

1980, 2000 and 2040 Eglinton Avenue East – Zoning Application – Final Report

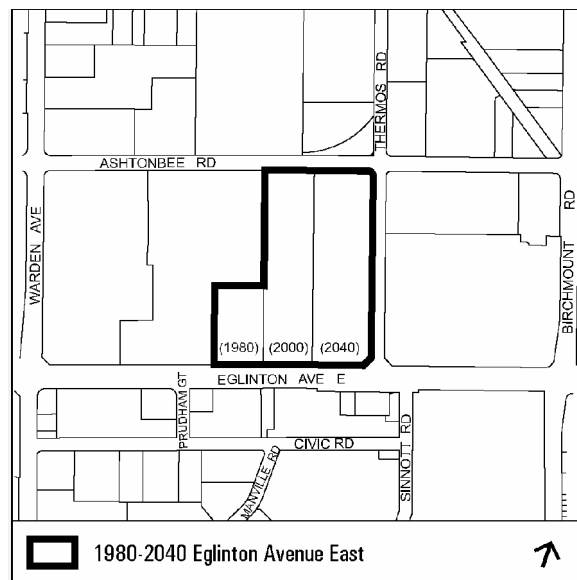
Date:	May 14, 2007
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 37 – Scarborough Centre
Reference Number:	File No. 05 203162 ESC 37 OZ

SUMMARY

The applicant is proposing a comprehensive redevelopment of three separate properties known municipally as 1980, 2000 and 2040 Eglinton Avenue East, in order to provide for five freestanding commercial buildings. The proposal would include the construction of four new commercial buildings, plus the retention of the existing Staples/Laser Quest building at 1980 Eglinton Avenue East. The existing Scarborough Lexus – Toyota building and the Thermos Plant would be demolished (see Attachment 1 – Site Plan and Attachment 2 – Elevations).

The zoning by-law amendments requested by the applicant for the proposed commercial development are consistent with the Mixed Use Area policies of the City’s Official Plan and Site Specific Policy Number 129, which permits retail and service uses, including stand-alone retail stores and/or “power centres.” The proposed development is also compatible with the surrounding land uses in the Golden Mile Employment District.

This report reviews and recommends approval of the application to amend the zoning by-law from industrial to a mixed employment zone.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council determine that the development of the lands at 1980-2040 Eglinton Avenue East completes the pattern of development for this segment of Eglinton Avenue, that overall infrastructure is available and that development can proceed prior to the completion of an Avenue study;
2. City Council amend the Employment Districts Zoning By-law No. 24982 for the former City of Scarborough substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 5;
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft zoning by-law amendment as may be required;
4. City Council require the owner to enter into the standard Golden Mile Employment District Transportation System Improvement (TSI) agreement, for registration on title, prior to the introduction of the necessary zoning bill for enactment, and authorize the Chief Planner or designate to execute the TSI agreement on behalf of the City;
5. City Council require the owner to provide the Toronto Transit Commission (TTC) with funds in the amount of \$125,000.00, and in a form satisfactory to the TTC, for installation of signal priority at five area intersections prior to the introduction of the necessary zoning bill for enactment; and
6. before introducing the necessary bills to City Council for enactment, require the owner to submit site plans satisfactory to the Director of Community Planning – Scarborough District addressing the current development plus suitable integration with the adjacent commercial development to the west and enter into a site plan control agreement under Section 114 of the City of Toronto Act and/or Section 41 of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In the mid 1990's the Golden Mile Land Use Review, as approved by Scarborough Council and the Ontario Municipal Board established a framework for commercial/retail uses in the area. An area-wide Transportation System Improvement (TSI) charge system was established to provide for equitable contributions towards comprehensive transportation improvements necessary in association with implementation of the new commercial land uses.

In 2003, the owner of 2040 Eglinton Avenue East applied to rezone that portion of the subject site in order to provide for an automobile dealership. Council approved the rezoning, in principle, but the owner did not enter into the required Transportation System Improvement (TSI) agreement and the zoning by-law was not enacted.

ISSUE BACKGROUND

Proposal

The applicant is proposing a comprehensive redevelopment of three separate properties known municipally as 1980, 2000 and 2040 Eglinton Avenue East, in order to provide for five freestanding commercial buildings. The proposal would include the construction of four new commercial buildings, plus the retention of the existing Staples/Laser Quest building at 1980 Eglinton Avenue East. The existing Scarborough Lexus-Toyota building and the Thermos Plant would be demolished. Site specific details are contained in Attachment 4 – Application Data Sheet.

The adjacent lands to the west, extending to Warden Avenue are also owned by RioCan Real Estate, and contain the existing Rona store, two restaurants (McDonald's and Kelsey's) and an industrial building (Cosmetica). The current proposal will be integrated with this adjacent development.

