

3615 McNicoll Ave – Official Plan Amendment and Zoning Amendment – Final Report

Date:	January 30, 2015
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 42 – Scarborough-Rouge River
Reference Number:	13 191601 ESC 42 OZ

SUMMARY

This Official Plan Amendment and Rezoning application proposes a 186 square metre vehicle fuel station with convenience store, a 280 square metre eating establishment with a drive-through facility, a two storey 2,250 square metre office building with ground floor retail, and two industrial buildings (1,338 square metres and 1,248 square metres respectively) at 3615 McNicoll Avenue.

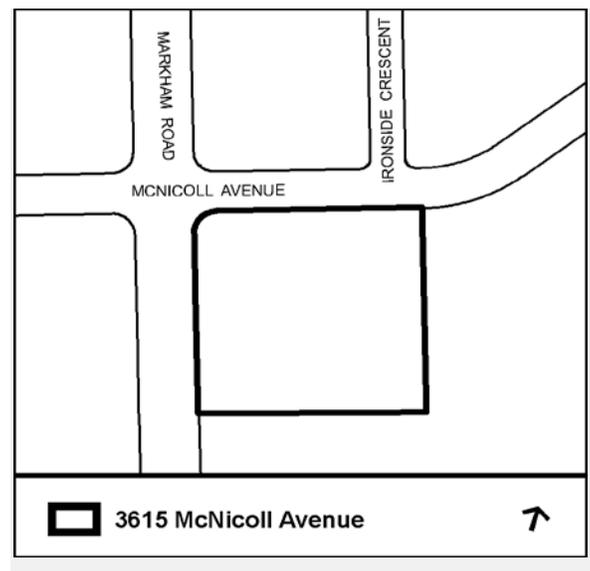
The development consists of a mixture of commercial, office and industrial uses on a vacant site on a major arterial road. The proposal achieves a number of city goals and objectives. The development will add vitality to corner of Markham Road and McNicoll, providing employment opportunities and small scale service and retail opportunities for the local employment area on a major road.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 3615 McNicoll Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 9 to report dated January 30, 2015.



2. City Council amend Zoning By-law 24982 for the lands at 3615 McNicoll Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10 to report dated January 30, 2015.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Applications to amend the Official Plan and Zoning By-law were filed in 2006 by a previous owner (File No. 06 199536 ESC 42 OZ). The proposed development consisted of a gas bar with a 159 square metre (1,712 square foot) convenience store and a 132 square metre (1,421 square foot) car wash. A 262 square metre restaurant (2,820 square foot) with a drive-through component was proposed to the south of the gas bar.

A preliminary report was brought forward to Scarborough Community Council in March 2007, and a community consultation meeting was held in June 2007. The applicant subsequently did not advance the applications and the files were closed.

ISSUE BACKGROUND

Proposal

This application proposes a 186 square metre vehicle fuel station with convenience store, a 280 square metre eating establishment with a drive-through facility, a two storey 2,250 square metre office building with ground floor retail, and two industrial buildings (1,338 square metres and 1,248 square metres respectively) at 3615 McNicoll Avenue. The vehicle fuel station is proposed on the McNicoll Avenue frontage approximately 90 metres from the intersection of Markham Road and McNicoll Avenue.

Refer to Attachment No 1: Site Plan, Attachment 3, 4, 5 and 6: Elevations and Attachment 8 : Application Data Sheet.

Site and Surrounding Area

The subject parcel is 1.05 hectares (2.6 acres) in area, and is located at the southeast corner of Markham Road and McNicoll Avenue. The parcel is rectangular in shape, having a lot frontage of approximately 142 metres along Markham Road and 151 metres along McNicoll Avenue. The site is currently vacant, has very few trees, and has a substantial slope from west to east.

Abutting uses include the following:

North: On the north side of McNicoll Avenue is a one storey commercial development with banquet hall and commercial buildings. The banquet hall and one commercial building are constructed and occupied, while two other commercial buildings are approved but yet to be constructed.

South: Hydro Corridor

East: Industrial lands

West: Markham Road. On the southwest corner of Markham Road and McNicoll immediately across the road from this proposal is a one-storey retail plaza including an automobile service station.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The property is within an "Employment District" according to the Official Plan's Urban Structure Map. The *Employment Districts* designation is overlaid on strategic clusters of *Employment Areas* to provide additional policy protection. Lands within *Employment Districts* are reserved exclusively for economic activity in order to provide a range of employment opportunities for Toronto residents, maintain the City's tax base, as well as attract new and expand existing employment clusters.

The Subject Property is designated *Employment Areas* on Map 22 of the Official Plan, and is subject to the accompanying policies and development criteria under Section 4.6. *Employment Areas* are an important part of the City's growth strategy, and are defined as places of business, economic activity and job growth. The general list of uses that support this function include offices, manufacturing, warehousing, distribution, research and development facilities, parks, hotels, restaurants and small scale stores and services for area businesses and workers.

The proposal is subject to the development criteria for *Employment Areas* as well as the general built form policies listed under section 3.1.2. Relevant policies include aligning the building parallel to the street edge, creating an entrance that is clearly visible and accessible from the sidewalk, providing adequate landscaping within the building setbacks and adequate parking and loading on site.

Map 4 – Higher Order Transit Corridors – designates Markham Road as a Transit Corridor for potential expansion. Map 5 – Surface Transit Priority Network – identifies Markham Road to be a “Transit Priority Segment”. The introductory text of Section 2.2 of the Official Plan stipulates that future growth within the City should be channelled towards areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential. Employment Districts will focus on job intensification.

