

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

ENACTED AND PASSED this ~ day of ~, A.D. 2021.

Frances Nunziata, John D. Elvidge,
Speaker Interim City Clerk

(Seal of the City)



154 Wicksteed Avenue

File # 18 249444 NNY 26 0Z


 Former Leasehold By-law 1916
 Not to Scale
 03/15/2021

Attachment 6: Draft Zoning By-law Amendment By-law 569-2013

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

CITY OF TORONTO
Bill

BY-LAW -2021

To amend Zoning By-law 569-2013, as amended, with respect to lands municipally known in the year 2020 as 154 Wicksteed Avenue.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas pursuant to Section 39 of the Planning Act, Council of the City of Toronto may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the 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 enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines from E 1.0 to E 1.0 (x59), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.20.10 Exception Number (59) so that it reads:

(59) Exception E 59

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

Site Specific Provisions:

(A) On 154 Wicksteed Avenue, as outlined by heavy black lines on Diagram 1 of By-law XXX-2021 [Clerks to insert By-law number], nothing will prevent the erection or use

of buildings, structures, additions or enlargements permitted in compliance with (B) to (U) below;

(B) Despite the uses listed in Clause 60.20.20.10, the only uses permitted are: office, retail store, retail service, eating establishment, take-out eating establishment, and related ancillary uses;

(C) Despite Clause 60.20.20.100, the total interior floor area of all retail stores, retail services, eating establishments and take-out eating establishments must not exceed 150 square metres; and

(D) Despite Regulation 60.20.20.100 (4), a retail store is permitted when it is not associated with a manufacturing use on the same lot;

(E) Despite Clause 60.20.40.70, minimum required building setbacks are as shown on Diagram 3 of By-law XXX-2021 [Clerks to insert By-law number];

(F) Despite Regulation 60.5.40.60(1) and (C) above, the following elements of a building may encroach into a required building setback a maximum of:

(i) 2.5 metres, for canopies, cornices, lighting fixtures, awnings, ornamental elements, parapets, trellises, eaves, window sills, planters, guardrails, balustrades, railings, stairs, stair enclosures, wheel chair ramps, vents, underground garage ramps, fences, screens, window fenestrations or detailing and landscape features;

(G) Despite Regulation 60.5.40.10 (1), the height of a building shown on Diagram 3 of By-law XXX-2021 [Clerks to insert By-law number] is the distance between the Canadian Geodetic Datum elevation of 128.57 metres and the elevation of the highest point of the building;

(H) Despite Regulation 60.20.40.10 (1) (B), no portion of any building may exceed the height in metres specified by the numbers following the symbol HT on Diagram 3 of By-law XXX-2021 [Clerks to insert By-law number];

(I) Despite Regulation 60.5.40.10(5) the total area of all equipment, structures and parts of a building together may cover no more than 75% of the area of the roof;

(J) Despite (G) above, the following building elements and structures are permitted to project vertically above the permitted maximum height limit:

(i) balustrades, cornices, eaves, fixtures, ornamental elements, lighting fixtures, green roofs, mechanical equipment, structural columns and shear walls, parapets, railings, trellises, vents, chimney stacks, generator rooms, elevator overruns, and other minor architectural projections are permitted to project no more than 3.0 metres beyond the height limits shown following the symbol HT on Diagram 3 of By-law XXX-2021 [Clerks to insert By-law number];

(K) Despite Regulation 60.20.1.10(3), the maximum permitted gross floor area is 7,150 square metres;

