

70 and 80 Wicksteed Avenue, 202, 204, and 206 Parkhurst Boulevard and 99 Vanderhoof Avenue – Zoning By-law Amendment and Draft Plan of Subdivision Application – Preliminary Report

Date: April 27, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Ward: 15 - Don Valley West

Planning Application Number: 21 120011 NNY 15 OZ and 21 120012 NNY 15 SB

Related Applications: 13 120874 NNY 26 SA

Current Uses on Site: The majority of the site is vacant, with one and two-storey commercial buildings at 202, 204, and 206 Parkhurst Boulevard.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the applications located at 70 and 80 Wicksteed Avenue, 202, 204, and 206 Parkhurst Boulevard and 99 Vanderhoof Avenue. The applications propose commercial and retail uses within four one and two-storey new buildings ranging in size from 616m² up to 18,059m², with a total gross floor area of 20,184m² and would include a total of 403 parking spaces. Also proposed is the extension of Vaughan Street and Parkhurst Boulevard to connect with Wicksteed Avenue. Staff are currently reviewing the applications. They have been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the applications with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 70 and 80 Wicksteed Avenue, 202, 204, and 206 Parkhurst Boulevard and 99 Vanderhoof Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

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

DECISION HISTORY

A previous Zoning By-law Amendment application for the site was submitted in August of 2011. That amendment was to permit commercial and retail uses within five one and two-storey new and existing buildings ranging in size from 415m² up to 7,569m² with a total gross floor area (GFA) of 15,329m² and included 484 parking spaces. The Final Report for that proposal was adopted by City Council on May 7, 2013. The site specific zoning by-law was enacted on May 8, 2014.

A draft plan of subdivision application was also submitted for the site in November of 2012. The draft plan of subdivision application proposed to extend Vaughan Street and Parkhurst Boulevard to connect with Wicksteed Avenue. The draft plan of subdivision was approved by City Council concurrently with the zoning by-law amendment on May 7, 2013. A notice of decision of draft plan of subdivision was issued by City Planning on March 12, 2014. One of the conditions of approval is that the subdivision is to be registered within 5 years of the draft plan approval. The subdivision was not registered within that timeframe so that approval is now null and void.

A Final Report regarding the previous Zoning By-law Amendment and Plan of Subdivision applications can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.NY23.34>

A site plan application was also submitted for the site in February of 2013, file no. 13 120874 NNY 26 SA. A Notice of Approval Conditions was issued by City Planning on May 7, 2014. There were a number of plans and drawings that were to be revised, as stated in the notice. This was not completed and the application is still open and will be revised with the new plans most recently submitted.

ISSUE BACKGROUND

Application Description

This application proposes to amend the site specific zoning by-law for the property at 70 and 80 Wicksteed Avenue, 202, 204, and 206 Parkhurst Boulevard and 99 Vanderhoof Avenue to permit commercial uses comprised of a two-storey retail, warehouse, office and automotive centre (Building A), as well as three stand-alone one-storey commercial buildings (Buildings B, C and D), with a total GFA of 20,184m². The three stand-alone one storey buildings fronting onto Wicksteed Avenue were approved as part of site specific by-law No. 442-2014, and have remained unchanged with a combined GFA of

2,125m². The proposal also includes extending Vaughan Street and Parkhurst Boulevard to connect with Wicksteed Avenue.

Building A will be accessed from the new portion of Parkhurst Boulevard. The ground floor of Building A has been proposed to include an automotive service centre, retail uses, office space, warehouse use and a garden centre. Building A has a GFA of 18,059m², including 6,858m² of second floor retail space. The automotive service centre is proposed on the ground floor of the portion of Building A that fronts onto Laird Drive. The garden center having a GFA of 482m² is proposed to abut the retail on the ground floor of Building A and be adjacent to the new portion of Vaughan Street. There is also a proposed public plaza to the south of the ground floor retail and garden centre.

