

378-384 Bering Avenue – Zoning By-law Amendment Application – Final Report

Date: January 4, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 21 170124 WET 03 OZ

SUMMARY

This application proposes to amend the Zoning By-law for the properties located at 378-384 Bering Avenue to permit a new five-storey self-storage building with a customer service office. The building would have a gross floor area of 12,601 square metres, resulting in a floor space index of 3.62 times the lot area. The application proposes vehicular access via Bering Avenue and a total of 17 vehicle parking spaces located at-grade, including one accessible parking space.

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).

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposal conforms with the general intent of the Official Plan and is generally consistent with the City's guidelines. The proposed development is appropriate for an Employment Area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 378-384 Bering Avenue, substantially in accordance with the draft Zoning By-law Amendment in Attachment 5 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

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 [Preliminary Report](#) on the application was adopted by Etobicoke York Community Council on November 22, 2021 authorizing staff to conduct a community consultation meeting with notification given to landowners and residents within 120 metres of the application site.

PROPOSAL

The Zoning By-law Amendment application seeks to amend city-wide Zoning By-law 569-2013 to permit the proposed five-storey self-storage warehouse at 378-384 Bering Avenue.

The self-storage warehouse building is proposed to be five storeys with a height of 20.5 metres and a gross floor area of 12,601 square metres. The floor space index would be 3.62 times the lot area. A total of 17 vehicle parking spaces are proposed on the ground floor, of which one would be an accessible parking space.

At the front of the building on the ground floor would be a customer service area and driveway leading to a covered parking area with four parking spaces, including one accessible parking space. This parking area would lead into an enclosed loading and parking area on the ground floor comprised of an additional 13 parking spaces and three Type 'B' loading spaces.

The main entrance to the self-storage building would be located at the centre of the front main mall, connected to the public sidewalk with a 2.1-metre paved walkway. There would be four bicycle parking spaces provided, two near the main pedestrian entrance along Bering Avenue and the other two would be integrated within the building in the parking area.

The current proposal shows a reduced building height from six storeys (24 metres) to five storeys (20.5 metres). The current proposal also shows one driveway along the eastern side of Bering Avenue instead of having two driveways to facilitate a one-way drive-through for the building.

See Attachment 2 for the location map, Attachment 6 for the site plan, Attachment 7 for the 3D models of the proposal in context and Attachment 8 for the elevations of the

proposal. Additional submission material can be accessed on the [Application Information Centre](#).

Site and Surrounding Area

The subject site is comprised of three separate lots, municipally known as 378, 380 and 382-384 Bering Avenue, and is approximately 3,483 square metres in size. The site is located on the north side of Bering Avenue between Kipling Avenue to the west and Judge Road to the east (see Attachment 2: Location Map). The site is roughly square in shape and situated in the middle of the block with a frontage 61 metres along Bering Avenue.

The subject lands currently contain a paved parking area used for outdoor vehicle storage. There is also a one-and-a-half storey non-conforming residential building located on the south-east corner of the site that will be demolished.

Surrounding land uses include:

North: The properties that directly abuts the rear of the subject lands, on Munster Avenue, consist of a mix of commercial and industrial buildings, specifically, the Ironworkers Training Centre (which consists of a three-storey building and a four-storey iron structure with a permanent crane on top measuring approximately 30 metres in total), the Gala Motors Corporation (which consists of a two-storey building) and the Home Buddies Doggie Daycare Inc. (a one-storey building). The remainder of the built form along Munster Avenue is characterized by two-storey industrial and commercial buildings, many of which are auto service-oriented businesses.

South: The properties directly south of the subject lands consist of a mix of auto-related businesses (including a used car dealership, a limousine service and an automotive repair shop), commercial and service uses. The remainder of the built form along Bering Avenue, south of the subject lands, is characterized by one and two-storey industrial and office/commercial uses.

East: The property directly east of the site consists of a two-storey office building (MWC Barrister's office). Further east, the built form consists of a mix of one and two-storey industrial and office/commercial building types and uses such as an auto-repair business, and a pastry shop. Additionally, east along Bering Avenue, at 333 Bering Avenue, is a three-storey co-working building and along the north east edge of the block there are a series of legal non-conforming residential uses existing on the west side of Judge Road, north of Bering Avenue.

West: The property directly west of the site consists of a one-storey (construction) office building (Royalty General Construction Ltd.). The built form further west consists of a mix of one and two-storey office/commercial building types and uses such as an insurance company and construction offices. Kipling Avenue is situated approximately 50 metres west of the site and has a variety of industrial and infrastructure uses of varying scale. Additionally, the TTC Line 2 subway line, GO Transit line, commuter accessory parking, a Hydro One transformer station and the Ontario Power Generation

facility are located on the west side of Kipling Avenue (beyond the Kipling Avenue overpass).

Reasons for Application

The proposal requires a Zoning By-law amendment to permit the self-storage warehouse as a use in the General Employment zone and establish site-specific provisions for height, setbacks and parking spaces to facilitate the proposed development.

This site is subject to an application under the *Planning Act* for Site Plan Control approval (File Number 22 116349 WET 03 SA). The submission materials have been circulated to all appropriate agencies and City Divisions and reviewed concurrently with this Zoning By-law Amendment application.

APPLICATION BACKGROUND

A pre-application consultation meeting was held with the applicant on March 25, 2021 to discuss complete application submission requirements and to identify issues with the proposal. During the pre-application meeting, staff raised concerns regarding the proposed two vehicular driveways and need for increased active uses on the ground floor of the site.

The applicant submitted this Zoning By-law Amendment application on June 14, 2021.

Application Submission Requirements

The following plans, reports and studies were submitted in support of the application:

- Architectural Plans
- Landscape Plans
- Draft Zoning By-law Amendment
- Toronto Green Standard Checklist
- Public Consultation Plan
- Planning Rationale
- Transportation Impact Study
- Geotechnical Study
- Hydrogeological Report
- Functional Servicing Report and Stormwater Management Report
- Arborist/Tree Protection Report
- Civil and Utilities Plans
- Noise and Vibration Impact Letter
- Survey Plans

The reports and studies listed above can be accessed via the [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.

Community Consultation

City Planning staff hosted a virtual community consultation meeting on January 20, 2022. In accordance with the direction of Etobicoke York Community Council, notice was sent to the notification area of 120 metres.

At the meeting, City Planning staff presented the planning policy framework and an overview of the application review process, and the applicant presented their development proposal. The meeting concluded with a question and answer period and there were no questions or comments from the attendees.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the protection of public health and safety; the appropriate location of growth and development; the promotion of development that is sustainable, supports public transit and be oriented to pedestrians; and the promotion of a built form that is well designed, encourages a sense of place, and provides public spaces that are of high quality, accessible, attractive and vibrant.

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 plan control.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ("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 including 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 *Planning Act* can be accessed via [this link](#).

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) 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of this report.

Toronto Official Plan

The [Official Plan](#) designates this site as *Core Employment Area*, as shown on Map 14 of the Official Plan (see Attachment 3: Official Plan Land Use Map).

