

CP Railway Lands – St. Clair Avenue West and Jane Street – Official Plan Amendment and Rezoning Applications – Final Report

Date:	January 25, 2008
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	File No. 06 199631 WET 11 OZ

SUMMARY

This application was made prior to January 1, 2007 and is not subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

A concurrent City-initiated amendment to the Official Plan to permit a fuller range of retail service uses on the lands surrounding the St. Clair Avenue West and Jane Street intersection and designated Employment Areas is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes to permit the development of the site with 6 commercial retail buildings, including restaurants, and a car dealership with a motor vehicle repair shop. The portion of the site located west of Jane Street, is proposed to be used as a parking and storage area for the car dealership’s vehicle stock.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law. It also recommends a City initiated Official Plan



Amendment to introduce an area specific policy to permit retail and service uses for the larger employment area which are already permitted by the existing CE district zoning for the area and which, for the most part, have existed in the area for some time due to the zoning permissions.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 7.
2. City Council amend Zoning By-law No. 1-83 for the former City of York, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, the Notice of Approval Conditions for the site plan for the car dealership be issued.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

The applicant, KLM Planning Partners Inc., has submitted an application to permit the development of the 3.6 hectare site with 6 commercial retail buildings, including restaurants, and a car dealership with a motor vehicle repair shop. The portion of the site located west of Jane Street, is proposed to be used as a parking and storage area for the car dealership's vehicle stock. The site is to be developed in Phases, with Phase I being the dealership, Phase II - the three building on the east portion of the site and Phase III - the middle portion of the site. All three phases will be connected by and have access to the internal driveways. Canadian Pacific Railway has indicated that Phase III will likely not occur for approximately five years as the environmental remediation for the middle portion of the site will take that long to complete. The Application Data Sheet (Attachment 6) provides all the relevant project information.

Site and Surrounding Area

The proposed development will be located on a portion of the CPR lands on the south side of St. Clair Avenue West at Jane Street. The lands subject of these applications is surplus to the needs of CPR and is divided in two distinct areas by Jane Street. The two

areas are connected by the CPR rail bridge over Jane Street. The portion of the site located west of Jane Street is currently vacant and has an approximate area of 3 350 square metres. The site located east of Jane Street is approximately 32 900 square metres in area and has a two-storey building that is proposed to be demolished.

Surrounding land uses include:

North: along St. Clair Avenue West, a mix of low density commercial and residential uses, with some auto body shops and other automobile service uses

South/West: Canadian Pacific Railway Lambton Yards

East: Wal-Mart store and commercial uses

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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

These applications are consistent with the provisions of the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The lands west of Jane Street where the parking of vehicle stock is proposed, are designated Utility Corridors. Utility Corridors primarily consist of rail and hydro rights-of-way. Linear rail corridors will be protected for future use as public transportation routes, bicycle and pedestrian trails and telecommunications and electrical corridors. Where these corridors are declared surplus they may be used for other public services and amenities. In accordance with policies 4.4.5.a) and 4.4.5.b) of the Official Plan, redevelopment of lands adjacent to Utility Corridors, where appropriate, will protect for access to potential bicycle and pedestrian trails and open space; and ensuring that the abutting Utility Corridor is secured and screened through appropriate measures such as setbacks, fencing and landscaping.

The site located east of Jane Street is designated Employment Areas. Section 4.6.1 of the Plan provides that Employment Areas are places of business and economic activity, including among other uses: Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities,

media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers. A car dealership is a permitted use in Employment Areas. The site is not designated as an Employment District on the Urban Structure Map 2 of the Official Plan.

Official Plan Policy 4.6.3 states that - Large scale, stand-alone retail stores and “power centres” are not permitted in *Employment Areas* in the Central Waterfront and are only permitted in other *Employment Areas* fronting onto major streets as shown on Map 3, that also form the boundary of the *Employment Areas*, through the enactment of a zoning by-law. Where permitted, new large scale, stand-alone retail stores and ‘power centres’ will ensure that:

- a) sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and
- b) the functioning of other economic activities within the *Employment Areas* and the economic health of nearby shopping districts are not adversely affected.