The applicant is seeking to add commercial uses on the subject lands, while retaining existing employment permissions, similar to the zoning applying to the adjacent lands to the west. The requested list of uses specifically includes: day nurseries, educational/training uses, financial institutions, industrial uses, offices, personal service shops, places of worship, recreational uses, restaurants, retail stores, hotels, places of entertainment, game arcades, service shops, ancillary vehicle service garages and open storage ancillary to retail stores. Reduced parking rates for offices and restaurants of 1.7 spaces per 100 square metres of gross floor area and 3 spaces per 100 square metres of gross floor area respectively are also being requested, with 25% of the total parking spaces at a reduced minimum size of 2.3 metres by 4.6 metres.

Site and Surrounding Area

The subject property is approximately 6 hectares in size. It is comprised of three separate properties: the westerly property (1980 Eglinton Avenue East) contains a single storey building occupied by a Staples store and indoor laser tag/games arcade on 0.9 hectares; the middle property (2000 Eglinton Avenue East) contains a vacant automobile dealership (formerly Scarborough Lexus/Toyota) on 2.3 hectares; and the easterly property (2040 Eglinton Avenue East) contains a vacant industrial building (formerly the Thermos plant) on 2.75 hectares. Collectively the lands have frontages on three streets: Eglinton Avenue East, Thermos Road, and Ashtonbee Road.

Various commercial uses occur to the west, south and east along Eglinton Avenue East, including various retail stores, restaurants, a bank and offices. Industrial uses occur to the north and east.

Provincial Policy Statement and Provincial Plans

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

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The proposal is consistent with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The development is located within a Mixed Use Area of the City's Official Plan, which permits retail and service uses, including stand alone retail stores under Site Specific Policy Number 129. It is directing growth towards an established area and away from significant and sensitive resources and areas.

Official Plan

The subject lands are designated as Mixed Use Areas. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Policy 3 states that "large scale, stand-alone retail stores and/or "power centres" are not permitted in Mixed Use Areas within the Central Waterfront, and Downtown, and are permitted only through a zoning by-law amendment in other Mixed Use Areas. Where permitted, new large scale, stand-alone retail stores and/or "power centres" will ensure that:

- a) sufficient transportation capacity is available to accommodate the additional traffic generated by the development, resulting in an acceptable volume of traffic on adjacent and nearby streets; and
- b) the function and amenity of the area for businesses and residents and the economic health of nearby shopping districts are not adversely affected."

Site Specific Policy Number 129 (lands south and north of Eglinton Avenue) of the City's Official Plan permits retail and service uses, including stand-alone retail stores and/or "power centres". The implementation of the policies outlined in this area specific policy may require the provision of additional public roads or other transportation improvements, which may require the applicant to provide financial compensation to equitably allocate the capital costs of any such improvements.

The subject lands are also within an “Avenue”. Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and employment opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, transit service for community residents, and to encourage environmentally sustainable building design and construction practices.

The Avenue policies of the City’s Official Plan state as follows: “Development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council’s satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.” The review referenced in this policy is to consider the incremental effects of the proposed form of development along the entire Avenue segment. It is to consider impacts on adjacent Neighbourhoods or Apartment Neighbourhoods, and it is to assess infrastructure implications. In this case, the current proposal completes this pattern of development for a complete segment, overall infrastructure availability has been confirmed and there are no adjacent Neighbourhoods or Apartment Neighbourhoods.

Under site specific policy number 129, the City’s Official Plan permits retail and service uses, including stand-alone retail stores and/or power centres. The current vision for the area, until an Avenue study for Eglinton Avenue East is completed, is one of a major retailing centre. However, development in Mixed Use Areas on an Avenue that precedes the completion of an Avenue Study will, in addition to satisfying all other policies of the City’s Official Plan: support and promote the use of transit; contribute to the creation of a range of housing options in the community; contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; provide universal physical access to all publicly accessible spaces and buildings, conserve heritage properties, be served by adequate parks, community services, water and sewers, and transportation facilities; and be encouraged to incorporate environmentally sustainable building design and practices. The City’s Avenue objectives, save and except the housing objective, may be advanced through the site plan control approval process. As this area lacks any residential context (it is surrounded by employment uses on all sides), it would be inappropriate to pursue the “Avenue” housing objective on an individual site basis.

The Built Form policies of the City’s Official Plan reinforce the contribution of urban design by encouraging new development to be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets to improve the safety of pedestrians. New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets and open spaces.

Zoning

The lands are zoned Industrial (M) within approximately 100 metres of Eglinton Avenue and General Industrial Zone (MG) for the remainder of the lands. These zones permit: day nurseries, educational and training facilities, industrial uses, offices excluding

medical and dental offices, places of worship, and recreational uses. Open storage is permitted within the MG zone. By exception, an office equipment and supply store is permitted on the property containing the existing Staples store at 1980 Eglinton Avenue East, and also by exception, a vehicle sales operation with an ancillary vehicle repair garage is permitted on the lands containing the existing dealership at 2000 Eglinton Avenue East. The existing game arcade at 1980 Eglinton Avenue East is permitted by minor variance.

Site Plan Control

The lands are subject to Site Plan Control. A complete Site Plan Control application was filed on March 22, 2007 and is currently in circulation for review and comment.

Reasons for Application

The current zoning does not permit the proposed commercial uses, the parking space rate reduction or the smaller parking space size.