Chapter 2 – Shaping the City

The Official Plan's transportation policies provide provisions for the protection and development of the City's streets, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

Chapter 3 – Building a Successful City

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

Public Realm

The public realm is the fundamental organizing element of the city and plays a vital role in supporting population and employment growth, health, liveability, social equity and overall quality of life. Public Realm Policy 3.1.1 of the Official Plan promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm.

The Public Realm policies recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible. The Public Realm policies provide guidance on how to potentially expand and enhance the public realm to support existing and future populations and contribute to life for people of all ages and abilities. The policies also provide direction on the function and design specifics of new public streets, city blocks and parks and open spaces.

Built Form

The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of

appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces.

Section 3.1.3 Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion, separation and transition in scale to neighbouring properties. Building entrances are to be located on prominent building facades so that they front onto a public street, park or open space, and are clearly visible and directly accessible from a public street. New development is to provide comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3.4 requires new development to locate and organize vehicular parking, access and ramps, loading and services to minimize their impact and improve the safety and attractiveness of the public realm by consolidating driveways, integrating services and utility functions and provide underground parking where appropriate.

Chapter 4 – Land Use Designations

Employment Areas

Employment Areas are places of business and economic activities vital to Toronto's economy and future economic prospects. The subject site is designated as *Core Employment Area* in the Official Plan where warehousing, along with many other employment uses, are permitted.

Policy 4.6.7 of the Official Plan includes criteria that direct the form and quality of development in this land use designation. It is the intent that development in *Employment Areas* will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by:

- a) supporting, preserving and protecting major facilities, employment uses and the integrity of Employment Areas;
- b) encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
- c) providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
- d) integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;
- e) mitigating the potential negative impacts from traffic generated by development within Employment Areas and adjacent areas;
- f) providing adequate parking and loading on-site;
- g) sharing driveways and parking areas wherever possible;

- h) avoiding parking between the public sidewalk and retail uses;
- i) mitigating the potential adverse effects of noise, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, vibration, air quality and/or odour studies;
- j) providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas;
- k) providing a buffer and/or mitigating adverse effects, where appropriate, to Neighbourhoods, Apartment Neighbourhoods and Mixed Use Areas; and,
- l) ensuring that where zoning by-law(s) are to permit open storage and/or outdoor processing of goods and materials as accessory/ ancillary uses, the open storage and/or processing is:
 - i. limited in extent;
 - ii. generally located on an area of the property where potential adverse effects on sensitive land uses, including residential uses, are mitigated;
 - iii. well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and
 - iv. in terms of noise, vibration and emissions, not adversely effecting sensitive land uses, including residential uses, outside of Employment Areas where permitted or existing within the influence area of the proposed open storage and/or outdoor processing use.

Zoning

The property is subject to city-wide [Zoning By-law 569-2013](#), which zones the site as Employment Industrial (E). See Attachment 4: Existing Zoning By-law Map. The E zone permits warehousing uses with a maximum permitted floor space index of 1.0 times the area of the lot, however, self-storage warehouse is not specified as a permitted use.

The site is also subject to the former City of Etobicoke Zoning Code which zones the site Class 1 Industrial (I.C1). Under the I.C1 classification, the permitted uses consist of a range of commercial, manufacturing, medical, institutional, and retail uses. Storage uses in the form of warehouse buildings and outdoor storage uses are also permitted under Article VI (Industrial Zones – General), Section 304-31. The former City of Etobicoke Zoning Code has a maximum height restriction of five storeys.

Site Plan Control

The proposal is subject to Site Plan Control. An application for Site Plan Control approval has been submitted, file no. 22 116349 WET 03 SA, and is currently under review.

COMMENTS

Planning Act

The application has regard to relevant matters of provincial interest, including subsections: 2 f) the adequate provision and efficient use of sewage and water services and waste management systems, 2 h) the orderly development of safe and healthy communities, 2 p) and r) the appropriate location for growth and development and the promotion of built form that (i) is well designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The matters of provincial interest are further articulated in the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement (2020)

This application is consistent with the policies in the PPS that promote efficient land use patterns (Policies 1.1.1, 1.1.2, 1.1.3.1, 1.1.3.2 and 1.1.3.6) by proposing a self-storage warehouse at an underutilized site within the *Core Employment Area* in the Official Plan which permit warehouses. The proposed development fits in its immediate existing and planned context, and complements the existing employment uses within the area. The proposal is consistent with the PPS in that it maximizes the efficient use of land, resources and existing and planned infrastructure and public service facilities.

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

The Growth Plan (2020) requires municipalities through their Official Plan to identify intensification areas, and to encourage intensification generally in the built-up areas as directed by Policy 2.2.1. Municipalities are also directed to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide a more compact built form.

The proposal conforms to the Growth Plan (2020), which establishes that population growth will be accommodated by directing new growth to the built-up areas of the city through intensification. The application proposes compatible and appropriate intensification in a built-up area. The proposal would make efficient use of land, existing infrastructure and services. The proposed development has a compact and efficient form with sufficient setbacks to all property lines. City Planning staff advise that the application and the draft Zoning By-law amendment conform to the Growth Plan (2020).

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. Given the existing and the planned context for the subject property and the surrounding area, the proposed self-storage warehouse use is appropriate.

The proposed self-storage warehouse use is considered a warehouse use that is permitted in the *Core Employment Areas* designation in the Official Plan. The draft

Zoning By-law in Attachment 5 of this report complies with the Official Plan designation of the lands.

Zoning

The site is currently in the Employment Industrial Zone (E) in Zoning By-law 569-2013. The current maximum floor space index is 1.0 times the lot area. The Draft Zoning By-law adds site specific exception E 70 to the subject lands to permit the self-storage warehouse and establishes appropriate performance standards that reflect the proposal, including height, gross floor area, rear yard setback, loading space location, parking ratio and loading space dimensions.

Streetscape and Public Realm

The Official Plan requires that new development enhance the existing streetscape by locating massing to define edges of streets with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from public and private realms.

The proposal has reduced the number of vehicular driveway access from two to one. This allowed additional soft landscaping and tree planting and helps to reinforce the relationship between the Bering Avenue and the built form. The proposal has reduced the height from six storeys to five storeys facilitating improved sky views and sunlight access on the public realm.

Currently, an approximate 1.8 metres wide concrete municipal sidewalk exists along the entire Bering Avenue frontage of the subject site. In order to comply with current City standards and the requirements of the Accessibility for Ontarians with Disabilities Act (AODA), the applicant is required to reconstruct the sidewalks to provide continuous 2.1-metre wide clear linear paths of public sidewalk along the frontages of the site. The site plan and landscape plans submitted adequately illustrate the installation of the required sidewalks. Along Bering Avenue, the landscape plans also demonstrate additional tree plantings within the City road allowance to provide a continuous row of street trees.

The self-storage building is proposed to be set back 4.5 metres from Bering Avenue which would allow the development to provide for a row of private trees along the new sidewalk and other streetscape improvements.

The required 2.1-metre wide municipal sidewalk and final streetscape design would be secured through the Site Plan Control application review process. The proposed development would provide improved, landscaped and connected pedestrian-oriented streetscapes along Bering Avenue.