The retail uses proposed for this site are not considered large scale or stand-alone retail stores and are not considered a “power centre”.

In addition, the Official Plan requires development to contribute to the creation of competitive, attractive, highly-functional areas by supporting the economic function of the Employment Areas and the amenity of adjacent areas; providing adequate parking and loading on-site; and providing landscaping to create attractive streetscapes and screening of parking, loading and service areas.

St. Clair Avenue West is also identified on the Urban Structure Map 2 as an *Avenue*. Avenues are important corridors along major streets where development is encouraged to create job opportunities and/or new housing (depending on the underlying land use designation), while improving the pedestrian environment, streetscape, and transit service for the community. The growth and redevelopment of the Avenues should be supported by high quality transit services, combined with urban design and traffic engineering that promotes a safe, attractive and comfortable street for pedestrians and cyclists. Development within the Avenues should have appropriate massing, scale and organization of buildings; restrict parking at grade and driveways in front of the buildings; and provide streetscape improvements while implementing transit-supportive measures that restrict auto-oriented retailing and services.

Zoning

The lands on the west side of Jane Street are zoned Transportation and Utilities Districts (T) which permits Hydro and Railway installations and public parks. On the east side of Jane Street, the site is zoned Strategic Industrial Employment (SI) which permits industrial, retail and/or showroom uses only as an accessory use to industrial or office uses.

Site Plan Control

The proposed development is subject to site plan control. An application for site plan approval has been submitted (Application No. 07 257697 WET 11 SA) and is being processed concurrently with the Official Plan and Zoning By-law amendments.

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.

Community Consultation

A Community Consultation Meeting was held July 30, 2007. Approximately 15 people attended the meeting. Issues raised were the need for additional green space in the community, traffic generated by the development and the potential for traffic infiltrating through the residential neighbourhood, the need for reinvestment in and improvement of the area and potential air quality and noise impacts on the residential neighbourhood. These issues are addressed in the Comments section of this report.

Reasons for Development Application

The applicant's proposal for parking of the vehicle stock for the car dealership on the south west corner of Jane Street and St. Clair Avenue are not permitted within the Utility Corridor designation. In addition, retail and service uses proposed by the applicant for the lands on the south east corner of Jane Street and St. Clair Avenue West uses are not permitted under the existing T - "Transportation and Utilities" and SI - "Strategic Industrial Employment" zoning designations of the former City of York Zoning By-law No. 1-83.

Reasons for Local Area Review

Given the cumulative floor area proposed for both the retail and service uses, an Official Plan Amendment is required to permit the retail and service use component of the applicant's proposal. As indicated in the Preliminary Report that in the event that an Official Plan Amendment was required for the retail and service component of the application, staff would undertake a local area planning study to review the proposed retail and service uses within the context of the existing employment area in which this site is located.

COMMENTS

Local Area Review Results

One of the issues identified in the Preliminary Report regarding this application was the appropriateness of the proposed land uses for the site within the context of the surrounding employment area. The amount of the retail and service uses proposed for the subject site are not consistent with the Official Plan policies for Employment Areas, which permits small scale stores and services that serve area businesses and workers. Staff have undertaken a local area planning study for the lands designated Employment

Areas in the area between Runnymede Road and Scarlett Road along St. Clair Avenue West and Dundas Street West, including an employment area pocket west of Scarlett Road north and south of the CP rail line as shown on Attachment 5. The study reviewed the retail and service uses proposed by the applicant within the context of the existing employment area. The study assisted staff in assessing the impact of the application on the surrounding employment area and existing uses, and in addressing provincial and city policy objectives.