Community Consultation

A community consultation meeting was held on December 12, 2006. It was attended by seven members of the public. Concerns raised included: tractor trailers being parked on Ashtonbee Road; truck traffic – deliveries to the proposed Zellers; the need for improvements to transit; the need for well established, well lit and safe pedestrian links from Eglinton Avenue East through the parking lot to the Zellers store; and the need to replace old infrastructure and servicing. Many of the concerns were addressed that evening by the Councillor, the applicant and/or the planner hosting the community consultation meeting. The remaining matters will be addressed through the detailed review of the site plan control application and associated conditions of approval.

Agency Circulation

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

COMMENTS

Land Use

The applicant is seeking a zoning by-law amendment to the Employment Districts Zoning By-law No. 24982 – Golden Mile Employment District. The applicant is proposing to change the existing Industrial and General Industrial zoning to a Mixed Employment (ME) zone. This zoning permits: day nurseries, educational and training facility uses, financial institutions, industrial uses, offices, personal service shops, places of worship, recreational uses, restaurants and retail stores. This zone also states that “all uses shall be conducted wholly within an enclosed building.” The Mixed Employment zone being requested is consistent with the zoning of the RioCan Rona Centre located immediately west of the subject lands, which supports a Rona home improvement store, a McDonald’s and a Kelsey’s restaurant. The applicant is also requesting that hotels, places of

entertainment, game arcades, service shops, vehicle service garages ancillary to retail stores, and open storage ancillary to retail stores be permitted.

The zoning by-law amendments requested by the applicant for the proposed commercial development are consistent with the Mixed Use Area policies of the City's Official Plan and Site Specific Policy Number 129, which permits retail and service uses, including stand-alone retail stores and/or "power centres."

The compatibility of this development with the function and character of the surrounding area was considered and reviewed by staff. The location of this development is within the Golden Mile Employment District, where a number of the surrounding properties support retail and service uses, including stand-alone retail stores and "power centres", such as the uses proposed by this development.

Parking

The applicant is requesting that the Personal Service Shops, Service Shops, Financial Institutions and Retail Stores minimum parking requirement of 3.0 spaces per 100 square metres of gross floor area apply to this site. It appears that most of the future tenants will fall into one of these use categories. This is the normal parking standard for these uses in the Scarborough zoning by-laws and is also the parking standard applicable to the RioCan Rona Centre site, which abuts the subject property to the west.

The applicant is asking that exit corridors, stairs in the basement and loading bays be excluded from the calculation of gross floor area for the purposes of calculating parking. They are also requesting that office parking be required at the minimum rate of 1.7 spaces per 100 square metres of gross floor area, that parking for restaurants be required at reduced minimum rate of 3.0 spaces per 100 square metres, and that 25% of the required parking spaces be allowed to have minimum dimensions of 2.3 metres by 4.6 metres, whereas the general standard is 2.7 metres by 5.7 metres. These parking amendments are consistent with some of the other "power centre" developments in the area, specifically with the RioCan Warden Centre, which supports Future Shop, Winners, and the former Wal-Mart. The proposed parking ratios are also generally in line with the proposed off-street office, retail, and restaurant parking standards that were adopted for city-wide consideration and public consultation by the Planning and Growth Management Committee in March of 2007.

The applicant is also requesting that the existing requirement, applying to the Staples property at 1980 Eglinton Avenue East, for a minimum of 4.0 parking spaces per 100 square metres for office equipment and supplies stores be replaced by the general retail parking ratio.

All of the requested parking regulation adjustments have been applied at one or more of the area commercial developments in Scarborough and are considered to be acceptable. Relaxing overall parking requirements will be advantageous by virtue of reducing the overall impact of parking on the site and facilitating the introduction of enhanced landscaping and pedestrian features into the Site Plan.

Traffic Impact/Improvements

A transportation study was submitted by iTrans Transportation Planning and Traffic Consultants in support of the proposed development. The original site plan submitted with the zoning by-law amendment application and transportation study has subsequently been revised. The City's Transportation Services Division has reviewed the transportation study that was submitted with the rezoning application and it must be revised to address the impacts of the revised Site Concept Plan to include the changes in building sizes and locations, parking and additional access locations on Eglinton Avenue and Thermos Road. The revised transportation study will be reviewed as part of the site plan approval process.

Toronto Transit Commission (TTC)

The Toronto Transit Commission has reviewed the traffic impact study (TIS). The TIS indicates that site-generated traffic will result in substantial increases in delay to TTC bus routes that operate on the adjacent road network. In order to mitigate these delays, the TTC requires the owner to provide \$125,000.00 for installation of signal priority at five area intersections. This requirement is secured by the recommendations of this report.

Mutual Rights-of-Way

Consent applications will be required to provide mutual rights-of-way for access between the three parcels of the subject lands and the adjacent lands owned by RioCan Real Estate. It is recommended that the zoning bill permitting this development not be brought forward for enactment until the applicant has submitted appropriate Consent applications to the Committee of Adjustment to establish the required mutual rights-of-way.