Site and Area Specific Policy No. 139 pertains to the subject lands. It states that new automobile service stations are not permitted within 150 metres of arterial intersections.

Emerging Policy of OPA 231

On December 18, 2013, City Council adopted Amendment No. 231 to the Official Plan, which strengthened *Employment Districts* policies concerning the protection and preservation of strategic areas for employment uses, and replaced the classification "Employment Districts" with "Employment Areas". In addition to amending the Urban Structure section of the Official Plan, the Land Use designation *Employment Areas* has been replaced with two new land use categories: *Core Employment Areas* and *General Employment Areas*. 3615 McNicoll Avenue is designated *General Employment Areas*, which applies to lands largely on the periphery of *Employment Areas* on major roads where retail stores, service shops and restaurants can serve workers in the *Employment Area* and would also benefit from visibility and transit access to draw the broader public. Retail complexes on the periphery of employment areas frequently serve as a buffer between industries in the interior of *Employment Areas* and nearby residential uses.

OPA 231 was approved by the Minister of Municipal Affairs and Housing on July 9, 2014 and has been appealed to the Ontario Municipal Board. A pre-hearing conference at the Board has been scheduled for March 12 and 13, 2015.

This application predates the adoption of OPA 231, which is not yet in force and is relevant but not determinative.

New City Wide Zoning By-law No. 569-2013

On May 9, 2013 City Council enacted the new City-wide Zoning By-Law No. 569-2013. The site is not subject to the new Zoning By-law.

Zoning

The majority of the subject lands are currently zoned Industrial Zone (M) in the Employment Districts Zoning By-law No. 24982. This zone generally permits assembling, manufacturing, processing, warehousing, and associated ancillary uses associated with industrial processes. A small portion of the lands on the eastern portion is zoned General Industrial Zone (MG). See Attachment 6: Zoning.

Site Plan Control

The proposal is subject to Site Plan Approval. A site plan application has been submitted and is being circulated to appropriate City divisions for review and comment.

Reasons for the Application

The purpose of this application is to amend the Industrial (M) and General Industrial Zone (MG) zoning of the lands to permit small scale retail, restaurant vehicle fuel station uses and vehicle service garage uses, and to amend Site and Area Specific policy No. 139 that does not permit automobile service stations within 150 metres of the intersection of Markham Road and McNicoll Avenue.

Community Consultation

A community consultation meeting was scheduled with the local councillor and held on November 25, 2013. No members of the public attended the meeting. No written submissions on the application were received.

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

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. Among other matters, the proposal will provide for an efficient development pattern and use of land, add to the City's supply of employment and shopping opportunities, utilize public infrastructure and services and promote the use of public transit.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. It focuses an appropriate type and scale of development within an identified intensification corridor. The application represents efficient use of land, resources and public investment in infrastructure and public service facilities on an underutilized site. The proposal is also transit supportive and represents a built form that is consistent with adjacent uses.

The proposal is consistent with the Provincial Policy Statement 2014 and conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The subject site is located along Markham Road on the southeast corner of Markham Road and McNicoll Avenue. The Official Plan designates the subject site as Employment Areas.

The proposed development will provide for a mix of employment and some retail, restaurant, and service opportunities for the employment area, and will ensure the efficient use of land, infrastructure and service facilities.

The proposal is in an appropriate location for a development consisting of a range of uses including industrial, office, restaurant and retail, considering its location on two major streets in close proximity to industrial, warehousing and accessory retail uses along Markham Road. There are currently industrial properties immediately to the east of the site, and a new retail, office development immediately on the north side of McNicoll Avenue on lands zoned Special District Commercial (SDC). A commercial strip plaza with vehicle fuel station exists on the southwest corner of Markham and McNicoll on lands zoned Industrial District Commercial (MDC). In 2008, City Council approved a rezoning at the northwest corner of Markham and McNicoll (2890 and 2900 Markham Road) to permit a 3-storey mixed use building that will include a convention centre, office, restaurant uses and retail permissions. This project has not been built to date. The lands are zoned Special District Commercial (SDC), and currently a retail store for kitchen supplies exists on the corner, with industrial uses further behind.

The property is subject to the "Site and Area Specific Policy" No. 139 of the Official Plan. This policy states that "new automobile service stations will not be permitted within 150 metres of the corners of arterial intersections". The intent of this policy is to discourage gas stations locating at corners of major streets, and preserve larger parcels of land in prominent areas for employment uses that require more land. The gas station was proposed to the south of the office building on Markham Road in some preliminary sketches for this proposal. The gas station has been moved to a less prominent location on McNicoll Avenue, approximately 90 metres from the intersection. Since the parcel has only 142 metres frontage on Markham Road and 151 metres frontage on McNicoll Avenue, an amendment to this provision in the Official Plan is necessary to allow for a gas station anywhere on the site.

The six proposed buildings generally distribute the proposed gross floor area as follows:

Proposed Use	Proposed Gross Floor Area	Total Gross Floor Area
Employment Uses	4216 square metres	78 %
Restaurants	579 square metres	11 %
Retail (including Vehicle Fuel Station)	584 square metres	11 %
Total	5379 square metres	100 %

Building B consists of a 1285 square metre, 2 storey building with second floor office uses and retail at grade at the corner, which provides some architectural presence at the corner of Markham Road and McNicoll Avenue. This two storey building comprises 42% of the total gross floor area of the project in one prominent two storey building at the corner of two major streets. The second floor of the building will contain office uses only, while the ground floor will include office, retail and restaurant uses.