The Study Area is designated as an Employment Area, but it is not identified as an Employment District on the Urban Structure Map (Map 2). Employment Districts are to be protected and promoted exclusively for employment uses. The lands included in Employment District represent employment areas required for the City's long term future development. Since the study area is not designated as an Employment District, a comprehensive review entailing a thorough City-wide review and evaluation of the new Official Plan, employment policies and land use designation, as required by the Provincial Policy Statement is not necessary for the consideration of redesignation of these lands to permit other potential uses. However, the consideration for permitting the proposed retail and services uses on the applicant's lands within the study area should focus more on the local contextual issues.

The focus of the local area review was to provide a broader examination of the land use conditions and impact of the potential permission of retail and service uses within the Study Area. Accordingly, the review examined issues such as: the stability of the employment pocket in terms of job retention and reinvestment; the role of this employment pocket; adjacency conditions and the potential to rationalize land use boundaries; opportunities to revitalize St. Clair Avenue West while having regard for the built form context of the area; the current uses within the employment area; and the current uses currently permitted by the zoning by-law. The Economic Development Division has been consulted about this review.

The context of the area surrounding this small employment pocket is dominated by a range of medium and low density residential neighbourhoods and a mix of commercial and residential developments along St. Clair Avenue West and Dundas Street West. The land parcels are shaped and influenced by the routing of the CPR line as it passes through the west end between Dundas Street and St. Clair Avenue. The study area is also isolated from other larger employment areas and there are no significant linkages between this site and a larger employment area to the east at St. Clair Avenue West and Keele Street. As such, the redesignation of these lands from Utility Corridors to Employment and the permission for retail and service uses, would not be expected to have an adverse impact on the stability and viability of the employment area within which it is located or the adjacent employment area to the east.

The lands within this employment area that were studied, for the most part, are zoned Commercial Employment (CE), which permits a full range of retail and service uses. There is small pocket of land which is not currently zoned with the retail permission allowed by the CE zoning. This small pocket is located south of St. Clair Avenue West

and north of the rail line, and is owned by Canadian Pacific Railway. Within this small pocket, the lands east of Jane Street are zoned Strategic Industrial Employment (SI) which permits industrial, retail and/or showroom uses only as an accessory use to industrial or office uses. The neighbouring lands to the immediate east, on which the Wal-Mart and three small retail stores were recently constructed, were rezoned from SI to CE by By-law No. 526-2002. The lands on the west side of Jane Street make up the other part of the pocket. They are zoned Transportation and Utilities Districts (T) which permits Hydro and Railway installations and public parks. The proposed permission for retail service uses on the subject site is logical and appropriate for the area. The retail and service uses would form an extension of the existing retail permissions as currently permitted by the CE zoning surrounding this site and in the mixed use zoning beyond the study area. The proposed City initiated Official Plan Amendment for the most part will recognize the retail and service use permission already permitted by the CE zoning.

Lands just west of Scarlett Road north of the CP rail line represent a pocket of a small number of traditional employment uses many of which are located within a residential neighbourhood and are not included in the proposed amendment. These lands are zoned PE-Prestige Employment. The PE zoning, in addition to industrial and office uses, also permits retail and showroom uses as an accessory use to industrial or office uses, as well as medium scale retail stores and small scale retail stores subject to conditions.

In addition, the small pocket of Employment uses west of Scarlett Road south of the CP rail line were also excluded from the amendment as these lands do not relate to the study area.

The employment lands within the study area do not represent a large concentration of employment uses and do not have potential to attract significant employment growth and new investment over the long term for the City. A review of the employment statistics for the study area shows that industrial/commercial activities have slightly declined. For the study area statistics indicate there has been a decrease in jobs between 1985 and 2005, while the number of establishments remained relatively stable between 44 and 46 establishments. In 1985 there were approximately 1,563 jobs which declined to 1,267 in 1990, 979 in 1991, 791 in 1996, and 884 in 2004. Between the years 2004 and 2005, there has been an increase in jobs from 884 to 1,136. It is likely that the number of jobs will further increase with the recent opening of the Wal-Mart store.