Vehicle Access, Traffic Impact, Parking and Loading

A Transportation Impact Study ("TIS") prepared by Nextrans Consulting Engineers, dated April 28, 2021 and addendum letters dated January 17, 2022 and June 8, 2022, were submitted to evaluate the transportation considerations related to the proposal. The study discussed the proposed site access, traffic impacts, as well as considerations for the proposed vehicle parking, loading spaces and bicycle parking spaces.

The initial proposal included a one-way driveway with entrance from a western access and exit through an eastern egress access. The current application has been revised to provide one full-movement vehicular access on the east side at Bering Avenue. This access leads to a covered parking area with four parking spaces, one of which is an accessible parking space. This driveway also leads to an internalized loading and parking area on the ground floor with three Type 'B' loading spaces, 11 parking spaces and four parking spaces with electric vehicle supply equipment.

Transportation Demand Management

The TIS estimates the current proposed development would generate approximately 14 total new two-way trips (eight inbound and six outbound) during morning peak hours and 23 total new two-way trips (11 inbound and 12 outbound) during the afternoon peak hours.

Compared to the as-of-right zoning for a general light industrial use, the proposed self-storage warehouse generates significantly less trips during both the morning and afternoon peak hours. Based on the analysis in the TIS, the site related traffic volumes anticipated from the proposal can be accommodated within the area road network.

Parking and Loading

Based on the minimum parking requirements outlined in Zoning By-law 569-2013, 75 spaces would be required for the proposed development. A total of 17 car parking spaces are proposed for this development. The Draft By-law in Attachment 5 is recommending a parking rate of 0.075 per 100 square metres of gross floor area. Zoning By-law 569-2013 requires three Type 'A' loading spaces, whereas three Type 'B' parking spaces are being provided. The TIS confirmed that the largest vehicles to access the site is a Medium-Single-Unit truck that fits the Type 'B' loading spaces. The proposed parking and loading space rates are deemed acceptable by Transportation Services staff and are reflected in the draft by-law attached to this report.

Zoning By-law 569-2013 does not require bicycle parking spaces to be provided for the proposed land use, however, a total of four short-term bicycle are provided for employees and/or visitors to the self-storage facility. This has been secured in the draft by-law attached to this report and the detailed layout of the bicycle parking would be further reviewed and secured through the Site Plan Control application review process.

Servicing

Engineering and Construction Services staff reviewed a Functional Servicing and Stormwater Management Report prepared by Urbtech Engineering Inc. and revised on

October 7, 2022, in addition to a Fire Hydrant Flow Test Report and Model, and Hydrogeological Review and Servicing Groundwater Review Summary submitted with the application. Staff are satisfied that sufficient capacity exists in the municipal water distribution system and municipal sanitary infrastructure to service the proposed development without any external upgrades or retrofits. A hydrologic analysis for the proposed development was completed per the City's Design Criteria. A storm sewer drainage area plan has been created showing that the existing municipal sewer has adequate capacity to support the total storm controlled flow of the proposed development. The stormwater quality and water balance will be reviewed in more detail through the Site Plan Control process.

Open Space/Parkland

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

The value of the cash-in-lieu of parkland dedication will 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 and Planting

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). Additionally, City Council has adopted the objective of increasing the existing 27% tree canopy coverage to 40%.

The submitted Arborist Report, prepared by Strybos Barron King Ltd., dated May 3, 2021 and revised on January 10, 2022, indicates the applicant is proposing to remove one by-law protected privately owned tree and one protected City street tree. The applicant has submitted an application to Injure or Destroy Trees that will be further evaluated through the Site Plan Control application process.

The Landscape Plans, prepared by Strybos Barron King Ltd, dated April 16, 2021, revised on June 10, 2022, show 21 new trees are proposed on private property and five new trees on the City road allowance. Compared to the original proposal, five additional private trees have been added to the rear yard to achieve the planting requirements and to provide a buffer from existing and future developments. The Landscape Plans are acceptable to staff at this time with conditions to be issued and addressed through the Site Plan Control review process.

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.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. The automobile and cycling infrastructure components of the TGS performance measures for the Tier 1 development features will be secured through the attached draft By-law (Attachment 5). Other applicable TGS performance measures will be secured through the Site Plan Control approval process.

Noise Impact and Vibration

A Noise and Vibration Land Use Compatibility Evaluation prepared by RWDI and dated April 26, 2021 was submitted in support of this proposal. Based on the Ministry of the Environment Conservation and Parks Guideline D-6, the proposed self-storage facility would be considered a Class I facility and a minimum 20-metre setback to the nearest sensitive use is recommended. The immediate area surrounding the site consist of commercial and industrial businesses with the nearest residential use proposed approximately 135 metres north of the subject site. As such, City staff accept the conclusion that a detailed Noise Impact Study is not necessary for this proposal since the site is appropriately buffered from any sensitive land uses.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan. The proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Official Plan. Staff worked with the applicant to secure an improved public realm and improved site access. The proposal contributes to the *Core Employment Area* by introducing a use that is appropriate and well utilizes the existing infrastructure. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

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Director, Community Planning
Etobicoke 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 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7a: 3D Model of Proposal in Context Looking Northeast

Attachment 7b: 3D Model of Proposal in Context Looking Southwest

Attachment 8a: South Elevation

Attachment 8b: North Elevation

Attachment 8c: East Elevation

Attachment 8d: West Elevation

APPLICATION DATA SHEET

Municipal Address: 378-384 BERING AVE **Date Received:** June 14, 2021

Application Number: 21 170124 WET 03 OZ

Application Type: Rezoning

Project Description: Proposed amendments to the Zoning By-law 569-2013 to permit a new five-storey self storage building with 12,601 square metres of gross floor area and 17 at grade parking spaces.

Applicant	Agent	Architect	Owner
WESTON CONSULTING 268 Berkeley Street Toronto, ON M5A 2X5	Jane McFarlane 268 Berkeley Street Toronto, ON M5A 2X5	Maple Reinders 2660 Argentia Road Mississauga, ON L5N 5V4	1160810 ONTARIO LIMITED 378 Bering Avenue Toronto, ON M8Z 3A9

EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas IC.1 (Etobicoke Code) & E1.0	Site Specific Provision:	N
Zoning:	(City-wide Zoning By-law 569-2013)	Heritage Designation:	N
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 3,483 Frontage (m): 61 Depth (m): 57

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	75		2,361	2,361
Residential GFA (sq m):	75			
Non-Residential GFA (sq m):			12,601	12,601
Total GFA (sq m):	75		12,601	12,601
Height - Storeys:	2		5	5
Height - Metres:	9		20.5	20.5

Lot Coverage Ratio (%): 67.79

Floor Space Index: 3.62

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

Residential GFA:

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA: 12,601

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:

Other:

Total Units:

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
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Retained:

Proposed:

Total Units:

Parking and Loading

Parking Spaces: 17 Bicycle Parking Spaces: 4 Loading Docks: 3

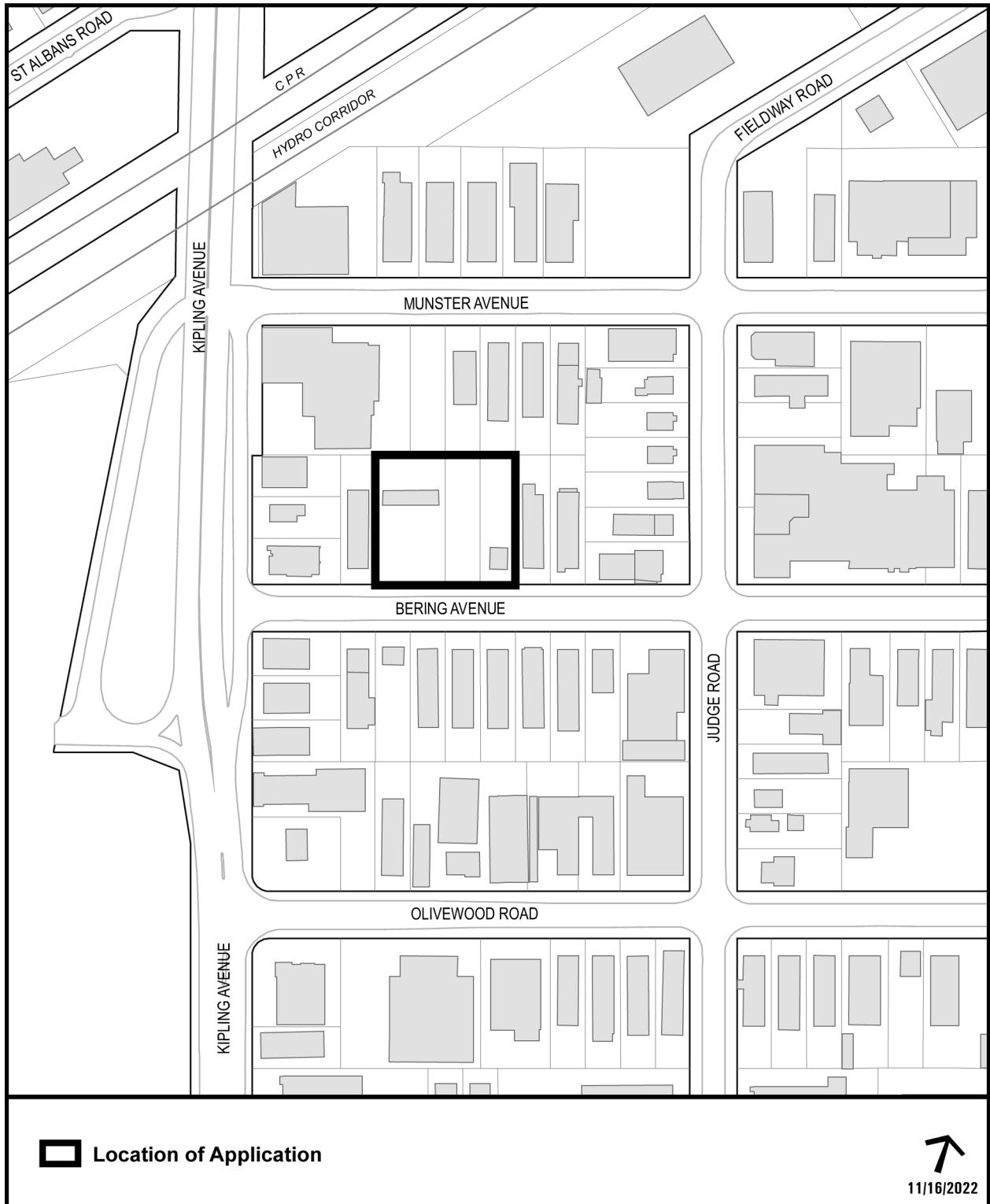
CONTACT:

Desiree Liu, Planner

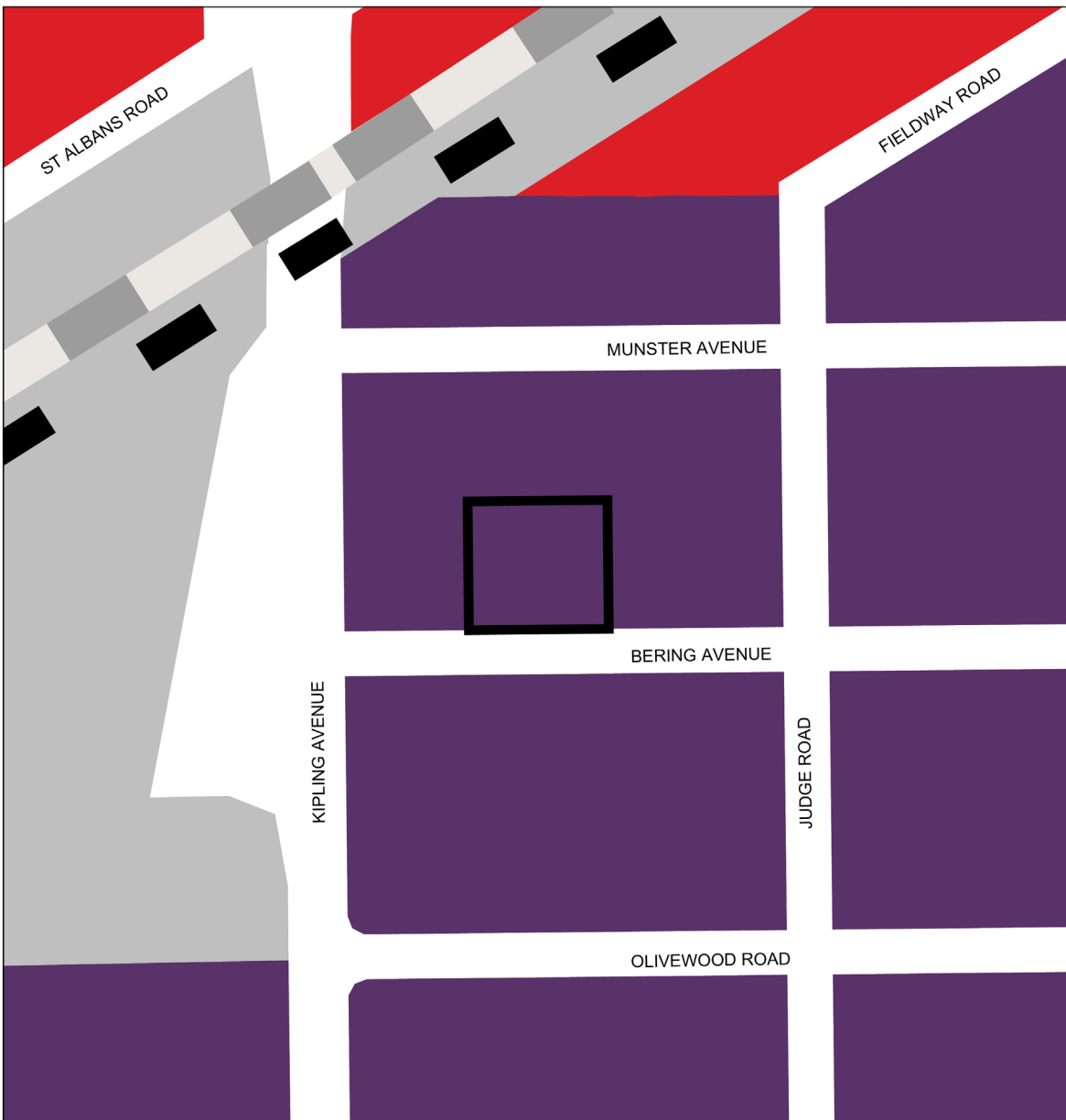
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #15