- (L) Despite Regulation 60.20.50.10(1), a 3.0 metre wide strip of soft landscaping is not required;
- (M) Despite Clause 200.5.10.1, parking spaces for a building used as an office shall be provided at a minimum rate of 1.0 for each 100 square metres of gross floor area;
- (N) Despite Regulation 200.5.10.1(2), a maximum of 10 parking spaces may have a minimum width of 2.6 metres, a minimum length of 5.6 metres, and a minimum height of 1.8 metres with or without obstructions;
- (O) Despite Regulation 200.15.1 (1), an accessible parking space must have minimum dimensions of a length of 5.6 metres; a width of 3.4 metres; and a vertical clearance of 2.1 metres;
- (P) The entire length of an accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path;
- (Q) Accessible parking spaces must be the parking spaces closest to a barrier free:
- (i) entrance to a building;
 - (ii) passenger elevator that provides access to the first storey of the building; and
 - (iii) shortest route from the required entrances in (i) and (ii);
- (R) Despite Regulation 220.5.10.1 (5), one Type "B" and one Type "C" loading space shall be provided on site;
- (S) Despite Regulation 230.5.10.1(1) bicycle parking spaces must be provided on the lot as follows, and may be located outdoors or indoors, including within a secured room or enclosure:
- (i) A minimum of 28 bicycle parking spaces;
- (T) Despite Regulation 230.5.1.10(4), the minimum width of a bicycle parking space or stacked bicycle parking space is 0.4 metres; and
- (U) Regulation 230.60.1.20(1) does not apply.

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

5. A temporary sales office is permitted for a period of three years from the date of enactment of this By-law as follows:

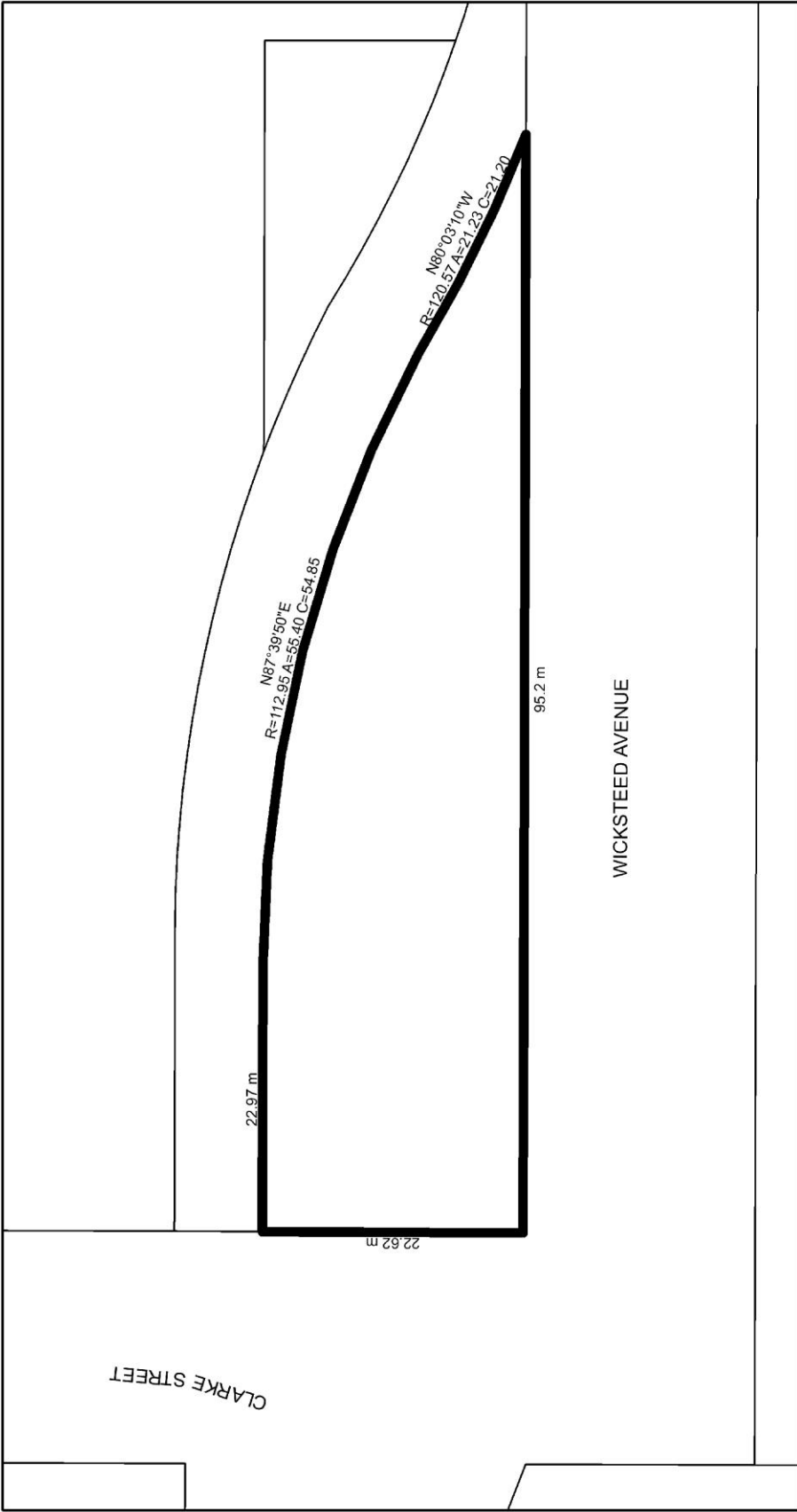
(A) A Temporary Sales Office means a temporary building, structure, facility or trailer used exclusively for the purpose of marketing or sale of space in the office building to be erected on the lands; and