Within the study area the largest employers are Danier Leather, which contains a significant retail component and Cintas Uniform People. There are also a number of retail establishments such as: Wal-Mart; IGA; LCBO; Brewers Retail; M&M Meat Shop.

The proposed development of the surplus CPR lands consists of a mix of uses including employment uses such as restaurants, a car dealership, a bank and office uses as well as retail and service uses.

The subject site does not represent a significant employment area within the context of the City, thus the additional permissions for retail uses is not expected to negatively

impact the viability of nearby businesses. Given the relatively small size of the area and the current retail permissions for the surrounding properties, the proposal to permit additional retail uses on the subject lands would not be expected to have an adverse impact on the stability and viability of other employment pockets nearby, and would not affect the City's long term employment objectives.

In addition, an important consideration for this area is the potential to achieve revitalization, and reinvestment of properties in the area and improvements to the public realm along St. Clair Avenue West. The proposed development will assist in reinvestment in and improvement of the area and in the public realm and will build on and extend the recent improvements achieved with the development of the Wal-Mart store and other retail uses to the east.

In the context of the City's employment land policies, staff believe that permitting the additional retail and service uses on this small pocket of employment lands, will not have a negative impact on the City's employment objectives or on the surrounding lands. In addition, the proposed amendment to the Official Plan would reflect the retail and services uses currently permitted by the zoning by-law and recognize the existence of these uses in the area arising from the zoning permissions. This will achieve conformity between the Official Plan and Zoning By-law.

Draft Official Plan and Zoning Amendments

It is proposed that the surplus CP Railway lands, subject to this application be redesignated as Employment Areas from the Utility Corridors. The land uses for the site have been reviewed within the context and character of the surrounding employment area, and are based on discussions with the applicant regarding the nature of the intended uses proposed on the application. The uses which are to be permitted on the site and regulations applicable are secured in a site specific by-law for the entire site.

The appropriateness of the retail and services use component of the development was addressed in the local area review as discussed above. It is proposed that the subject lands be rezoned Commercial Employment (CE) from Industrial Employment (SI) and Transportation and Utilities District (T). This change would permit a full range of retail and services uses on the subject lands, which is consistent with the zoning for the surrounding lands, which are also zoned CE. In addition, it is recommended that the car dealership located on the western portion of the site be permitted. The portion of the site west of Jane Street, is proposed to be used for parking and storage area for the car dealership's vehicle stock. The two areas of the car dealership will be connected via the CPR bridge.

Urban Design, Built Form

Policies of the Official Plan, including the Avenues designation in this area, require all new buildings to be located adjacent to the street with their main facades and entrances fronting the street. The proposed buildings have been designed so that they are parallel to the street in order to provide a greater amount of street wall along the public street, resulting in an active and safe street edge. An appropriate building coverage/frontage

along St. Clair has been provided which will help animate the public street and create a safe and attractive street edge. The buildings have been designed with their main access fronting the street, extending their walkways to the municipal sidewalk to provide direct pedestrian access. The draft by-law contains provisions to ensure that the proposed development provides for an appropriate building frontage, with principal entrances from St. Clair Avenue West.

The proposed front yard setbacks along St. Clair Avenue West are consistent with the main building wall of the adjacent Wal-Mart site located to the east and protect for the possible extension of the streetcar along St. Clair Avenue West. A three metre setback requirement has been included in the draft by-law to ensure the proposed setback is provided.

There is a significant grade change along St. Clair at the intersection of Jane Street to accommodate the rail overpass. The applicant has indicated that the removal of the existing retaining wall is not practical but has committed to upgrade the appearance of the existing retaining wall. This commitment will be secured in the Site Plan Agreement for the car dealership.