378-384 Bering Avenue

File # 21 170124 WET 03 02



Location of Application

Mixed Use Areas



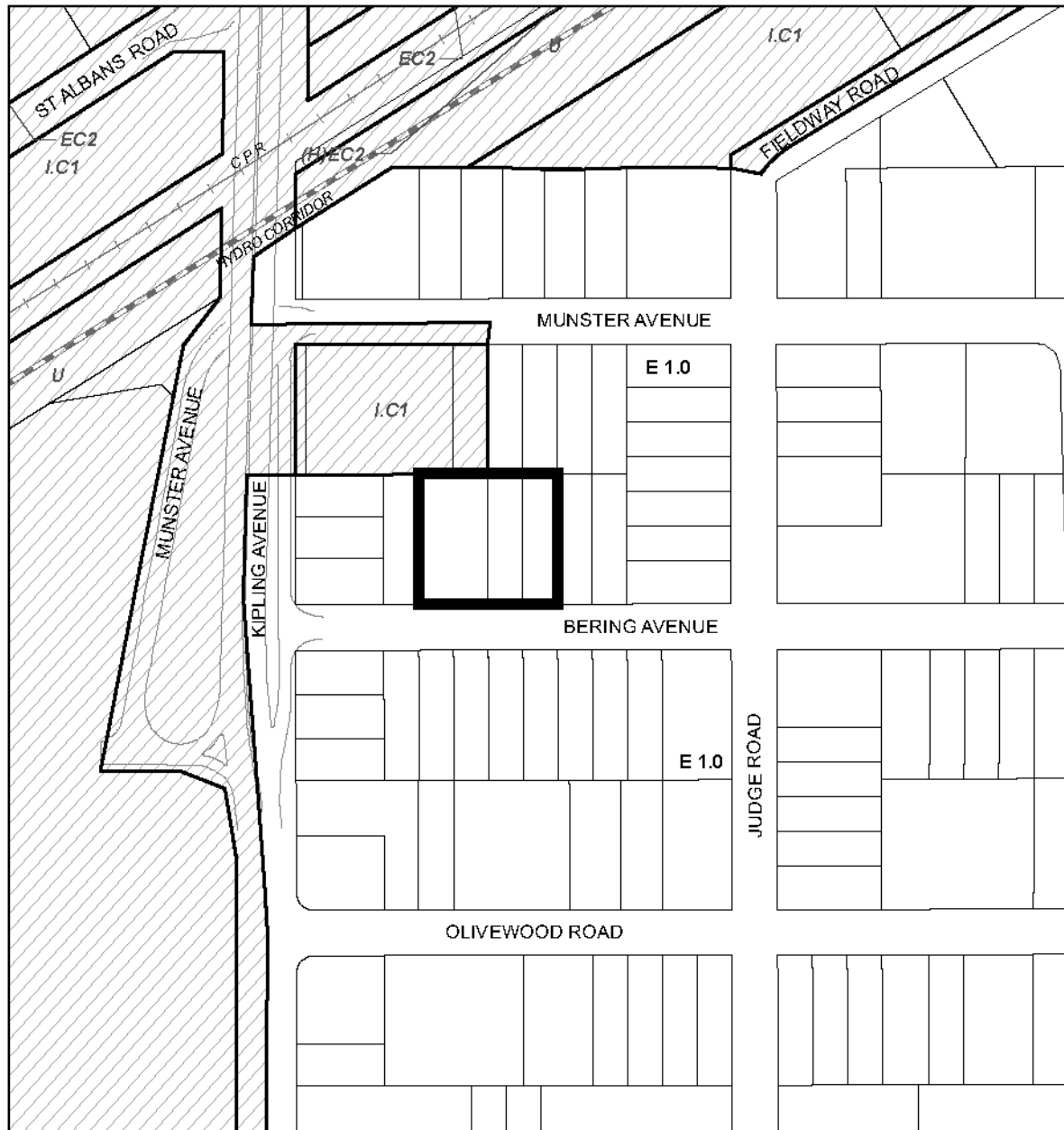
Utility Corridors

Core Employment Areas



Not to Scale
Extracted: 06/21/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

378-384 Bering Avenue

File # 21 170124 WET 03 02



Location of Application

E Employment Industrial



See Former City of Etobicoke By-law No. 11,737

I.C1 Class 1 Industrial Zone

EC2 Etobicoke Centre 2

U Utilities Zone



Not to Scale
Extracted: 11/10/2022

Attachment 5: Draft Zoning By-law Amendment

Authority: Etobicoke York Community Council Item [-], as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

BY-LAW ###-2022

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 378-382 Bering 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 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*; and

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 a zone label of E 1.0 to a zone label of E 1.0 (x70) 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 70 so that it reads:

(70) Exception E 70

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 378-382 Bering Ave, if the requirements of By-law [Clerks to insert By-law ##] are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (I) below.
- (B) In addition to the permitted non-residential uses listed in Regulation 60.20.20.10(1), the following additional use is permitted:

(i) **Self-Storage Warehouse;**

- (C) Despite Regulation 60.20.40.10(1)(B)(ii), the permitted maximum height of any **building** or **structure** is 21.5 metres and five **storeys** for a **self-storage warehouse**.
- (D) Despite Regulation 60.20.40.70(3), the required minimum **rear yard setback** is 3.0 metres.
- (E) Despite Regulation 60.20.90.40(2), the **loading space** located in a **building** may have its **vehicle** access through a **main wall** that faces a **street**.
- (F) Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** must be provided in accordance with the following:
- (i) A minimum of 0.075 **parking spaces** per 100 square metres of **gross floor area** must be provided for a **Self-Storage Warehouse**.
- (G) Despite Clause 220.5.10.1, a minimum of 3 Type "B" **loading spaces** with minimum dimensions of 11.0 metres in length, 3.5 metres in width and a vertical clearance of 4.4 metres are required for a **self-storage warehouse**.
- (H) Despite Clause 230.5.10.1(1)(3) and (5) and Table 230.5.10.1(1), 4 "short-term" **bicycle parking spaces** are required to be provided on the **lot**.