Transportation System Improvement (TSI) Agreement

Landowners seeking to implement additional, primarily commercial uses, under Site Specific Policy No. 129 of the City's Official Plan are required to enter into the Golden Mile Employment District TSI agreement. This agreement establishes a charge or fee that ensures that the necessary capital improvements to support the new commercial uses are adequately provided for and equitably financed by all benefiting parties. The agreement requires payment of a transportation improvement charge per square foot of commercial gross floor area at the time of building permit issuance. Credits are given for construction of specified transportation improvements. The transportation improvement charge is currently indexed at \$4.69 per square foot. The owner will be required to enter into a TSI agreement with the City prior to any zoning bill being enacted.

Site Plan

The proposed development is located within an Avenue in the City's Official Plan. When a redevelopment is located within an Avenue, the City will look at how the streetscape and pedestrian environment can be improved; where public open space can be created and existing parks improved; where trees should be planted; and how the use of the road allowance can be optimized and transit service enhanced.

The redesign of the proposed commercial development to meet these objectives will be an important consideration in reviewing and approving the associated site plan control application. The site plan control application that is currently in circulation will need to be substantially improved in order to address, among other matters, a safe, comfortable and convenient environment with easy access to transit and between buildings for pedestrians, the streetscape, high quality urban design/built form and landscaping, signage, rooftop screening, garbage storage, vehicular circulation, including the circulation and connections with the adjacent lands to the west, parking and loading facilities, and environmentally sustainable building design.

As the adjacent commercial property to the west is part of the overall development scheme, there is a need to review existing landscaping, pedestrian connections, driveways, and parking supplies on the adjacent property to provide for overall co-ordination and consistency and a high degree of pedestrian connectivity and convenience. An application to amend the existing site plan agreement for the adjacent site may be required in order to achieve these objectives.

The review of the site plan application is essential to ensure that the objectives of the City's Avenue and Built Form Policies are met, both for the proposed development on the subject lands and for the overall development plan in the area. The current site plan does not achieve the City's objectives for good site design. The site plan will need to address all site plan matters adequately and comprehensively prior to final site plan approval, enactment of the zoning bill and the issuance of the building permit(s).

Streetscapes

To ensure that high quality streetscapes are provided, landscaping provisions have been incorporated into the proposed zoning by-law to minimize the visual impact and improve the appearance of parking and storage areas. Staff will continue to negotiate with the applicant to ensure that quality streetscapes are provided, particularly along the Eglinton Avenue East frontage.

Drive-Through Guidelines

There is a financial institution with associated drive-through proposed on the revised site plan. Three principal urban design goals are to support, enhance, and create a high quality public realm; to support and enhance the pedestrian environment and pedestrian connections; and, to encourage development that fits well with and improves its existing or planned context. Staff have identified concerns respecting a drive-through bank at this location and will be working with the applicant to address these concerns and the objectives of the Official Plan.

Maximum Gross Floor Area of the Development

The proposed development is for a build out of approximately 15,215 square metres of new gross floor area. The transportation study was based on a build out of approximately 17,680 square metres of new development, plus approximately 4,220 square metres for the existing Staples/Laser Quest building. It is proposed to have a performance standard that will restrict the gross floor area of all retail stores, financial institutions, personal

service shops, service shops, restaurants and places of entertainment to a maximum of 21,900 square metres.

Miscellaneous Zoning Provisions

The applicant is requesting that open storage and display of goods, in conjunction with a retail store, be permitted within 30 metres of a main wall. The applicant has indicated a garden centre along the main front wall of the proposed Zellers. This zoning provision would permit the garden centre which is an acceptable use in association with a retail store. A similar permission was granted on the abutting RioCan Rona Centre site to the west. To ensure that the open storage and display of goods are kept to a reasonable size and appropriate location, the proposed zoning includes size limits and required setbacks.

The subject lands are divided into three separate properties with three separate ownerships. However, the site is intended to operate as an integrated shopping centre. It is proposed that the provisions of the by-law shall apply collectively to the lands, notwithstanding its future division into two or more parcels.

Toronto Green Development Standard

The Toronto Green Development Standard contains voluntary performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development.

The applicant has indicated that they propose to achieve, among others, the following elements of the Green Development Standard: use of low-emitting materials, removal of total suspended solids from runoff leaving site, low water landscaping, use of high efficiency water fixtures, storage and collection of recyclables and compostables, salvage and recycling of construction and demolition debris and the use of the “living wall system” for screening the garbage collection area.

To improve the application further, there are many more elements that could be achieved. Some of these are: increasing the landscaping within the parking area, designing a pedestrian friendly environment so that pedestrians do not have to navigate a large parking lot prior to reaching the building(s), installing green roofs, opportunities for stormwater retention, and increasing the urban forest, on-site and along the adjacent boulevard. Staff will encourage the applicant to improve the “green” performance of this project as further processing of the associated site plan application continues.

Conclusion

The applicant’s request to amend the zoning by-law from an industrial zone to a mixed employment zone complies with the City’s Official Plan Site Specific Policy Number 129. This policy permits retail and service uses, including stand alone retail stores and/or “power centres.” It also recognizes the Golden Mile as an area of transition, from industrial to a significant commercial/retailing node. The proposed land use is also compatible with the surrounding land uses in the Golden Mile. Two of the three properties are currently underutilized. The redevelopment of the subject lands provides an opportunity to assist in enhancing the site, the streetscape and the surrounding area.