The proposal includes three buildings comprising 2600 square metres of employment uses on the rear portion of the lands (Buildings C-1, C-1A and C-2), which comprises almost 50% of the total gross floor area proposed on site. Taken together, the employment uses on the site comprise approximately 78% of the total gross floor area.

Small scale restaurant and retail uses, both in the stand alone buildings, and permitted on the ground floor of building B, will comprise only 22% of the total gross floor area on site. These proposed uses represent a good mix of Employment and some retail stores and restaurants that can serve workers in the local Employment Area. The proposal is therefore consistent with the Official Plan provisions permitting small scale retail and restaurant uses serving the local Employment Areas.

The proposal is consistent with the General Employment policies of OPA 231, which is not yet in force and effect, but is relevant. This proposal provides retail stores, service shops and restaurants that can serve workers in the *Employment Area*, and the project. The site benefits from visibility and transit access to draw the broader public. The proposal provides a mix of office and industrial employment as well as the retail and restaurant uses as this location.

Built Form & Urban Design

Section 3.1.2 of the Official Plan outlines policies intended to influence the built form of new development to create a more livable, vibrant and beautiful city. New development is reviewed for

adherence to these policies to ensure that it respects and improves the existing character of the surrounding area:

- Proposed buildings "A" "B" and "D" have been located parallel to Markham Road and McNicoll Avenue in order to frame the adjacent public street and sidewalk;
- Building entrances for all buildings are clearly visible and accessible from the street frontage, with a direct and accessible pedestrian connection to the sidewalk;
- Industrial Buildings C-1 and C-2 are linked to both Markham Road and McNicoll Avenue with a direct and accessible pedestrian connection
- Ground floor uses have views onto the adjacent public street and sidewalk;
- Surface parking, loading and service areas are situated behind the main front wall of buildings where practical;
- Landscaping improvements are proposed in the setbacks to create attractive transitions between the public and private realm. Building A includes a patio to the south adjacent to Markham Road.

Section 4.6 of the Official Plan outlines a number of built form criteria specifically applied to new development in *Employment Areas*. The criteria ensure that new development contributes to the creation of competitive, attractive and highly functional *Employment Areas*:

- The proposed development provides adequate parking and loading on site, in compliance with the standards in City-wide Zoning By-law 569-2013;
- Parking, loading and service areas are well screened by landscaping when viewed from the adjacent streets.

Urban Design staff reviewed the initial submission and requested that a number of issues be addressed. Improvements to the site design include a clear pedestrian circulation system throughout the site, the inclusion of better landscaping on site, the addition of more visually interesting building materials on some buildings and the screening of all roof top mechanical equipment.

The provision of a drive thru facility for Building A on Markham Road is appropriately located out of view of the public street, at the rear of the building. A sufficient number of stacking spaces are provided. The facility has been designed substantially in accordance with the Urban Design Guidelines for Drive-through Facilities.

This development represents a proposal that frames the edges of the streets and provides for an attractive, comfortable pedestrian environment.

Any further urban design refinement will be resolved through the Site Plan Approval process.

Stormwater Management and Site Servicing

The applicant submitted Site Servicing and Stormwater Management Reports in support of the application. Engineering and Construction Services staff have reviewed both reports and found them to be acceptable. Further refinements to the reports may be made during the Site Plan Approval process.

TTC Bus Stop

There is an existing northbound nearside bus stop on Markham Road at McNicoll Avenue on the northwest portion of the site. To provide adequate room to operate the accessible ramp on future articulated TTC buses, the applicant has been required to provide a level brushed concrete platform that is 18 metres in length and 2.4 metres in width from the curb.

Parking

The applicant has proposed 218 parking spaces on the Site, including 13 barrier free spots. City staff concur that the proposed parking supply is adequate for the proposed development. The barrier free spots are appropriately located on site, and are provided at a rate that is higher than might normally be required for a site of this size. The existing by-law requirements for parking have been exceeded by 13 spaces. Accordingly, a number of parking spaces will be provided for priority parking (hybrid/electric/carpooling) and this will be determined through the site plan approval process.

The surface parking lot has been designed to comply with the Green Surface Parking Lot Guidelines, and will be subject to further review in accordance with them during the site plan approval process. Notable features of the design include the provision of permeable unit pavers, lighter, more reflective asphalt coatings, the creation of direct, comfortable and safe pedestrian routes, and the provision of high quality landscaping, and the division of larger parking areas both visually and functionally into smaller parking courts.

Traffic and Access

Markham Road is a six-lane divided arterial road at this location, with a signalized intersection at McNicoll Avenue. In support of the proposed redevelopment the applicant submitted a Traffic Impact Study.

Two right-in right-out driveways will provide direct access to the site from the Markham Road frontage (see Attachment: 1 Site Plan). An existing centre median prohibits full turning movements on the northerly right-in right-out access onto Markham Road. The southerly access onto Markham Road is planned to be right-in right-out only as well. However, there is a break in the median in the vicinity of this access point. Accordingly, Engineering and Construction Services have requested securities as part of the site plan approval to ensure the enactment of turn prohibition by-laws for left turn movements at the proposed southerly Markham Road driveway.

Two driveways will provide direct access to the site from McNicoll Avenue. An existing median on McNicoll Avenue will be extended to prohibit westbound traffic from making left turns into the site at the westerly access point, and to prevent left turns out of the site at this point. Securities for this extension will be a requirement of site plan approval.