(B) the maximum permitted gross floor area of a Temporary Sales Office is 150 square metres.

Enacted and passed on month ##, 2021.

Frances Nunziata, John D. Elvidge,
Speaker Interim City Clerk

(Seal of the City)

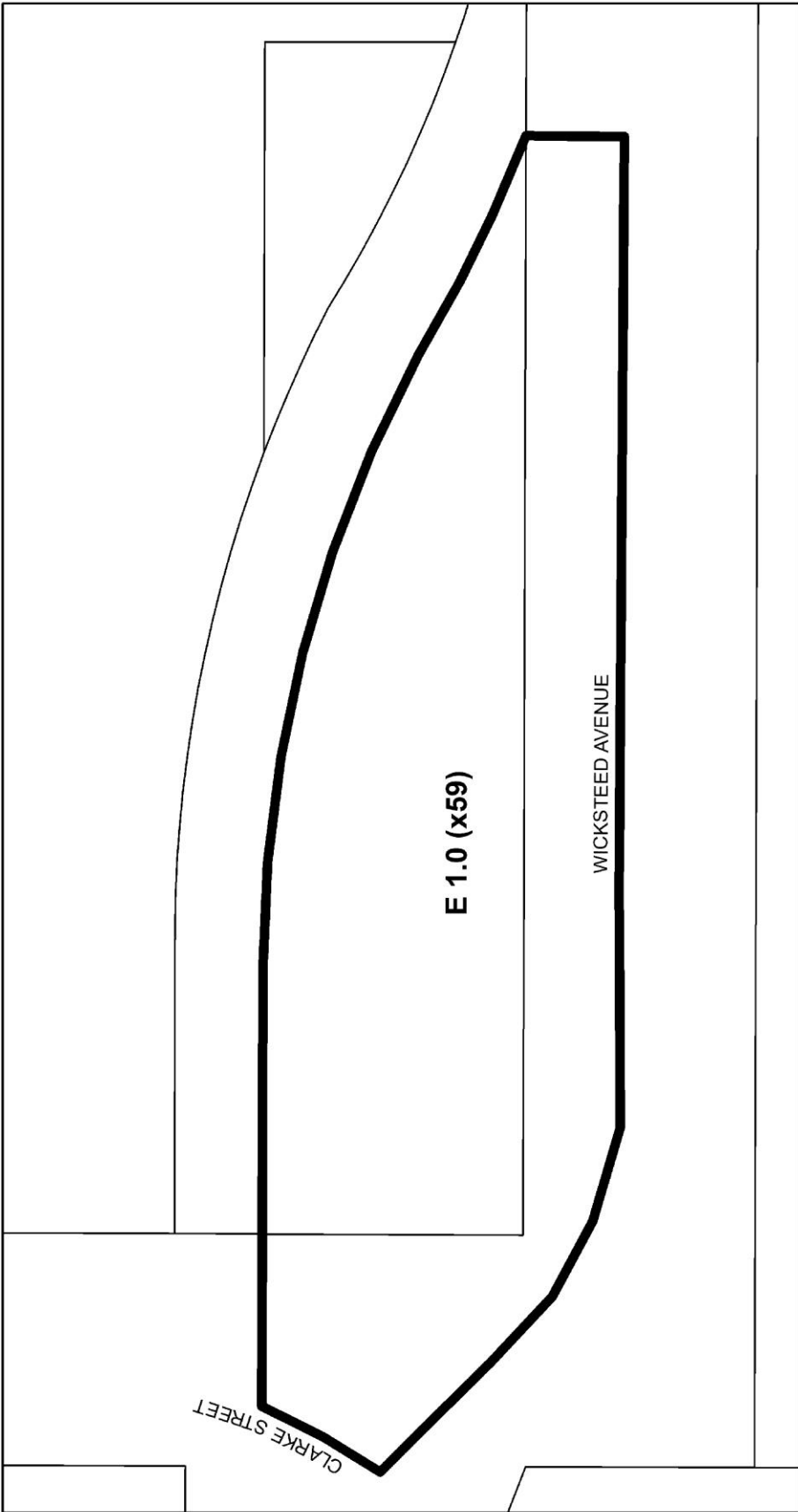


154 Wicksteed Avenue

File # 18 249444 NNY 26 0Z



City of Toronto By-law 569-2013
Not to Scale
02/17/2021