The application secures monies, through a transportation system improvement agreement between the City and the owner, to finance the necessary transportation improvements to support the current and future commercial uses in the Golden Mile.

Staff will continue to work with the applicant through the site plan approval process to achieve high quality urban design, a pedestrian friendly environment, increased landscaping and an improved streetscape. Revisions to the site will address the built form provisions of the City's Official Plan.

The report recommends approval of the application to amend the Zoning By-law from an industrial to a mixed employment zone. This zoning approval is subject to the owner entering into the Golden Mile Employment District Transportation System Improvement agreement, providing the Toronto Transit Commission with funds in the amount of \$125,000 for installation of signal priority at five area intersections, submitting satisfactory Site Plan(s) and entering into one or more agreements under Site Plan Control for this site and the associated property to the west, and applying for mutual rights-of-way between the subject properties and the associated property to the west.

CONTACT

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Fax No. 416-396-4265

E-mail: pkorouy@toronto.ca

SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

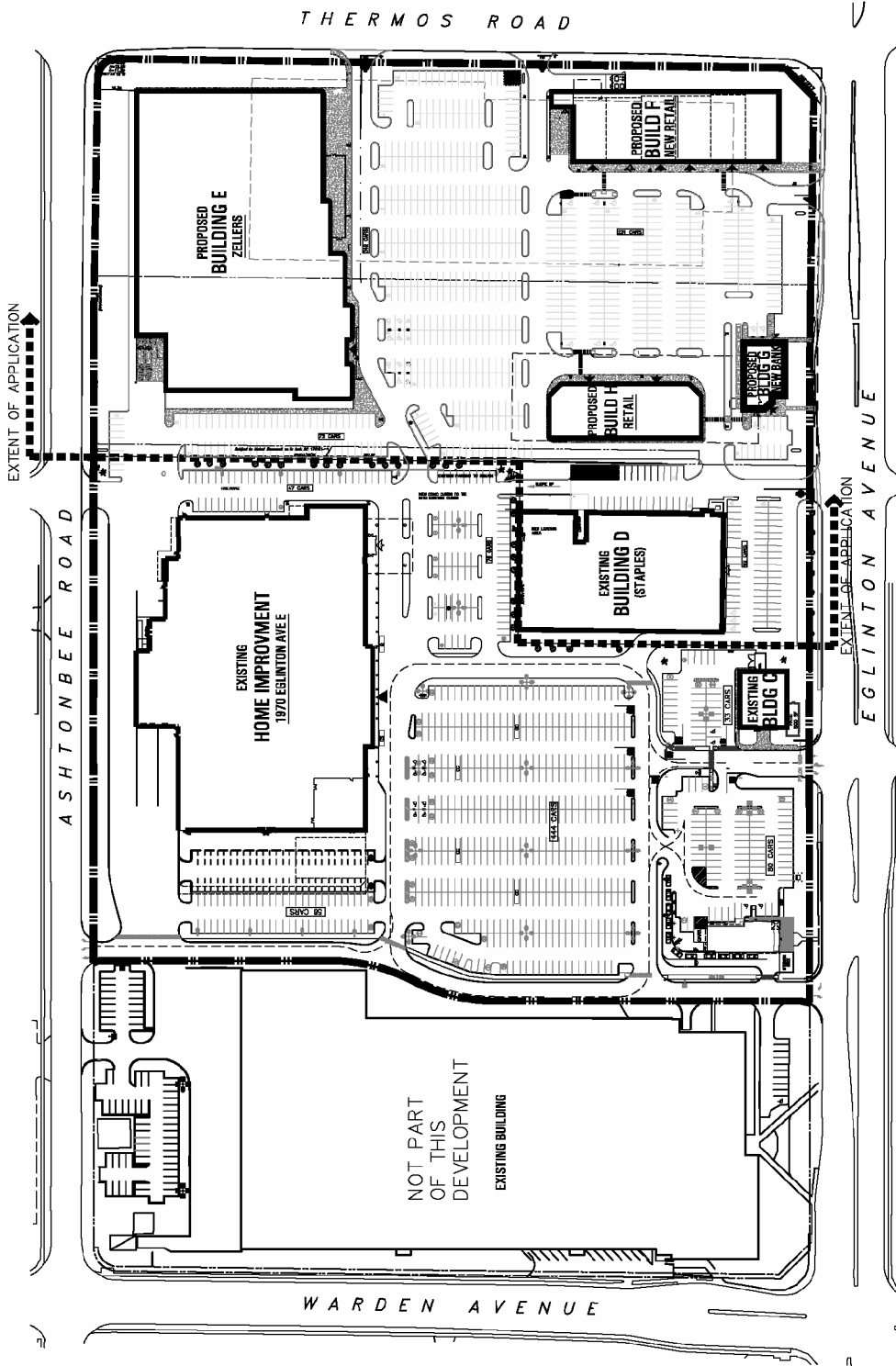
Attachment 2: Elevations

Attachment 3: Zoning

Attachment 4: Application Data Sheet

Attachment 5: Draft Zoning By-law Amendment

Attachment 1: Site Plan



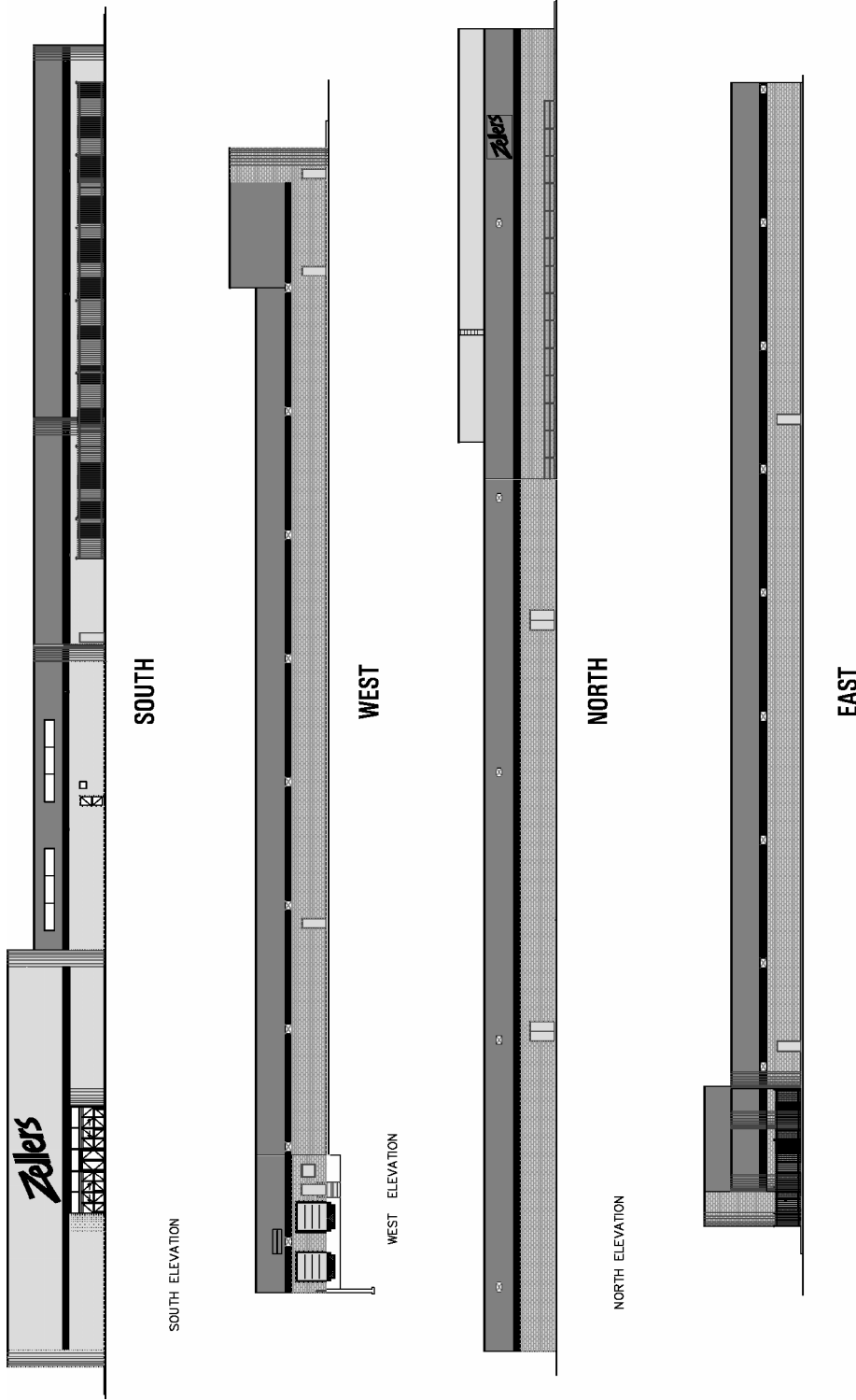
1980-2040 Eglinton Avenue East

Site Plan
Applicant's Submitted Drawing

Not to Scale
4/27/07

File # 05-203162 0Z

Attachment 2: Elevations



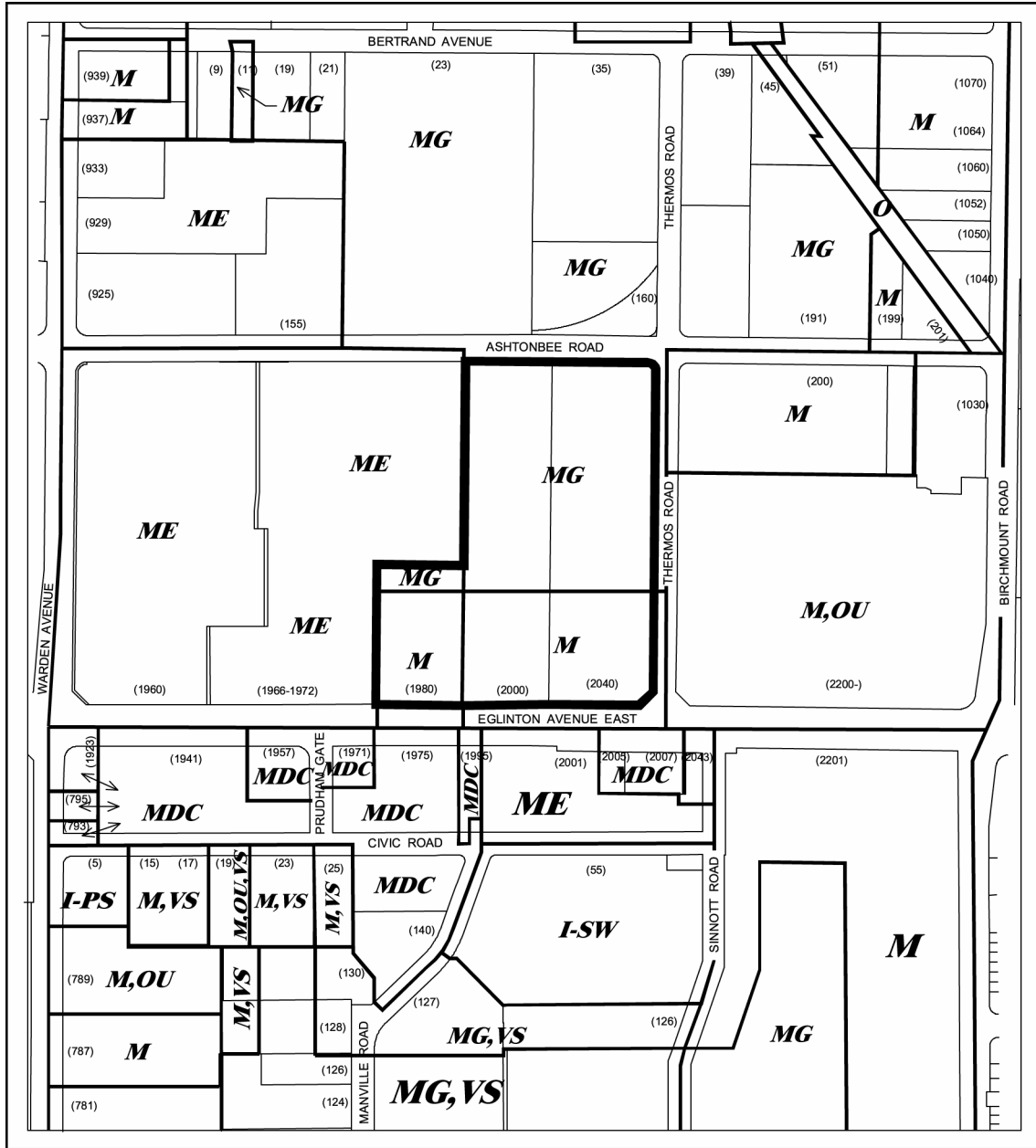
Elevation Plan
1980-2040 Eglinton Avenue East

Elevation Plan
Applicant's Submitted Drawing

File # 05-203162_0Z

Not to Scale
4/25/07

Attachment 3: Zoning



TORONTO City Planning Division
Zoning

1980-2040 Eglinton Avenue East
 File # 05-203162 OZ

M Industrial Zone
MDC Industrial District Commercial Zone
ME Mixed Employment Zone

MG General Industrialzone
O Open Spaces Zone
OU Office Uses Zone
VS Vehicle Service Zone

I-SW Institutional-social Welfare Zone

Golden Mile Employment District By-law
 Not to Scale
 05/23/06



Attachment 4: Application Data Sheet

Application Type: Site Plan Approval Application Number: 07 113904 ESC 37 SA