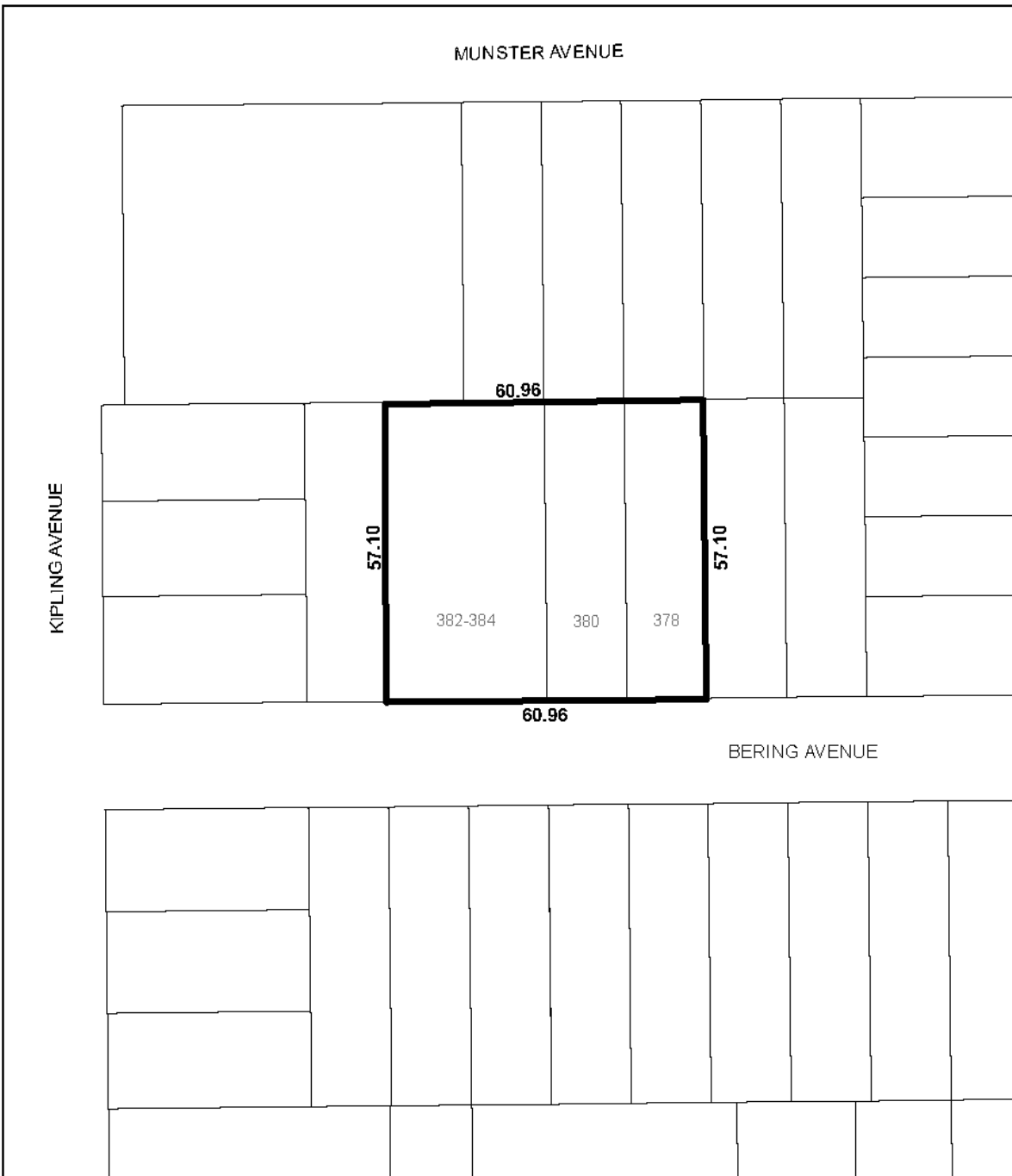
Prevailing By-laws and Prevailing Sections: (None Apply)

Enacted and passed on [month day, 2023].

[full name],
Speaker

[full name],
City Clerk

(Seal of the City)