Buildings B, C, and D are proposed as stand-alone one storey ground-oriented buildings fronting onto Wicksteed Avenue with retail and service uses. Building B and C also front onto the new portion of Vaughan Street. These buildings will have a total GFA of 2,125m², with Building B having a GFA of 616m², Building C having a GFA of 650m² and Building D having a GFA of 859m². These buildings are accessed from driveways from either Wicksteed Avenue or the new portion of Vaughan Street.

A portion of the ground floor of Building A is proposed to be used for at grade parking (within the building) and allows for vehicular access to one level of an underground parking garage as well as access to the automotive service centre. There are 255 parking spaces proposed within Building A. There are a total of 403 parking spaces proposed on site, with 148 surface parking spaces proposed for the three stand-alone buildings. There are also a total of 138 bicycle parking spaces proposed, including 32 long term spaces and 106 short term spaces. There are also two accesses for Building A for loading, one from Vanderhoof Avenue and the other from Vaughan Street and Building B, C and D each have a loading space in close proximity to the buildings.

Detailed project information is found on the City's Application Information Centre at: [Toronto.ca/70WicksteedAve](https://toronto.ca/70WicksteedAve)

See Attachment 1 of this report, for a three dimensional representation of the project in context.

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and

facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

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

The current application is located on lands shown as Employment Areas on Map 2, Urban Structure of the Official Plan and are designated as General Employment Areas on Map 17. General Employment Areas are generally located on the periphery of Employment Areas on Major roads. General Employment areas allow for uses such as retail, service and restaurant uses, as well as uses permitted within Core Employment Areas. Retail uses on the periphery of Employment Areas frequently serve as a buffer between industries in the interior of Employment Areas and nearby residential area.

See Attachment 4 of this report for the Official Plan Land Use Map.

Site and Area Specific Policy 568 - Laird in Focus

In 2016, the City of Toronto launched the Laird in Focus Planning Study, a multidisciplinary study that builds upon the Eglinton Connects Planning Study of 2014, and the potential to accommodate future residential, employment and mixed-use growth at Laird Drive and Eglinton Avenue East, and support transit investment in the future Eglinton Crosstown Light Rail Transit (LRT). The Study identified the intersection of Laird Drive and Wicksteed Avenue as a significant gateway within the Public Realm policies. This intersection will act as a gateway into and out of the community or as transition spaces between different character areas. The study also provides opportunities to incorporate supportive active transportation infrastructure, such as bike share and bike parking facilities. Map 2, the Structure Plan shows that streetscape improvements are to be provided along both Laird Drive and Vanderhoof Avenue. Local streets are to provide a finer grain street network with building setbacks that accommodate landscaping and promote pedestrian connectivity, and vehicular and servicing access. The Laird in Focus Official Plan Amendment (“OPA 450”), Site and Area Specific Policy 568 (“SASP 568”) was adopted by City Council on November 26, 2019 with amendments.

The Final Report and City Council Decision for Laird in Focus can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY10.2>

Zoning By-laws

The proposed development is located in a Light Industrial Zone - M1(14), of the former Leaside Zoning By-law No. 1916, as amended by site specific Zoning By-law No. 442-2014.

As per Zoning By-law No. 442-2014, the M1(14) zone has site specific provisions and permits a broad range of uses including office buildings, eating establishments, retail

store, garden supply centre, personal service shops, etc. It also limited the GFA of the development to a total of 15,582m², the lot coverage to 27%, a maximum Floor Space Index of 0.61 times the area of the lot, and a maximum height of 2 storeys and 17.8 metres.

The property is currently not subject to the City-wide Zoning By-law 569-2013, and would need to be brought into the City-wide Zoning By-law.

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 guidelines will be used in the evaluation of this application:

- Bird-Friendly Guidelines;
- Greening Surface Parking Lots;
- Retail Design Manual; and
- Accessible Design.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. The original site plan control application submitted in 2013 has been revised to reflect the current changes to the proposal (File No. 13 120874 NNY 26 SA) and will be reviewed concurrently with the Zoning By-law Amendment application.