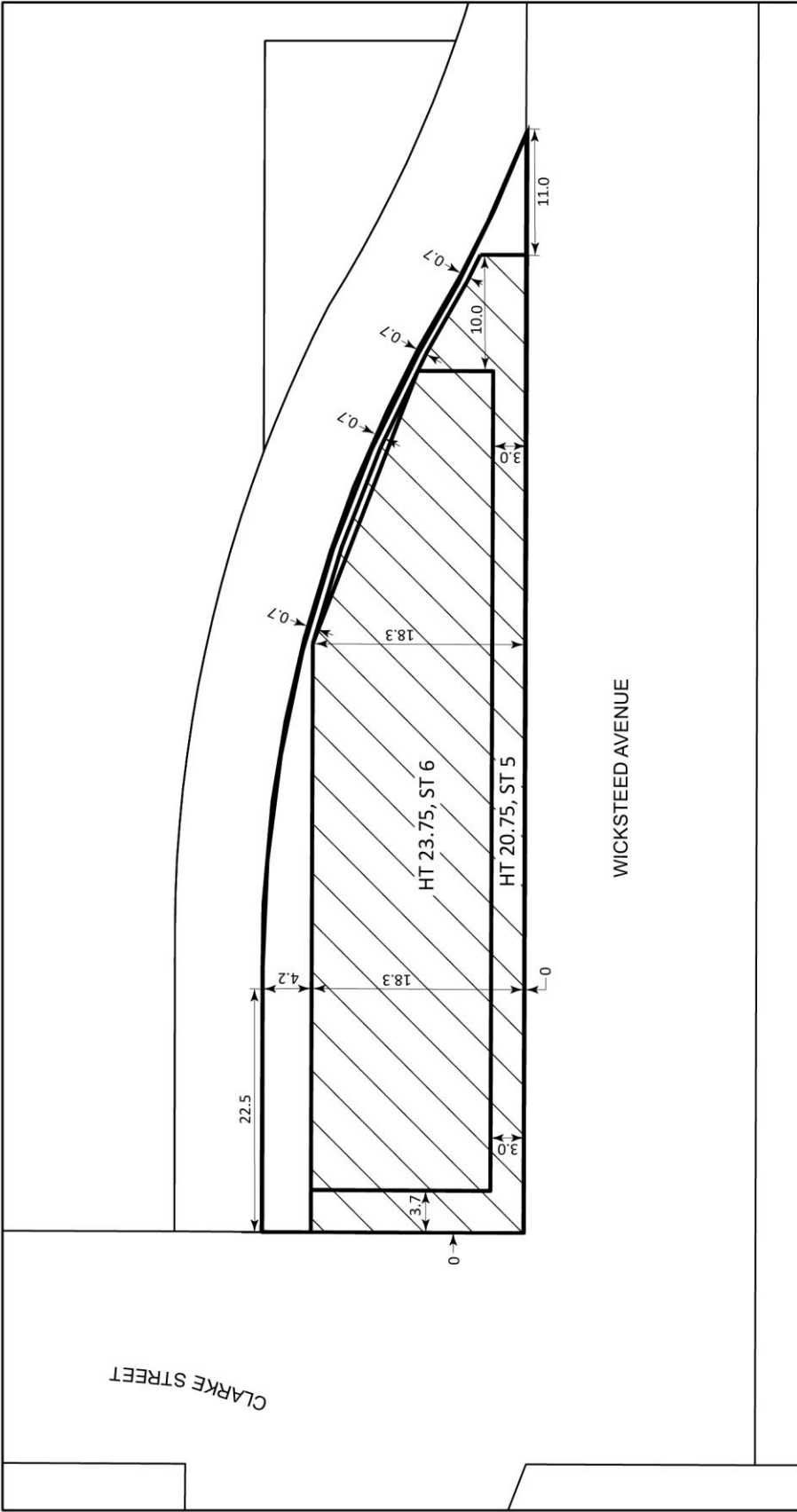


154 Wicksteed Avenue

File # 18 249444 NNY 26 0Z



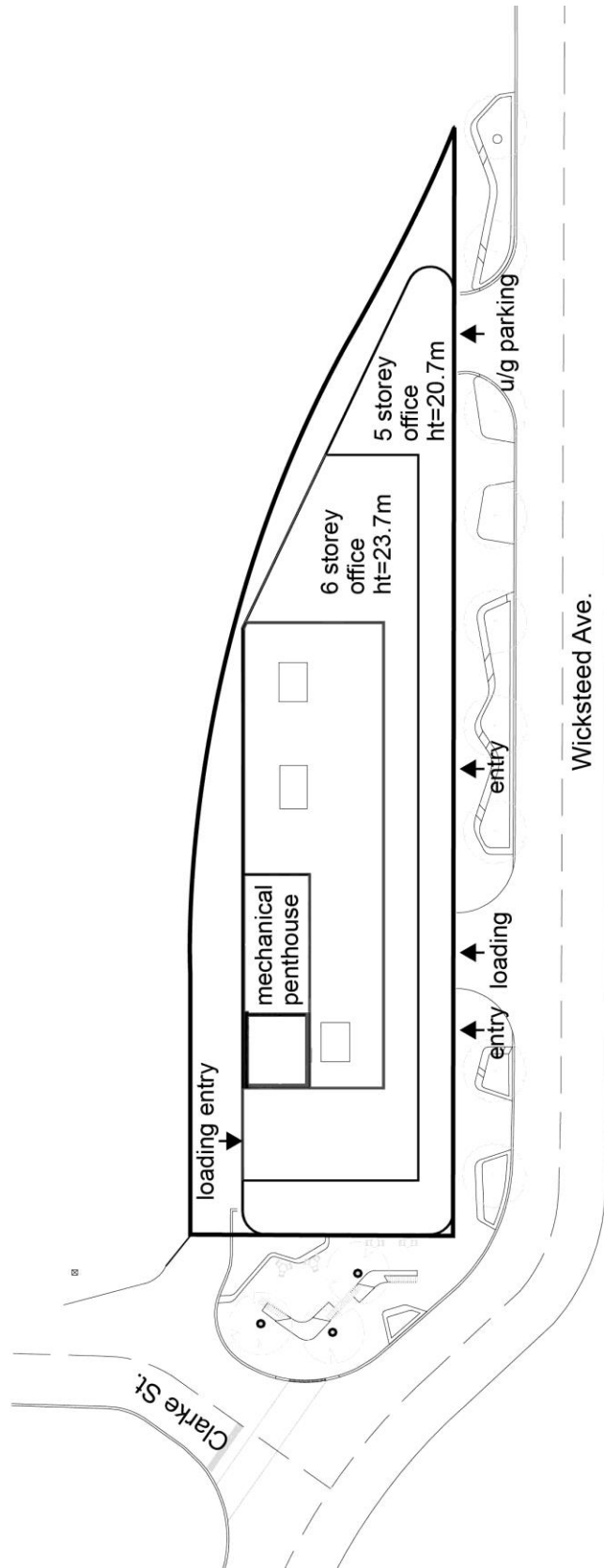
City of Toronto By-law 569-2013
Not to Scale
03/04/2021