 Details: Application Date: March 7, 2007
 Municipal Address: 1980 EGLINTON AVE E, TORONTO ON M1L 2M6
 Location Description: PLAN 4087 PT LOT 4 NOW RP64R11788 PART 1 **GRID E3707
 Project Description: This application proposes 4 new commercial/retail buildings while retaining 1 existing building.

Applicant:	Agent:	Architect:	Owner:
2075936 ONTARIO LIMITED			2075936 ONTARIO LIMITED

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Area	Site Specific Provision:	129
Zoning:	M-Industrial Uses	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	59814.7	Height:	Storeys:	1
Frontage (m):	213.45		Metres:	0
Depth (m):	302.24			
Total Ground Floor Area (sq. m):	19428.4 (4213m2 existing + 15215.4m2 new GFA)	Total		
Total Residential GFA (sq. m):	0	Parking Spaces:		737
Total Non-Residential GFA (sq. m):	19428.4	Loading Docks		0
Total GFA (sq. m):	19428.4			
Lot Coverage Ratio (%):	32.5			
Floor Space Index:	0.32			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	19428.4	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	0			

CONTACT: PLANNER NAME: Perry Korouyenis, Planner
TELEPHONE: (416) 396-4927

Attachment 5: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2007
Enacted by Council: ~, 2007