COMMENTS

Reasons for the Application

The current proposal requires an amendment to the site specific Zoning By-law No. 442-2014. The amendment is required in order to permit an automotive service use, an increased GFA, an increase in height for portions of Building A, an increased lot coverage and some reduced setbacks. The site is also to be brought into the City-wide Zoning By-law 569-2013.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Official Plan Conformity

Staff are reviewing the application to determine conformity with the Official Plan with respect to the development criteria in Employment Areas. In particular, reviewing policy 4.6.5, that allows for major retail developments within General Employment Areas that have a retail GFA of 6,000 square metres or more and that front onto and have access from a major street. It should be noted that this permission for retail is conditional and is only permitted through a rezoning if certain policies have been met, including matters such as new public and private streets are provided to complement the area street network and provide improved pedestrian access and amenity, retail buildings are clearly visible and directly accessible from the sidewalks of the public and private streets and parking is integrated within/or located behind or at the side of the new buildings.

Land Use

Staff are assessing the proposed automotive service land use to determine whether it is an appropriate use. Staff are also assessing whether the automotive service use is an appropriate use to be fronting onto a major street (Laird Drive).

Built Form, Planned and Built Context

Staff are assessing the suitability of the proposed massing or other built form issues based on Section 2 q. and r. (Provincial interest) of the Planning Act; section 2.2.1.4(e) of the Growth Plan (2020), and, the City's Official Plan Built Form policies of section 3.1.2.

The Official Plan contains Built Form policies 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.

Staff will review if the location and organization of buildings appropriately define and support the public streets. Vehicular parking areas, vehicular access, service areas and utilities will be assessed so as to minimize their impact on the public realm and to improve the safety and attractiveness of Laird Drive, Wicksteed Avenue and Vanderhoof Avenue. Appropriate enhancements to the public realm will be determined. Given the size of the development and site characteristics of the property, appropriate on-site pedestrian circulation and connections will be required to ensure safe, comfortable pedestrian access to the proposed retail and service units, to public transit stops and to Laird Drive.

Traffic Impact, Parking, Access

The Transportation Impact Study submitted by the applicant, is currently being reviewed by Transportation Services and Transportation Planning staff, the purpose of which is to

evaluate the effects of the development on the transportation system, and also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

Staff are also evaluating the appropriateness of the suggested Transportation Demand Management (TDM) measures, the adequacy of the proposed parking supply; driveway and vehicle access locations and design; and, the location of garbage storage, pick-up and loading spaces.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). There are 32 trees on and within six metres of the subject property. Of those 32 trees, 11 trees are proposed to be retained and 21 trees are proposed to be removed to accommodate the proposed development. The Arborist Report, Tree Preservation and Landscape Plans have been circulated to Urban Forestry staff for review.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

Staff are reviewing the proposal to determine if the provision of Section 37 community benefits previously secured on the property need to be amended as it relates to this proposed development. The proposal at its current height and density will be subject to Section 37 contributions under the Planning Act. Section 37 benefits have not yet been discussed. City staff may apply Section 37 provisions of the Planning Act should the proposal be approved in some form. In the event the applicant provides in-kind benefits pursuant to Section 37 of the Planning Act, the City's Fair Wage Policy and Labour Trades Contractual Obligations will apply to such work.

Infrastructure/Service Capacity

Engineering and Construction Services staff are reviewing the Site Servicing and Stormwater Management Report provided by the applicant with the submission. The purpose of which is intended to evaluate the effects of the proposed development on the City's municipal servicing infrastructure and watercourses and identify and provide the rationale for any new infrastructure and/or upgrades to existing infrastructure necessary to provide for adequate servicing to the proposed development.

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 intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures.