Building area

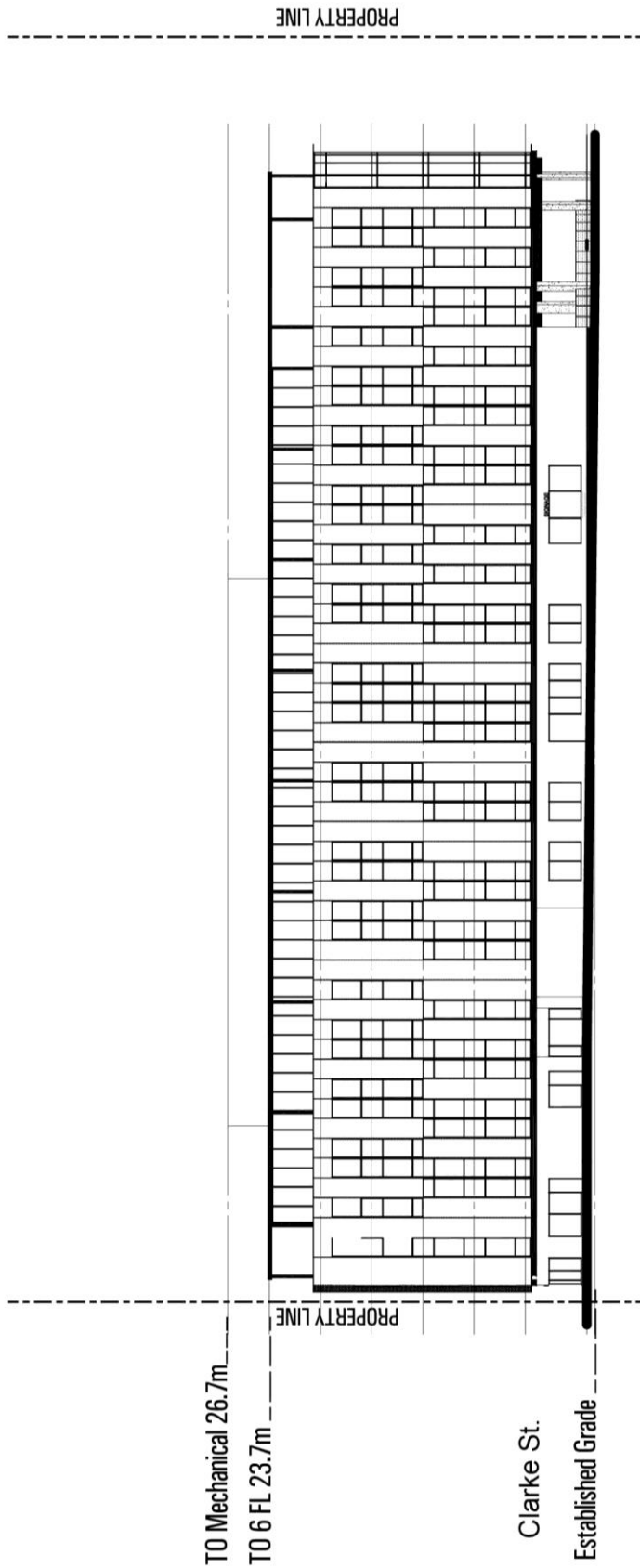


City of Toronto By-law 569-2013
Not to Scale
03/18/2021



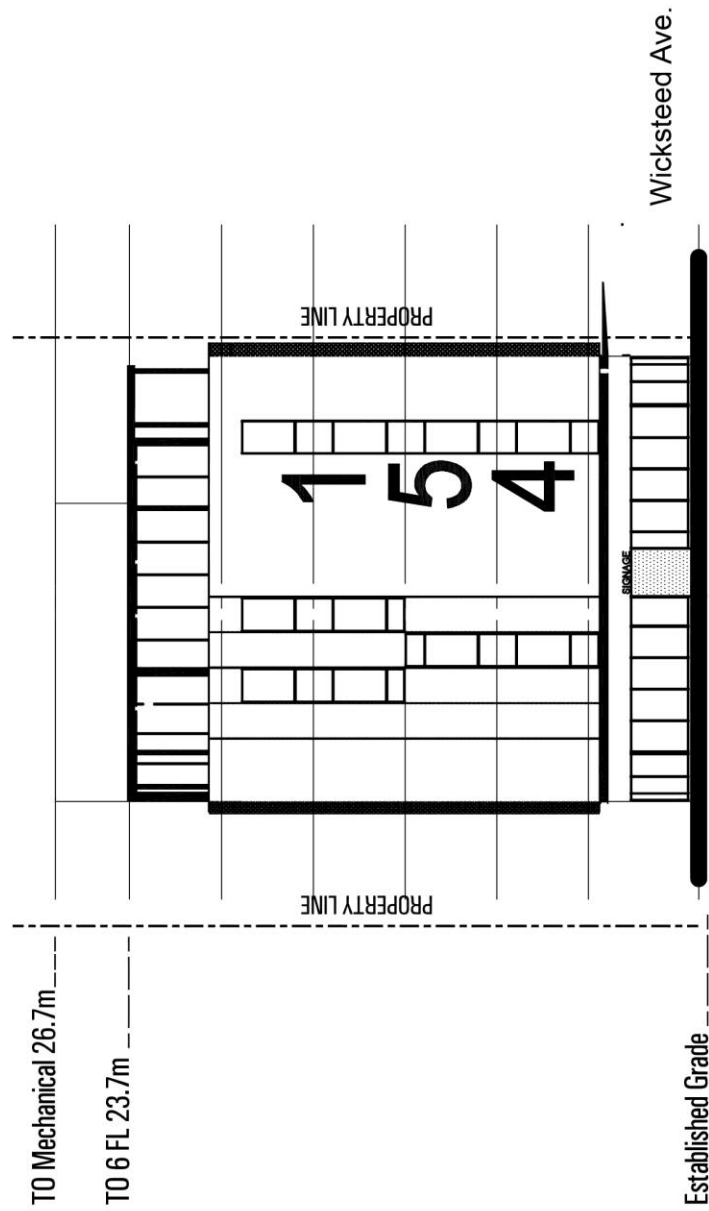