Access

Access to the site is proposed from two driveways. The westerly driveway, located opposite Mariposa Avenue, will function as a limited moves access, with an outbound left turn restriction, and the easterly driveway, opposite Batavia Avenue, is proposed as an in-right/out-right access. Northbound traffic infiltration to Mariposa Avenue will be restricted through appropriate signage. Each of the phases of the development have access to all the internal driveways, which will be secured in the site plan agreement and/or consent agreement. The proposed restrictions to address traffic infiltration into the residential area will address noise concerns raised by the community that would result from their expectations of increased traffic.

Future access opportunities are currently being pursued with the adjacent east property owner, at 2525 St. Clair Avenue West (Wal-Mart). The City has encouraged the two parties to negotiate a shared access through the existing Mould Avenue signals. This signal installation currently provides full moves access to the Wal-Mart site. Wal-Mart would have to allow mutual access along the west drive aisle of their site in order to provide access to the subject property. This mutual access would improve vehicle operations along St. Clair Avenue West, as well as through the applicant's site. This could also help in consolidating the access point along St. Clair, thus minimizing the conflicts between vehicular and pedestrian traffic, and more effectively use an existing signalized intersection. In addition, there may be an opportunity to close the proposed east driveway, if a mutual access through the Mould Avenue signal is agreed to. The access arrangements will be finalized at the site plan stage.

Parking

The applicant has not requested any amendments to the parking requirement for the development and will be providing the appropriate parking as set out in the former City of York Zoning By-law. In order to enhance the streetscape along St. Clair, and facilitate convenient pedestrian access between buildings, the street and transit services, parking is not provided in front of buildings. The location of the parking will be secure in the site plan application for the various phases of the development of the site.

Loading

The applicant originally requested an amendment to the loading requirement in the former City of York Zoning By-law. The applicant did not provide any supporting materials to support the requested for such an amendment. In addition given the size of the site, the provision of loading facilities should not be difficult to include in the proposed site plan. Also given the scale of the development, dedicated loading areas should be provided to ensure no disruption will occur on City streets or to internal operation of the site. Staff do not support the applicant's request to eliminate the loading requirements. However, the applicant has indicated that he will provide the requested loading requirement and will not require the amendment. The recommended draft by-law requires that loading be provided in accordance with the current standards in the former City of York Zoning By-law. The location of the loading spaces will be addressed in the site plan applications for the various phases of the development.

Transportation

As part of the St. Clair Avenue West Transit Environmental Assessment (approved February 21, 2006), Council directed staff to protect for the future westerly extension of streetcar operations from their current terminus at the Gunns Road Loop to Scarlett Road. In order to comply with Council direction, staff have been actively protecting for a future 30 metre wide right-of-way between Runnymede Road and Scarlett Road through the development review process. The applicant's site plan illustrates a 3.0 metre setback, which is adequate to accommodate future street car operations within the corridor, with respect to the procurement of a future 30 metre wide right-of-way. The site plan illustrates a 3.44 metre dedication along the St. Clair frontage of the property. This dedication effectively achieves the 27 metre right-of-way requirement along the south side St. Clair Avenue West subject property frontage. The proposed draft by-law includes a requirement for the buildings to be setback 3 metres from the proposed widening, ensuring the 30 metre right-of-way is protected. The TTC has been circulated the applications and have advised they are satisfied.

Landscaping and Street Trees

The applicant is required to submit a landscape plan and arborist report. Existing street trees are to be preserved and protected where possible. Tree planting will be required within landscape islands throughout the parking areas and along the edge of parking areas which are visible from the street.

The owner will be required in the Site Plan Agreement to provide and maintain landscaping along the front of the existing building and proposed parking area as well as within the parking lot. The existing façade of the retaining wall will be improved and proposed buildings along the frontage of the site will provide a direct pedestrian access to the retail store from St. Clair Avenue West. The buildings fronting on St. Clair Avenue West have a similar setback with the recent retail developments to the east.

The proposed landscaping and facade improvements will help strengthen the pedestrian environment for this portion of St. Clair Avenue West. In addition, it will address the community's desire for enhanced landscaping and green space as an improvement to the existing site condition.