The other access point onto McNicoll Avenue is aligned with Ironside Drive to the north. All vehicles travelling south on Markham Road when exiting the site will be required to exit via this access point. All vehicles travelling south on Markham Road when entering the site will also be required to use this access point due to restrictions at the other three access points. Accordingly, securities will be required at the site plan approval stage for the future installation of a traffic control signal at the intersection of Ironside Crescent and McNicoll Avenue.

As part of the review process, Engineering & Construction Services staff have requested financial securities from the applicant for: any and all costs associated with the signal timing optimization at the Markham Road and McNicoll Avenue intersection.

Trees

The removal of seven city owned crab apple trees along the Markham Avenue frontage is proposed. All are in fair or poor condition, and Urban Forestry has no objection to their removal subject to the appropriate applications being made.

A total of 63 private trees are shown to be planted on site, in addition to 6 street trees along the McNicoll Avenue frontage.

There is a lack of opportunity for the placement of street trees on the Markham Road frontage, due to the provision of a new 1.7 m concrete sidewalk along the Markham Road frontage. Urban Forestry has indicated there is no interest in having street trees provided on Markham Road at this location due to conflicts with large snowplows and the potential for salt laden snow affecting the trees in winter. In lieu of street trees on Markham Road, the landscape plan includes numerous private trees along the Markham Road frontage that are close enough to the street to provide a "street presence". This is acceptable to Urban Forestry. Revisions to the species, number, locations and planting details are required, and this will be pursued through the site plan approval process.

Trans Northern Pipeline Easement

There is a hydro corridor immediately to the south of the subject lands. Trans Northern Pipelines has an existing 18.3 metre easement running along the entire southern property boundary. The right-of-way provides for the transmission of Trans-Northern's petroleum products. This easement requires that no structures be located on the subject easement. The applicant has developed the site plan in consultation with Trans Northern Pipelines and TransNorthern is supportive of the current design showing soft landscaping and a drive aisle on the existing 18.3 metre easement. Removable pre-cast bumper curbs instead of a poured concrete curb are a requirement of Trans Northern Pipelines for the southernmost curb of this drive aisle. The provision of pre-cast bumper curbs at this location will be a condition of site plan approval. A performance standard in the attached by-law has been instituted to ensure these lands are used for soft landscaping and asphalt only to respect this easement.

City of Toronto Easement

There is an easement traversing the full length of the eastern property line on the subject lands in favour of the City. This easement accommodates an existing drainage swale for stormwater management purposes. The stormwater management system for this site has been designed to function in concert with this existing drainage swale. The swale provides for a buffer between this property and the industrial property to the east.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural

environment.

The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features:

- Cycling Infrastructure: Bicycle parking rates have been established.

Other applicable TGS performance measures will be secured through the site plan approval process. These include pedestrian infrastructure (walkways, connection to TTC stop, sidewalks, lighting), landscaping, priority parking, tree planting, and stormwater management.

CONTACT

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SIGNATURE

Raymond David, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Block A Elevations