Site Plan

Attachment 8A: South Elevation



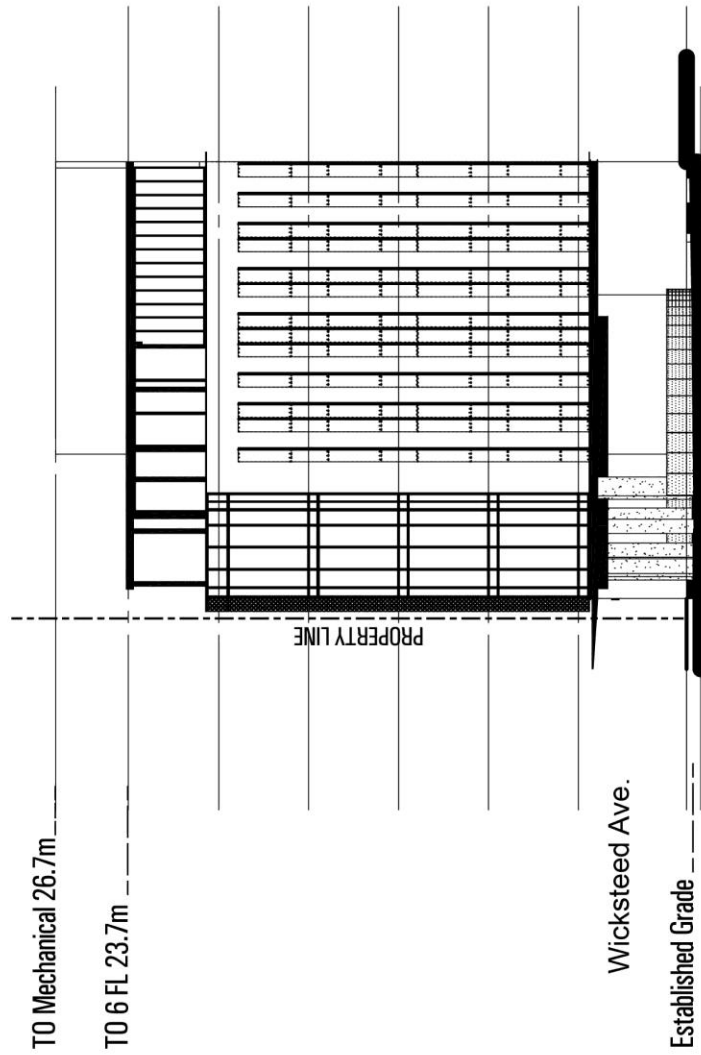
South Elevation

Attachment 8B: West Elevation