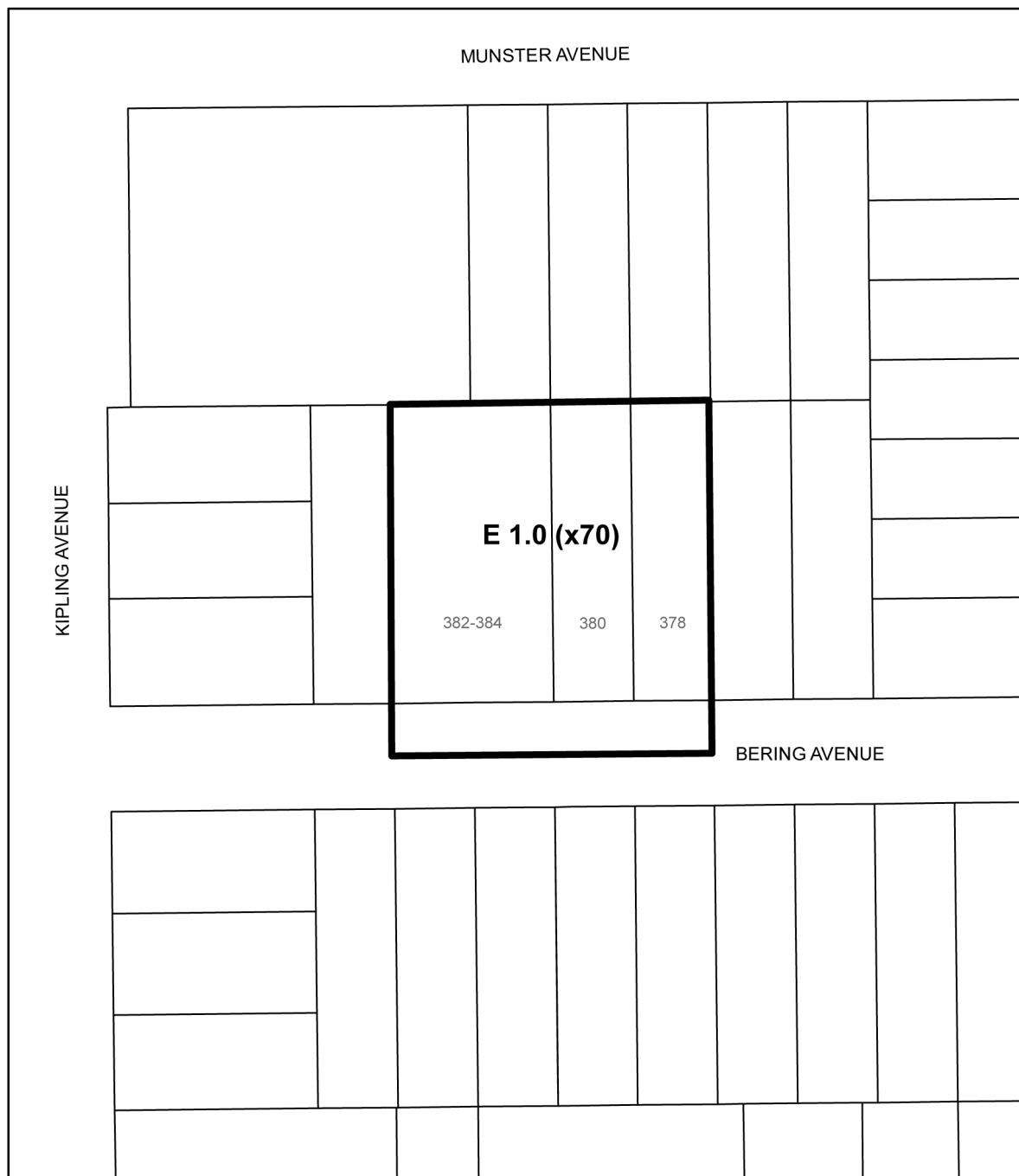


Toronto
Diagram 1

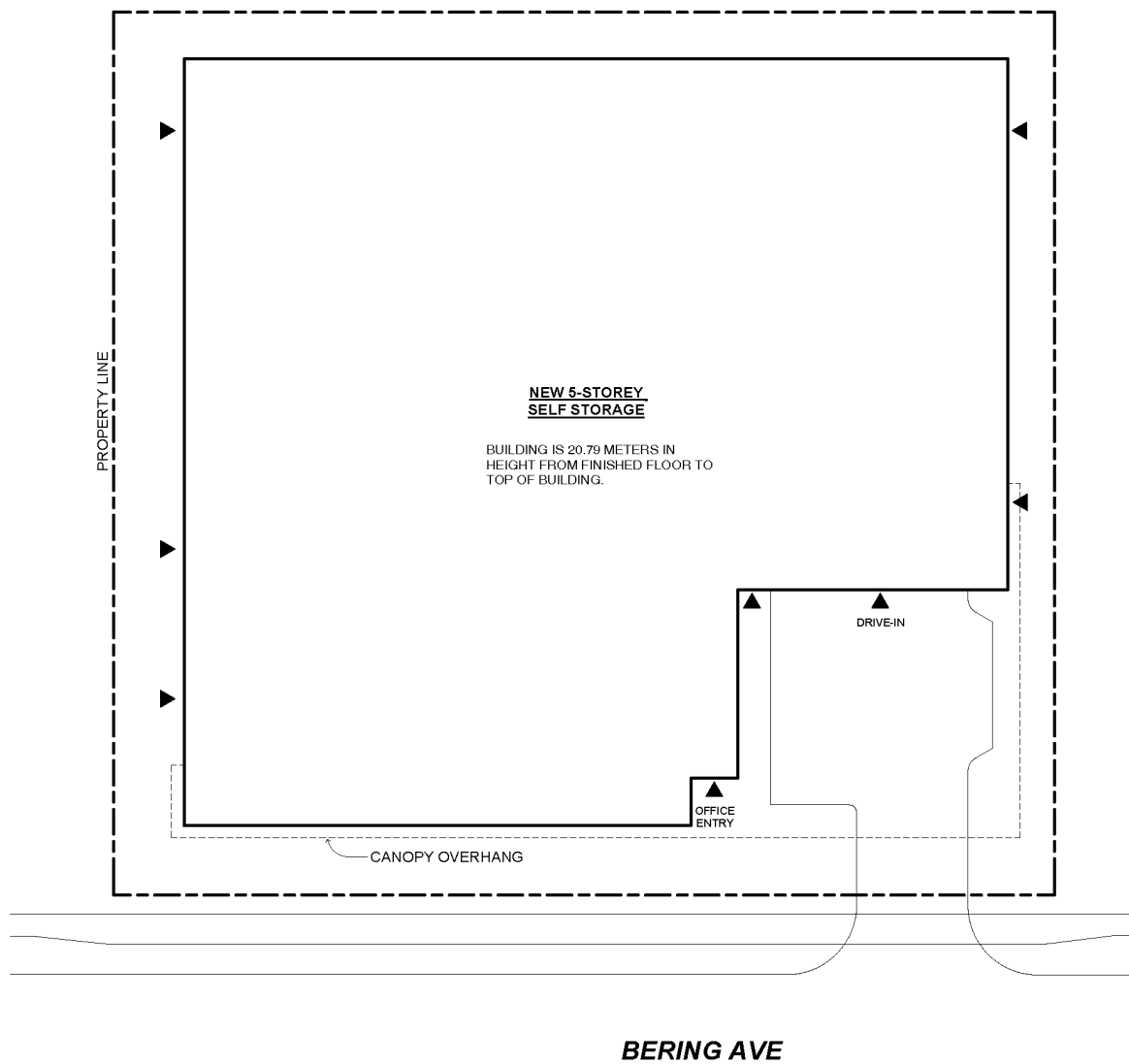
378-384 Bering Avenue

File # 21 170124 WET 03 02

City of Toronto By-law 569-2013
Not to Scale
04/19/2022



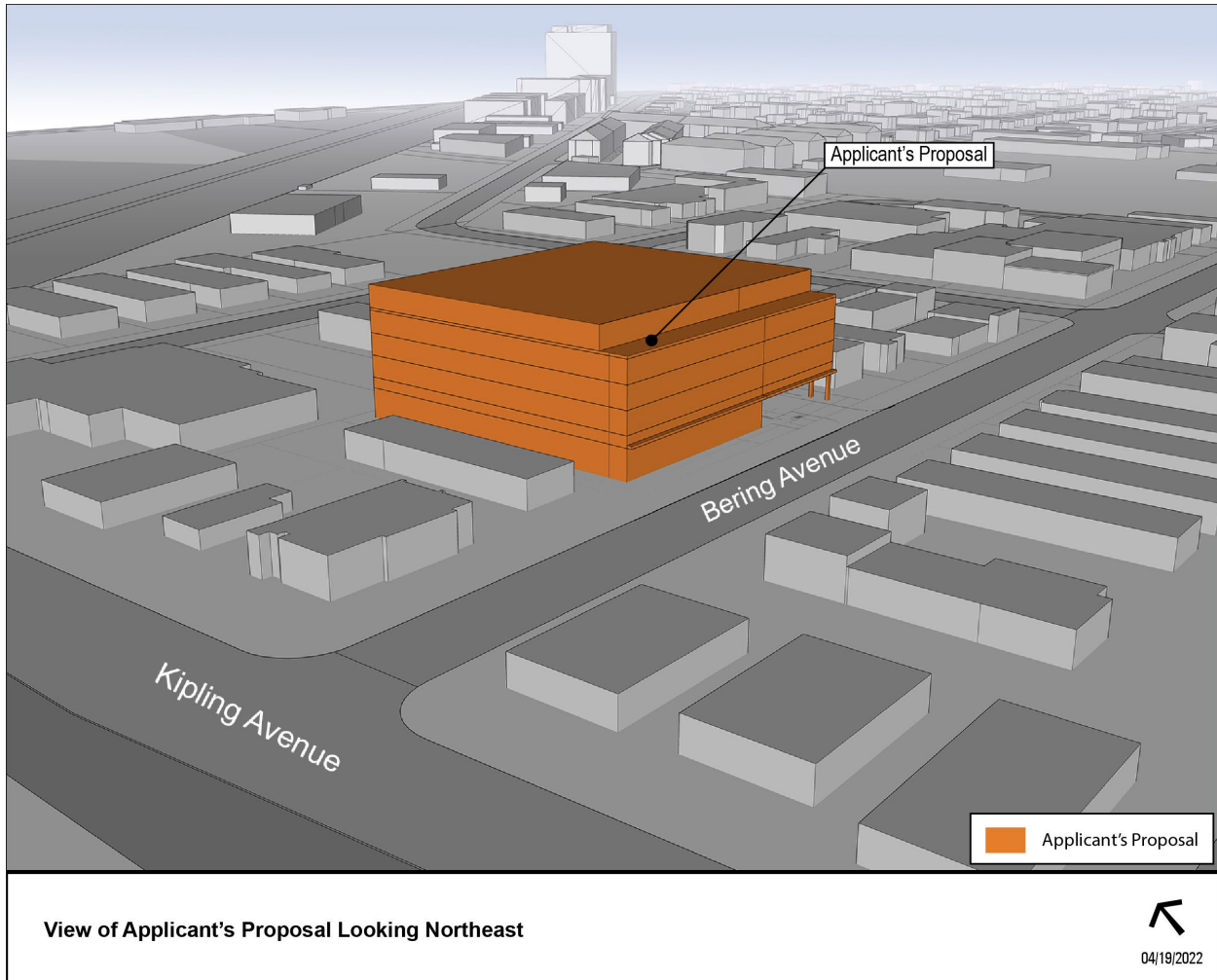
Attachment 6: Site Plan