Site Plan Approval

The building façade and landscape improvements will be addressed in the site plan application and secured in the through the Site Plan Agreement for each phase of the development.

The site plan application submitted by the applicant shows the development concept for entire site, including a phasing plan. The site plan shows how the site will be developed in an orderly and comprehensive manner.

As the timing for the various stages of the development differ substantially as a result of the required site environmental remediation, it is proposed that the approvals for the various stages be handled separately. CPR has advised that it is expected that the site remediation for the middle portion of the site may take up to five years to complete and construction of the third phase of the development can not occur until the remediation has been completed. All the requirements for access and easements/rights-of-ways will be secured in the consent agreement and site plan agreements for the individual phases.

Environmental Issues

The site has been previously used by CPR for the storage of fuel tanks. The applicant will be requested to submit a Record of Site Condition, and soil remediation will be required for the portion of the lands that will be conveyed to the City for road widening purposes along St. Clair Avenue West. The timing of the remediation and conveyance of the required land to the City will be secured through the consent application.

Green Development Standard

The applicant has submitted the Toronto Green Development Standard Checklist for the dealership portion of the site plan and staff will, where appropriate, secure through the site plan application the green standards. Staff will continue to encourage the applicant to review sustainable development opportunities by utilizing the City's Green Development Standard (GDS) adopted by Council in July 2006 for the remainder of the site. In addition staff will encourage the applicant to implement in their site plan applications the Draft Design Guidelines for 'Greening' Surface Parking Lots.

Development Charges

It is estimated that the development charges for this project will be approximately \$885,528. This is an estimate. The actual charges is assessed and collected upon issuance of the building permit.

CONTACT

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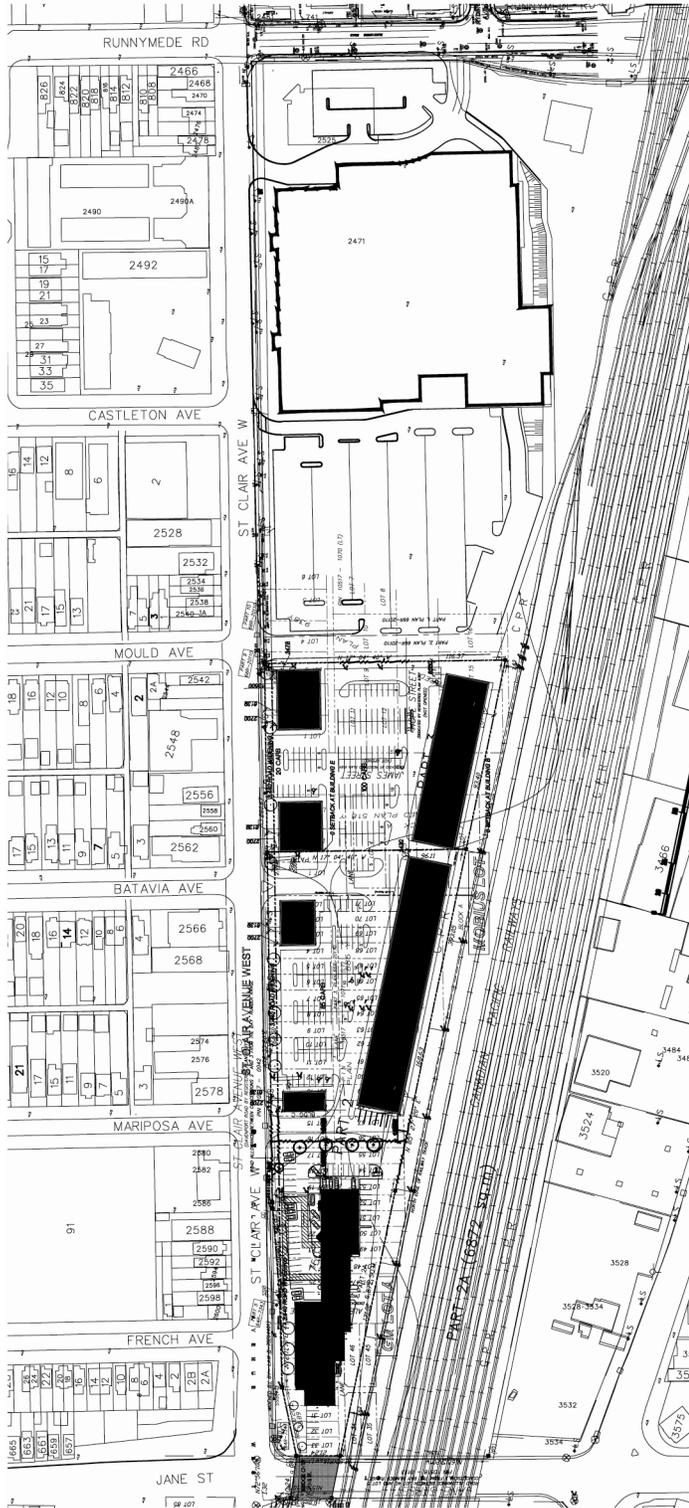
SIGNATURE

Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Official Plan
Attachment 5: Local Employment Study Area
Attachment 6: Application Data Sheet
Attachment 7: Draft Official Plan Amendment
Attachment 8: Draft Zoning By-law Amendment

Attachment 1: Site Plan



CP Railway Lands,
St. Clair Ave. W. and Jane St.

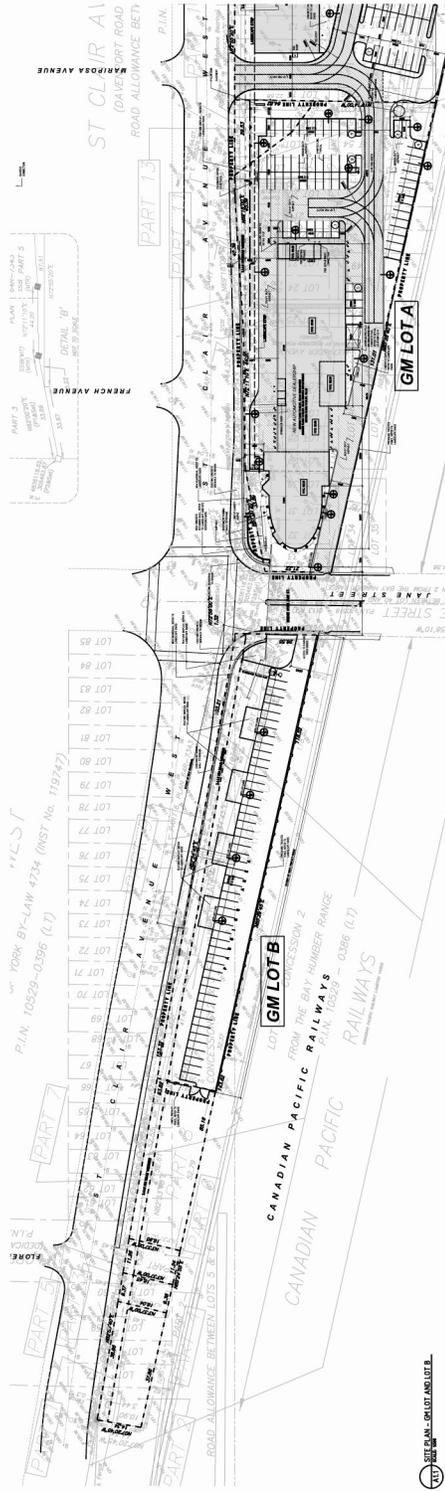
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Site Plan
Applicant's Submitted Drawing