Other Matters

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

CONTACT

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SIGNATURE

John Andreevski, Acting Director
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ATTACHMENTS

City of Toronto Drawings

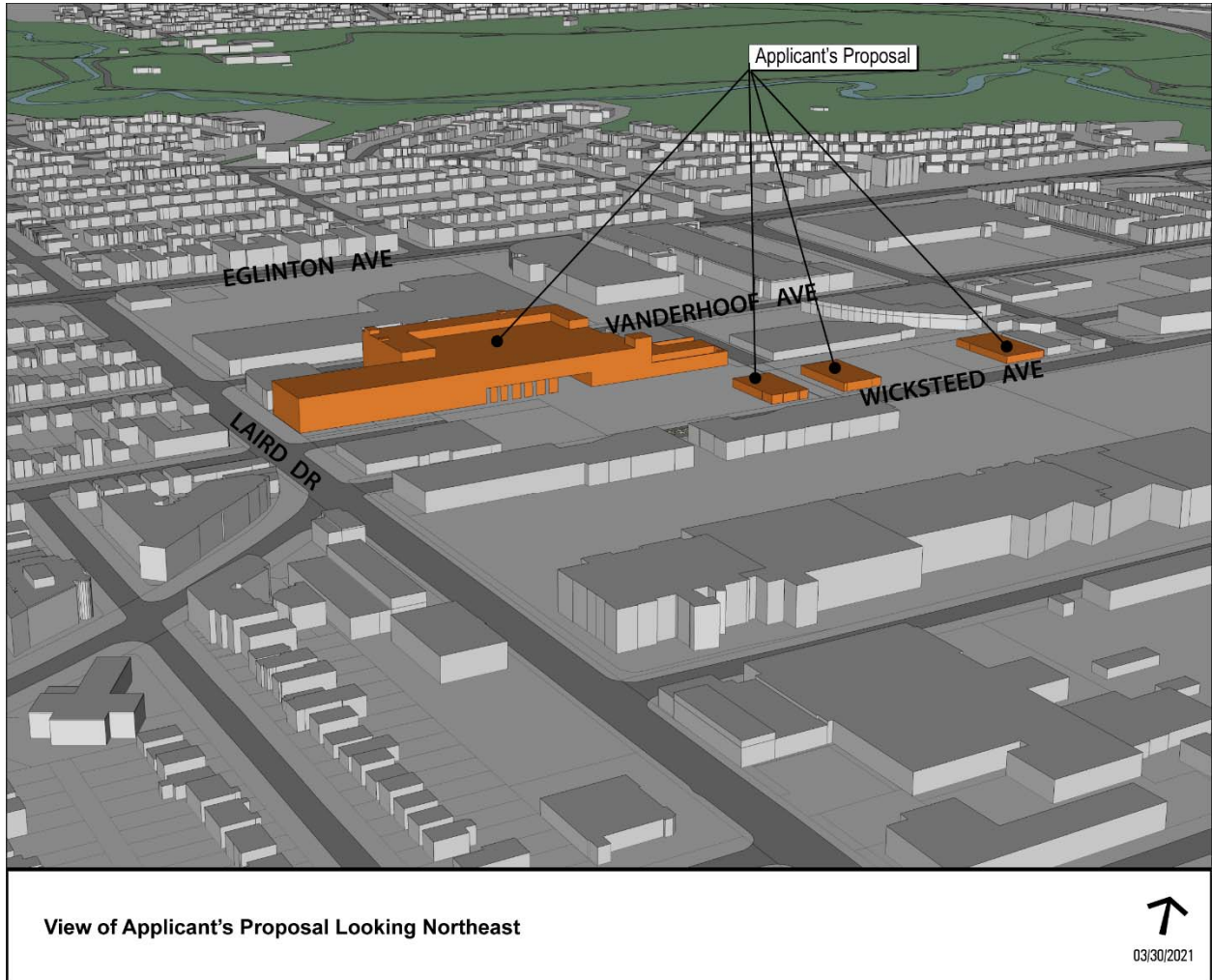
Attachment 1: 3D Model of Proposal in Context