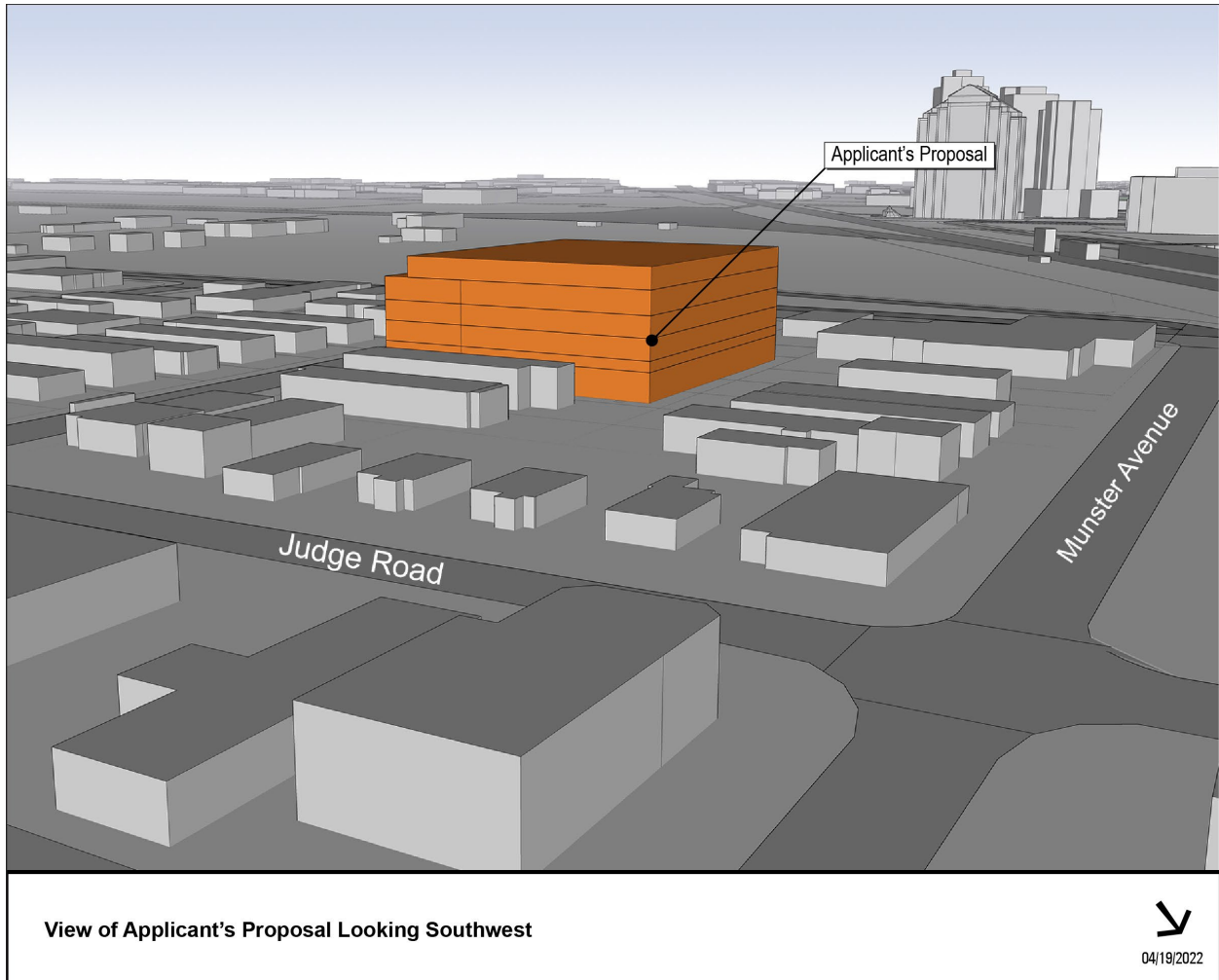
Site Plan



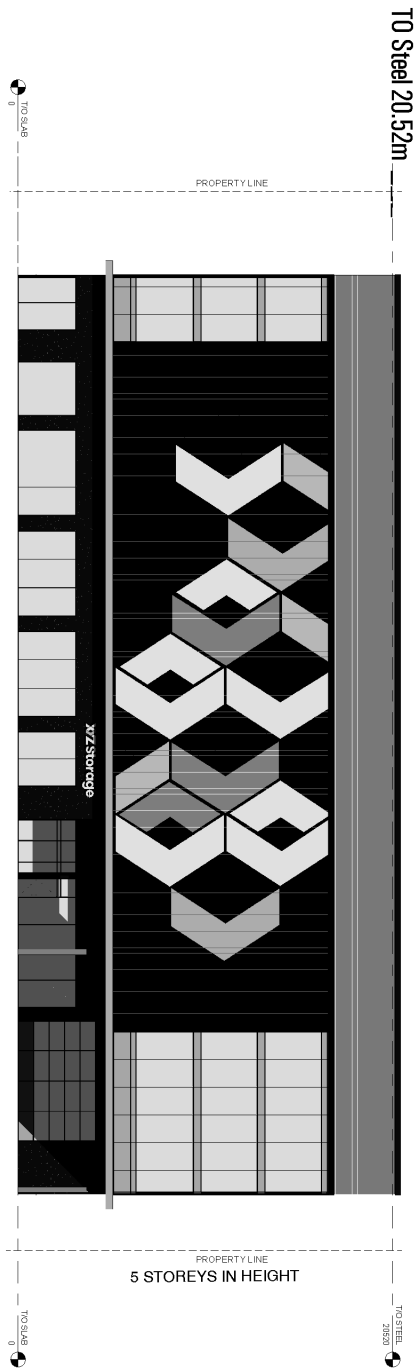
Attachment 7a: 3D Model of Proposal in Context Looking Northeast



Attachment 7b: 3D Model of Proposal in Context Looking Southwest



South Elevation





East Elevation