Attachment 3: Block B Elevations

Attachment 4: Block C Elevations

Attachment 5: Block D Elevations

Attachment 6: Zoning

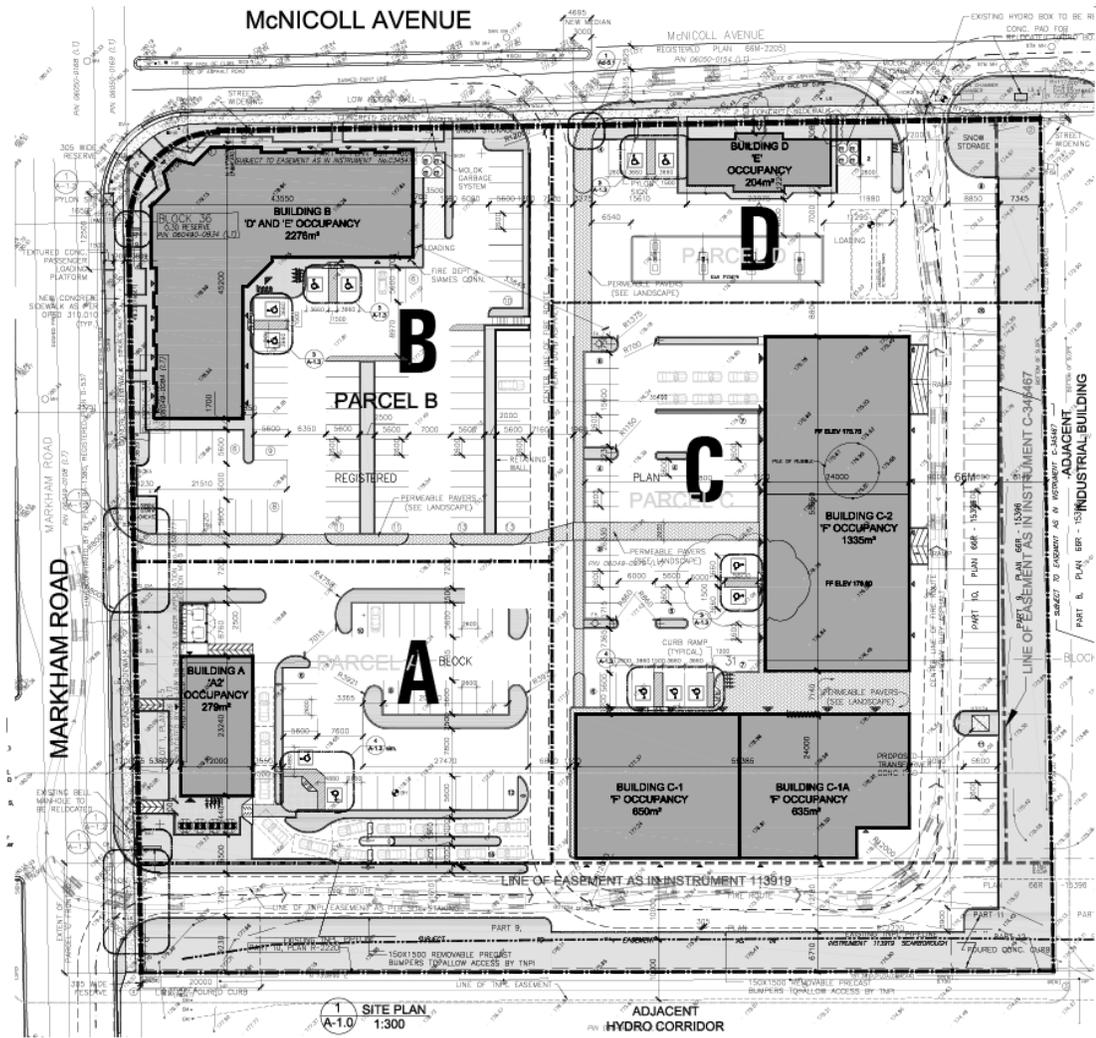
Attachment 7: Official Plan

Attachment 8::Application Data Sheet

Attachment 9: Draft Official Plan Amendment

Attachment 10Draft Zoning By-law Amendment

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

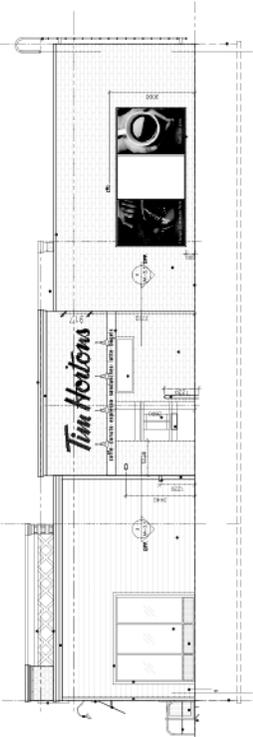
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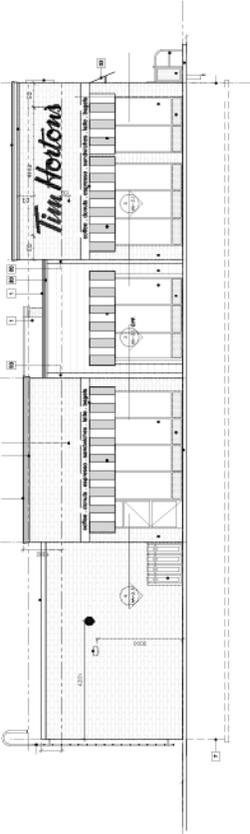
3615 McNicoll Avenue