Attachment 2: Location Map

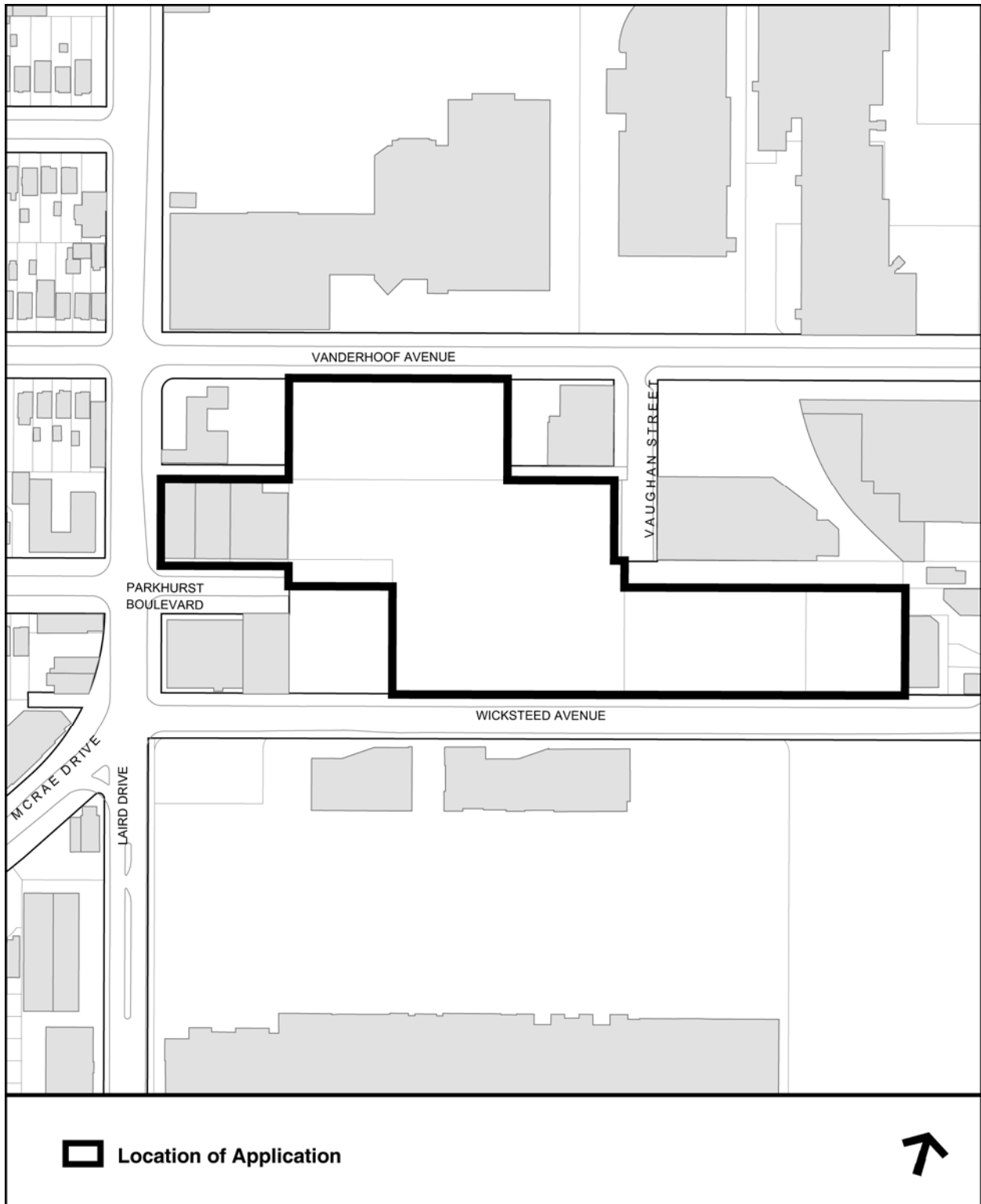
Attachment 3: Site Plan

Attachment 4: Official Plan Map

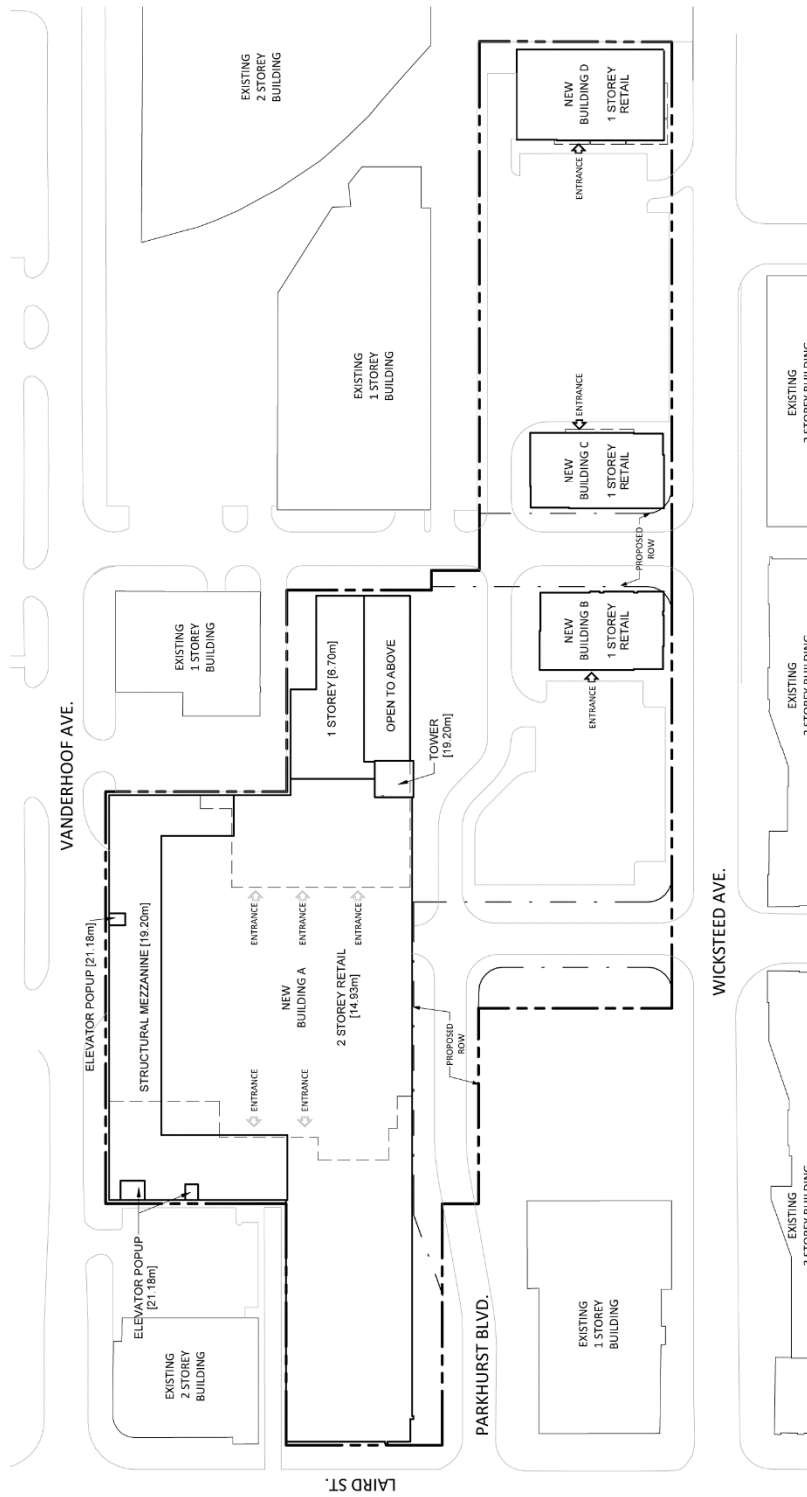
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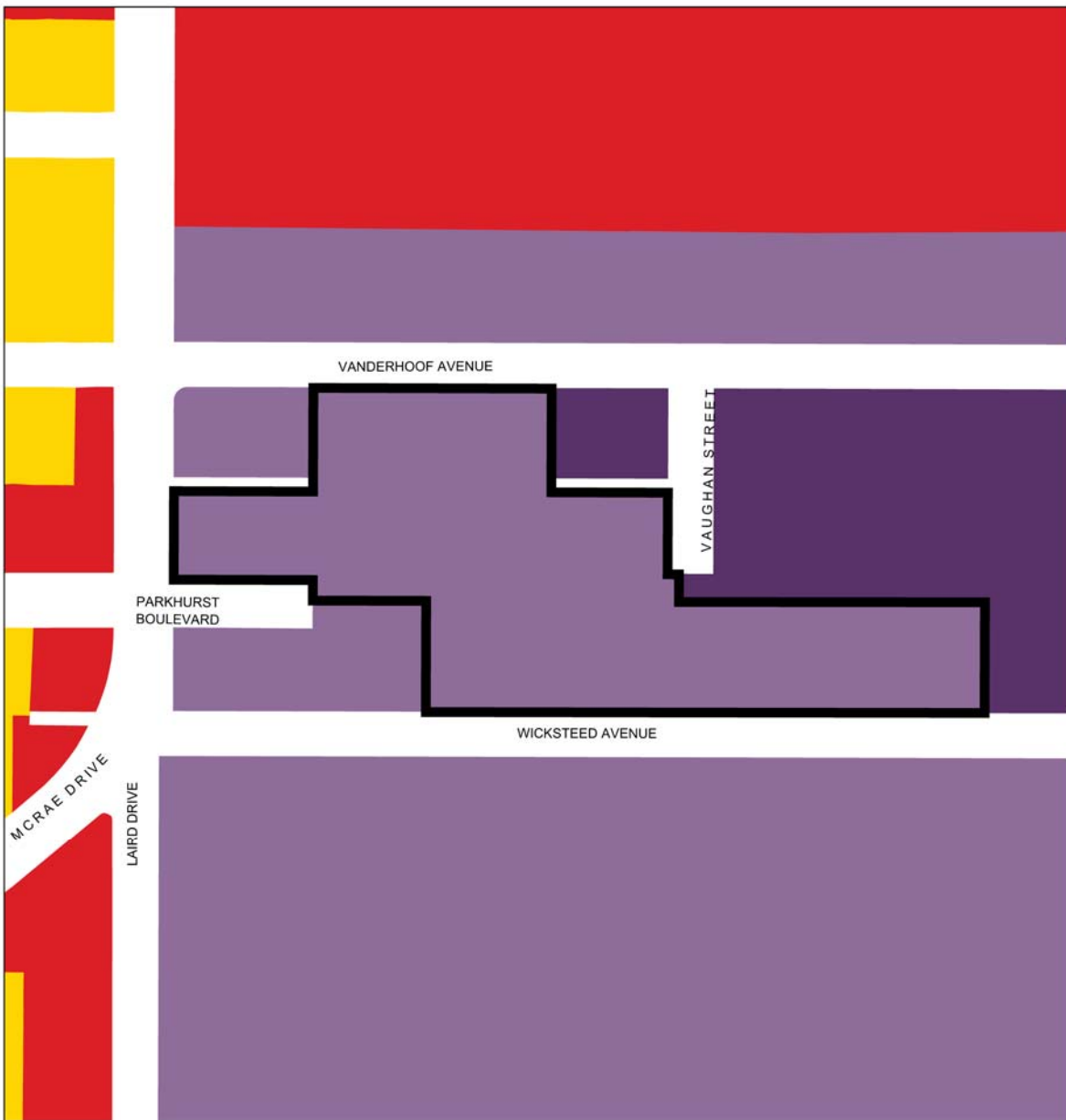


Attachment 3: Site Plan



Site Plan




Attachment 4: Official Plan Map



70 & 80 Wicksteed Avenue, 202-206 Parkhurst Boulevard & 99 Vanderhoof Avenue

Official Plan Land Use Map #17

File # 21 120011 NNY 15 0Z

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|---|--|
|  Location of Application |  General Employment Areas |
|  Neighbourhoods |  Core Employment Areas |
|  Mixed Use Areas | |

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Not to Scale
Extracted: 03/18/2021