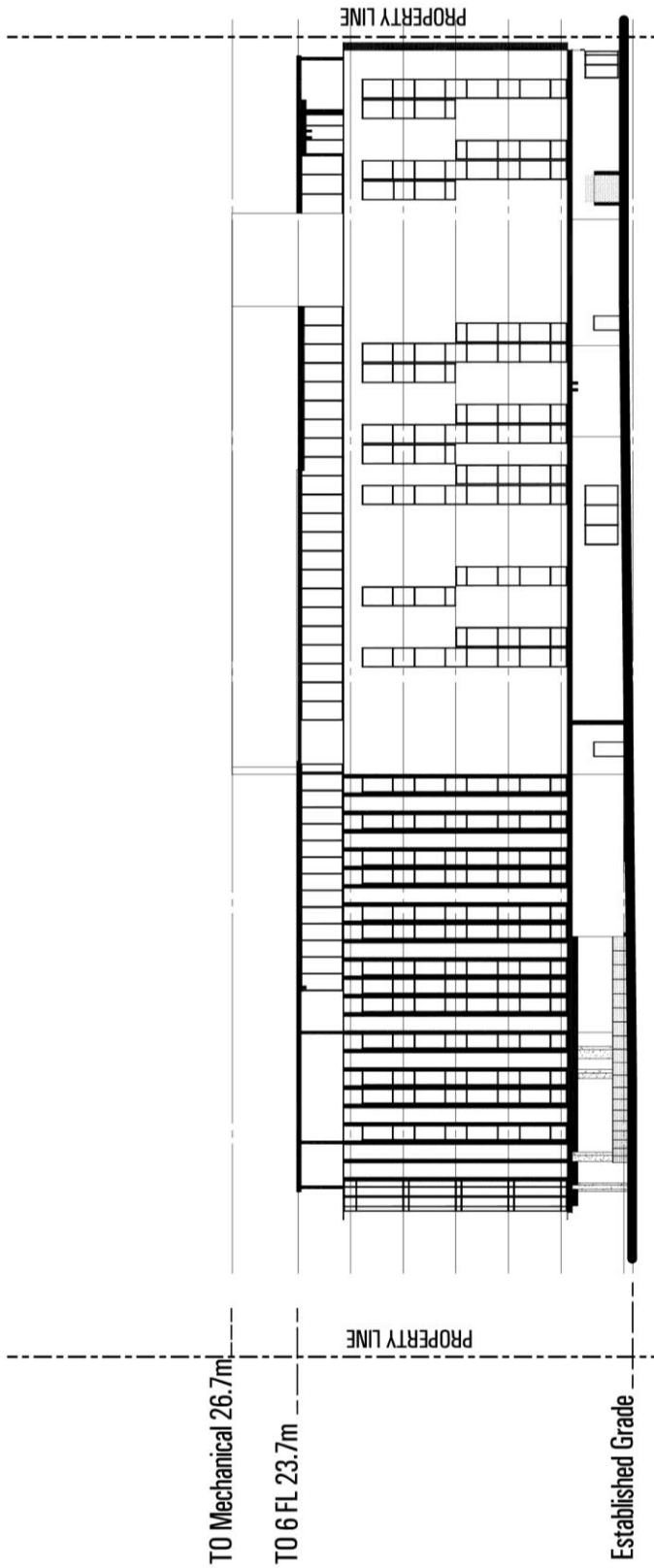
West Elevation

Attachment 8C: East Elevation



East Elevation

Attachment 8D: North Elevation



North Elevation