File #13 191601 ESC 42 OZ, 13 191609 ESC 42 SA

Attachment 2: Block A Elevations



East

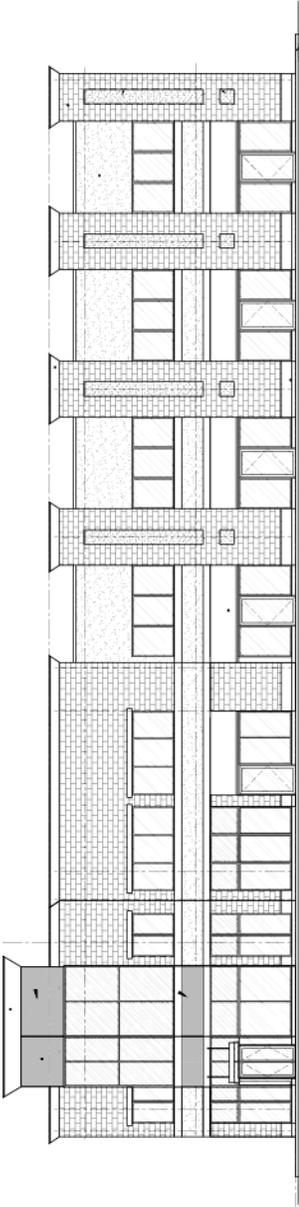


West

Tim Hortons Elevations
Applicant's Submitted Drawing
Not to Scale
01/14/15

3615 McNicoll Avenue
File # 13 191601 ESC-42 0Z, 13 191609 ESC-42 SA

Attachment 3: Block B Elevations



West



South

Retail Office/Restaurant Elevations

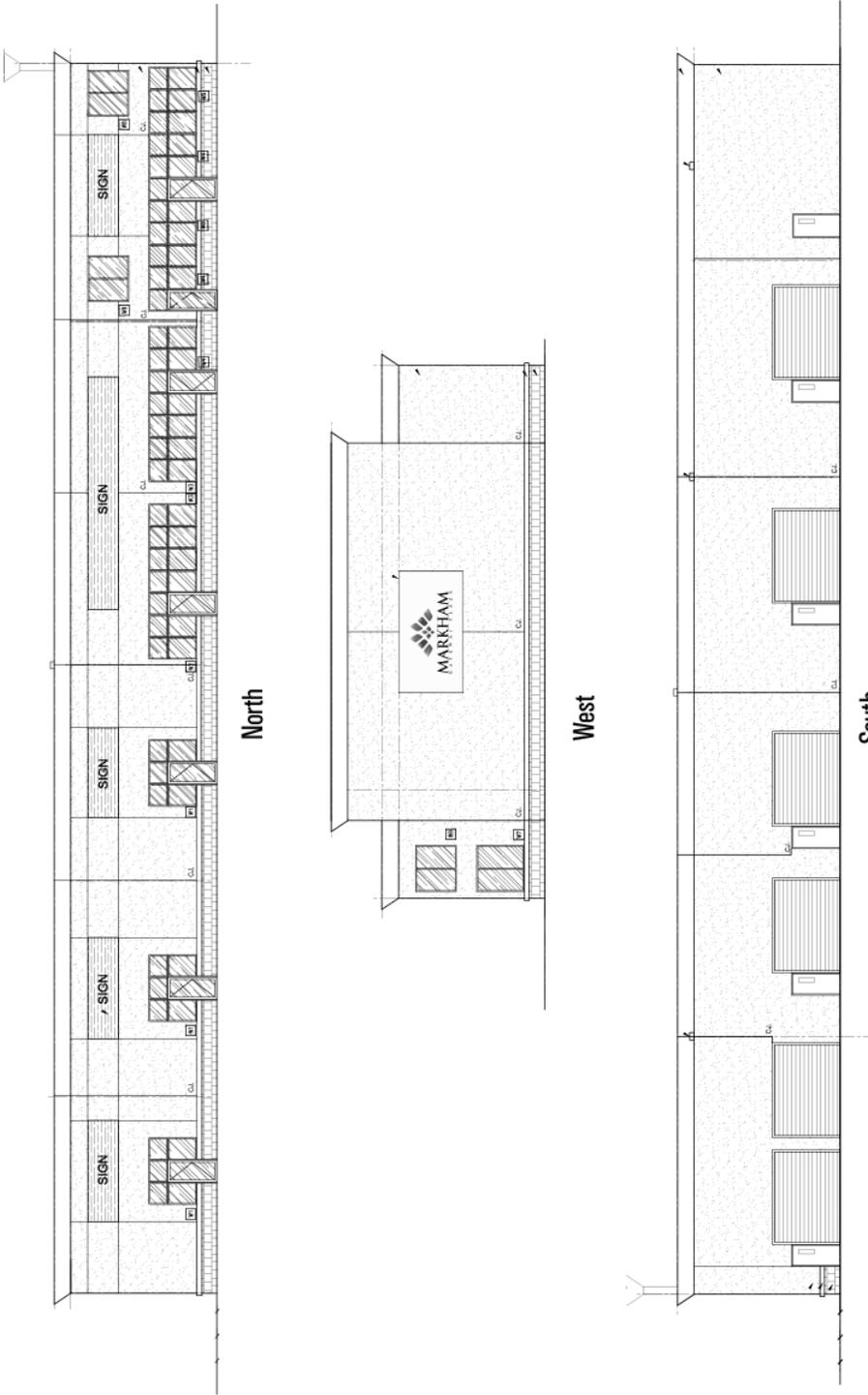
3615 McNicoll Avenue

Applicant's Submitted Drawing

Not to Scale
01/14/15

File # 13 191601 ESC-42 OZ, 13 191609 ESC-42 SA

Attachment 4: Block C Elevations



Block C Elevations

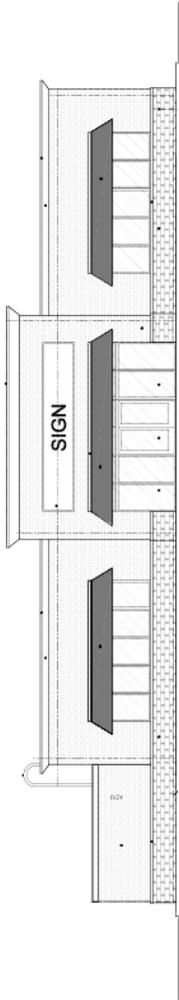
3615 McNicoll Avenue

Applicant's Submitted Drawing

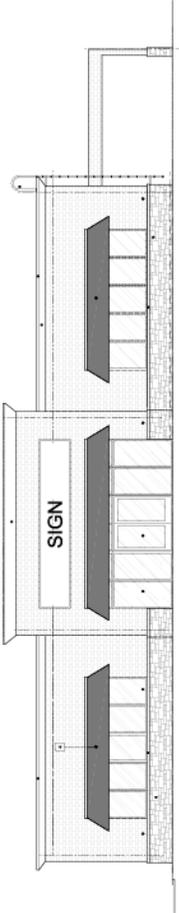
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File # 13 191601 ESC 42 0Z, 13 191609 ESC 42 SA