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2007

**To amend the City of Scarborough Employment Districts Zoning By-law No. 24982
(Golden Mile Employment District), as amended, with respect to the lands
municipally known as 1980, 2000, and 2040 Eglinton Avenue East**

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

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

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

1. **SCHEDULE ‘A’** of the Employment Districts Zoning By-law No. 24982 (Golden Mile Employment District – East) is amended by deleting the current zoning for the lands at 1980, 2000 and 2040 Eglinton Avenue East, and substituting new zoning on the subject lands as shown on Schedule ‘1’ attached hereto and forming part of this By-law, together with the following letters and numerals:

ME – 230 – 774 – 916 – 988 – 1054 – 1180 –
1216 – 1268 – 1492 – 1641 – 2049 – 2605

325

2. **SCHEDULE ‘B’** of the Employment Districts Zoning By-law No. 24982, **Performance Standards Chart**, is amended by adding the following Performance Standard:

INTENSITY OF USE

2605. **Gross floor area** shall not exceed 21 900 m².

MISCELLANEOUS

1641. Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or **structure** unless the following municipal services are provided to the **lot** line and the following provisions are complied with:

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

2049. The provisions of this By-law shall apply collectively to the lands,
notwithstanding its division into two or more parcels of land.

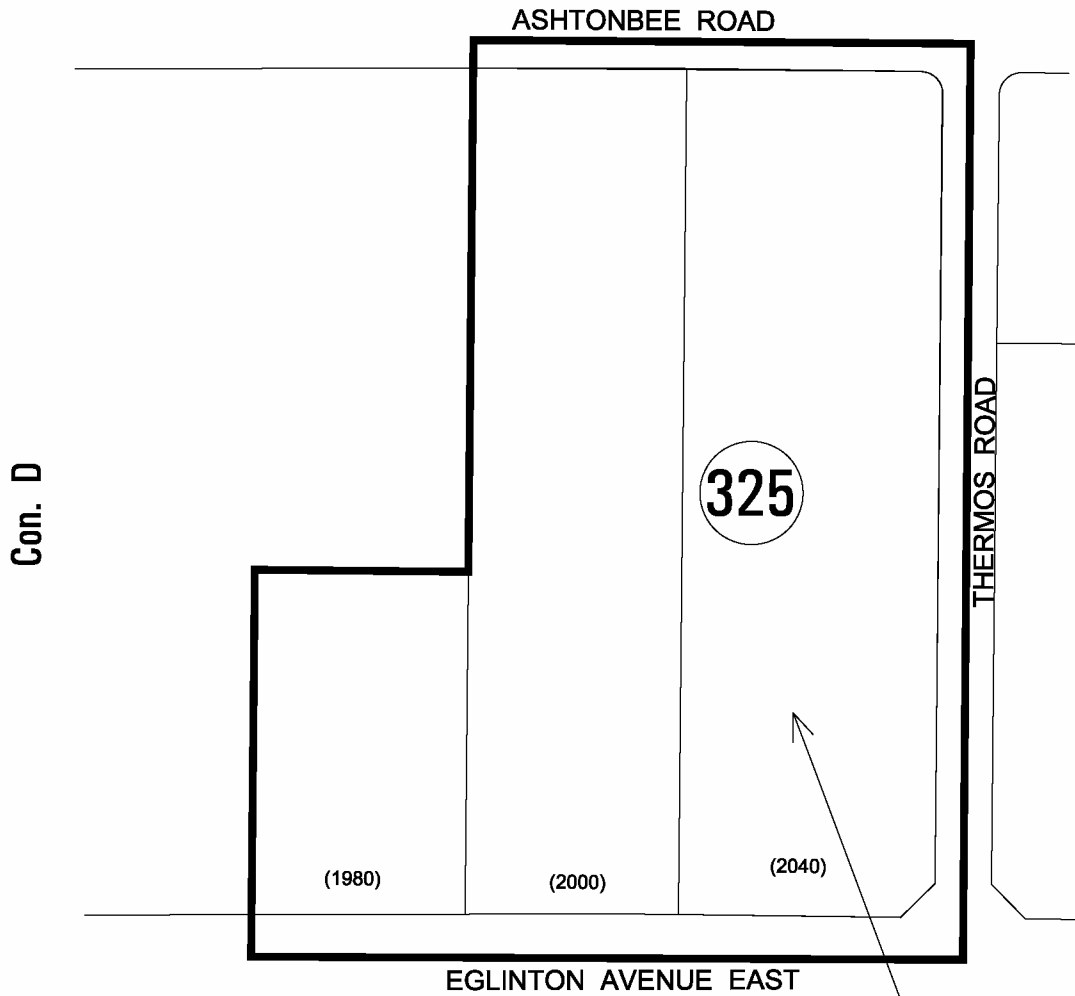
ENACTED AND PASSED this ~ day of ~, A.D. 2007.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'
Lot 32



ME-230-774-916-988-1054-1180-
1216-1268-1492-1641-2049-2605



Zoning By-Law Amendment

1980-2040 Eglinton Avenue East

File # 05-203162_0Z



Area Affected By This By-Law

Golden Mile Employment District Bylaw
Not to Scale
5/10/07