Attachment 5: Block D Elevations



North



South

Vehicle Fuel Station Elevations

3615 McNicoll Avenue

Applicant's Submitted Drawing

Not to Scale
01/28/15

File # 13 191601 ESC-42 0Z, 13 191609 ESC-42 SA

Attachment 6: Zoning



Toronto City Planning
Zoning By-law 569-2013

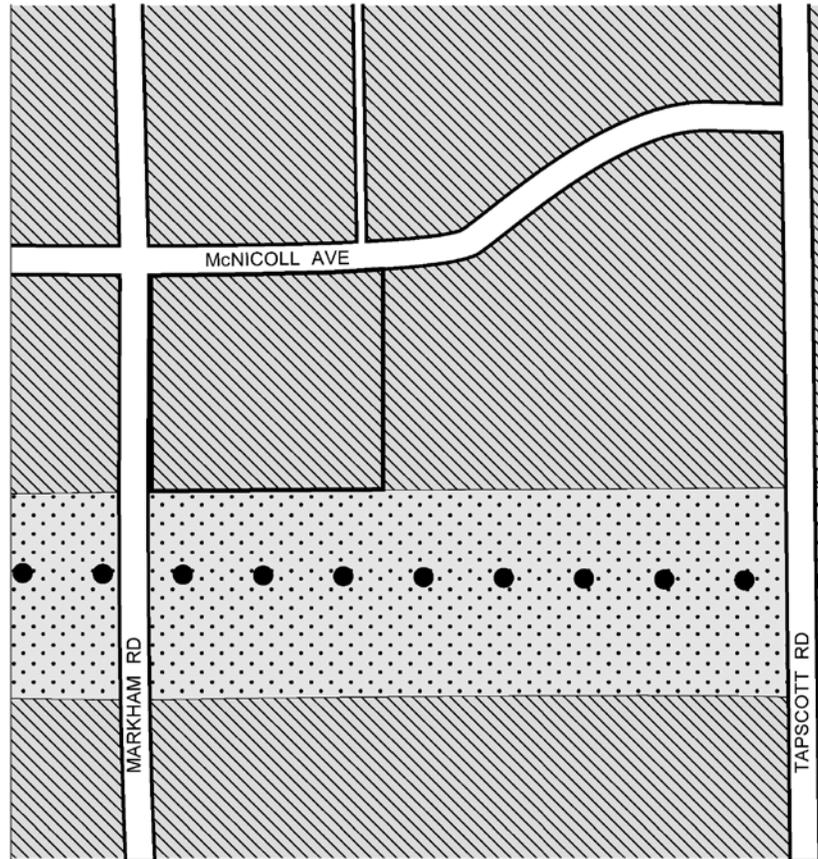
3615 McNicoll Avenue
 File # 13 191601 ESC 42 OZ, 13 191609 ESC 42 SA

 Location of Application
E Employment Industrial
UT Utility and Transportation

 See Former City of Scarborough Tapscott Employment District Bylaw No. 24982
M Industrial Zone
MG General Industrial Zone
MDC Industrial District Commercial Zone
SDC Special District Commercial Zone


 Not to Scale
 Extracted 8/9/2013

Attachment 7: Official Plan



 **TORONTO** City Planning
Official Plan

3615 McNicoll Avenue

File # 13 191601 ESC 42 OZ, 13 91609 ESC 42 SA

-  Site Location
-  Employment Areas
-  Utility Corridors


Not to Scale
07/31/13

Attachment 8: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	13 191601 ESC 42 OZ
Details	OPA & Rezoning, Standard	Application Date:	June 20, 2013

Municipal Address: 3615 MCNICOLL AVE

Location Description: PLAN 66M2205 BLK 31 **GRID E4201

Project Description: Application to amend the Official Plan and Zoning By-law to permit a mixed commercial/office and industrial development consisting of a two-storey office building with a ground floor retail uses, an eating establishment with a drive-through facility, a gas station and two industrial buildings. Concurrent Site Plan Application at 13-191609 ESC 42 SA.

Applicant:	Agent:	Architect:	Owner:
URBAN GROWTH INC			2332881 ONTARIO INC

PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	
Zoning:	M-Industrial and MG-General Industrial	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	21312	Height:	Storeys:	2
Frontage (m):	142		Metres:	12.4
Depth (m):	151			
Total Ground Floor Area (sq. m):	4241			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	0
Total Non-Residential GFA (sq. m):	5379		Loading Docks	2
Total GFA (sq. m):	5379			
Lot Coverage Ratio (%):	24			
Floor Space Index:	0.25			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	0	Residential GFA (sq. m):	0
Bachelor:	0	Retail GFA (sq. m):	1163
1 Bedroom:	0	Office GFA (sq. m):	1596
2 Bedroom:	0	Industrial GFA (sq. m):	2620
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	0		

CONTACT:	PLANNER NAME:	John Lyon, Planner
	TELEPHONE:	(416) 396-7018

Attachment 9: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2015, as
3615 Menicoll Ave

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

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. The attached Amendment No. ~~~ to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. ~ TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2015 AS
3615 McNicoll Avenue

1. Chapter 7, Site and Area Specific Policy No. 139, is amended is amended by deleting the existing text and replacing it with the following:

Southeast, Southwest, Northeast and Northwest Corners of Markham Road and McNicoll Avenue, Northeast and Northwest Corners of Markham Road and Finch Avenue, and Southeast Corner of Steeles Avenue and Middlefield Road

"New automobile service stations are not permitted within 150 metres of arterial intersections except for lands known as 3615 McNicoll Avenue at the southeast corner of Markham Road and McNicoll Avenue where a new automobile service station is not permitted within 85 metres of the arterial intersection."

Attachment 10: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council
on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend ~ Zoning By-law No. ~, as amended,
With respect to the lands municipally known as,
3615 Mcnicoll Ave**

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 (Tapscott Employment District) is amended for the lands outlined in the attached Schedule "1" by deleting the existing M and MG Zone and associated Performance Standards and replacing it with the following as shown on Schedule "1" so that the amended Zoning shall read as follows:

SDC- 4-594-913-1111-1194-1640-2029-2030-2066

150

234

202

2. **SCHEDULE "B" PERFORMANCE STANDARDS CHART**, of the Employment Districts Zoning By-law (Tapscott Employment District) No. 24982 is amended by adding the following Performance Standards 594, 1194 and 2066 as follows:

FLOOR AREA

594 The following **gross floor area** regulations shall apply:

- (a) Maximum **gross floor area** of 600 square metres for **Restaurant** uses shall be permitted only on the portion of the site shown as Part A on Schedule "1" to this By-law.
- (b) Maximum gross floor area 600 square metres for Retail Uses, **Personal Service Shops, Financial Institutions, and Vehicle Service Station** and ancillary uses shall be permitted only on the portion of the site shown as Part A on Schedule "1" to this By-law.

- (c) Buildings containing Medical and Dental Offices shall be permitted only on the portion of the site shown as Part A on Schedule "1" to this By-law.
- (d) In addition to subsection (b) buildings containing **Vehicle Service Station** and ancillary uses shall be prohibited within 85 m of the **street line** of Markham Road.
- (e) Buildings containing **Industrial Uses, Vehicle Service Garages** and **Service Shops** shall be permitted only on the lands shown as Part B on Schedule "1" to this By-law.

OTHER YARDS

1194. Minimum 18 m wide strip of land abutting the south **lot** line shall be used for **landscaping**, vehicular access, and parking only.

MISCELLANEOUS

2066. Bicycle parking shall be provided at a rate of **3** spaces plus 0.3 spaces per 100 square metres of **gross floor area**.

3. **SCHEDULE "C" EXCEPTIONS LIST**, of the Employment Districts Zoning By-law (Tapscott Employment District) No. 24982 is amended by adding the following Exceptions No. 150 and 234 as follows:

150. On those lands identified as Exception No. 150 on Schedule "1" the following provisions shall apply:

Only the following uses are permitted:

Industrial uses

Restaurants

Vehicle Service Garage

Vehicle Service Station and ancillary uses

Business and Professional Office

Medical and Dental Offices

Personal Service Shops

Service Shops

Recreational Uses

Retail Uses

Financial Institutions

Educational and Training Facilities for Adults

234. On those lands identified as Exception No. 234 on Schedule "1", the following uses are prohibited:

Private Schools
Tutoring Services
Place of Worship

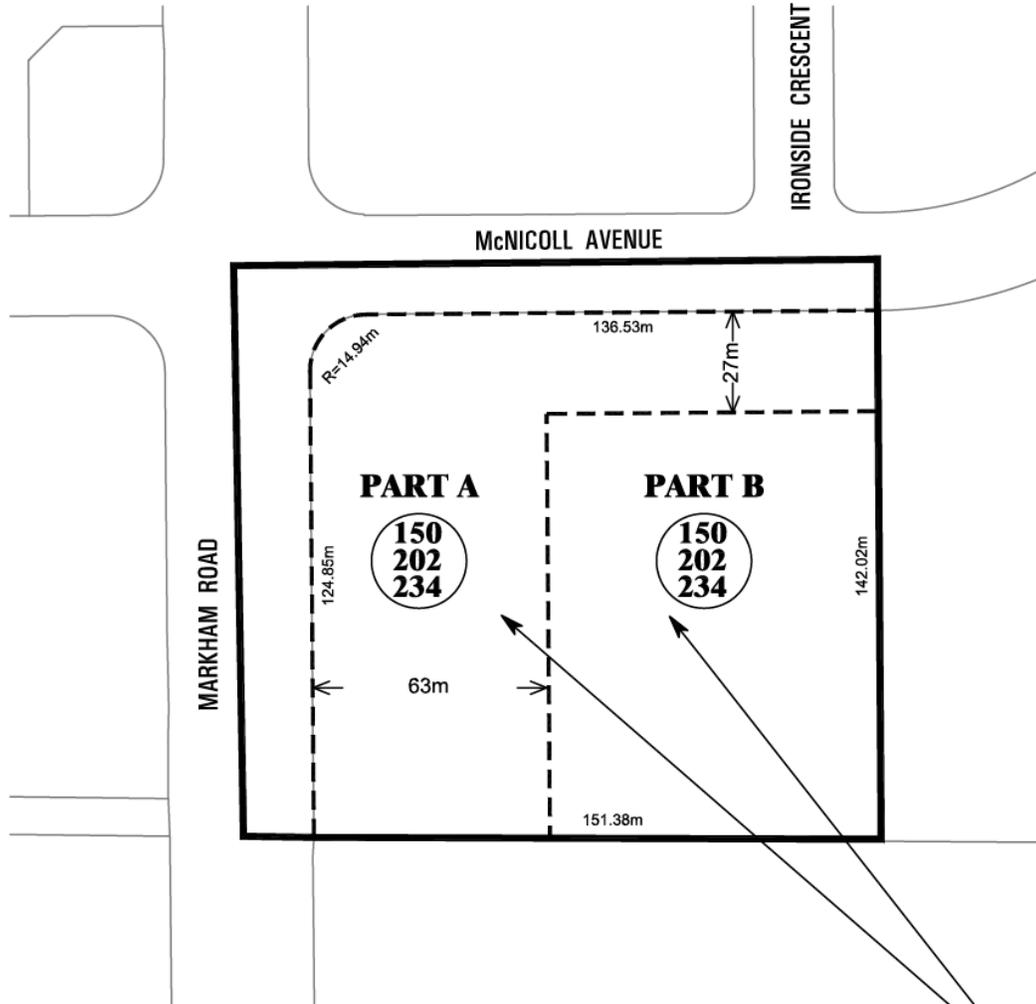
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'



SDC-4-594-913-1111-1194-1640-2029-2030-2066

Toronto City Planning
Division
Zoning By-Law Amendment

3615 McNicoll Avenue
File # 13 191601 ESC 42 0Z

 Area Affected By This By-Law

Tapscott Employment Bylaw
Not to Scale
01/30/15