Not to Scale
03/01/07



Attachment 1a: Site Plan

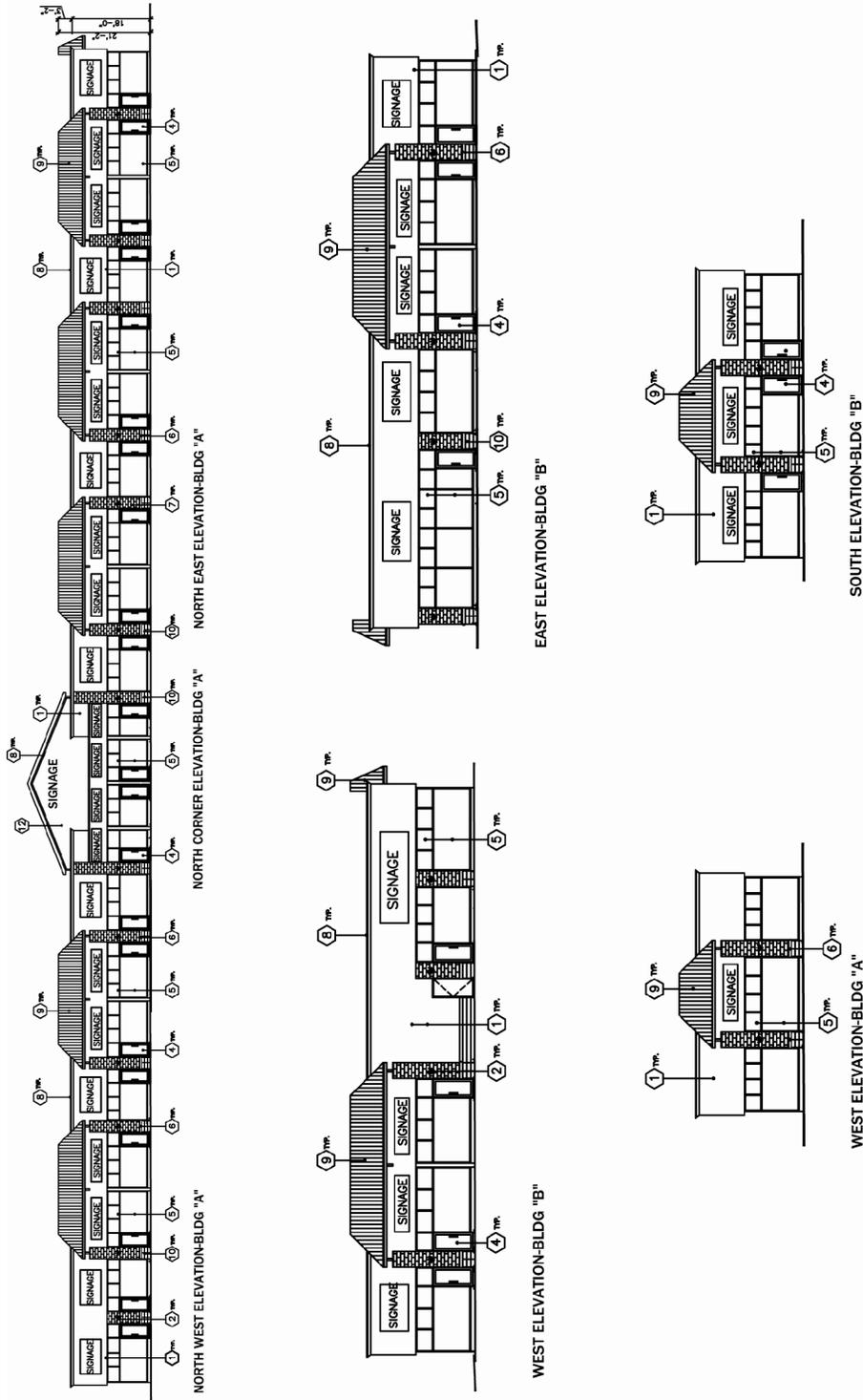


CP Lands
St. Clair Avenue West and Jane Street
 File # 06 199631

Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 12/21/07



Attachment 2: Elevations



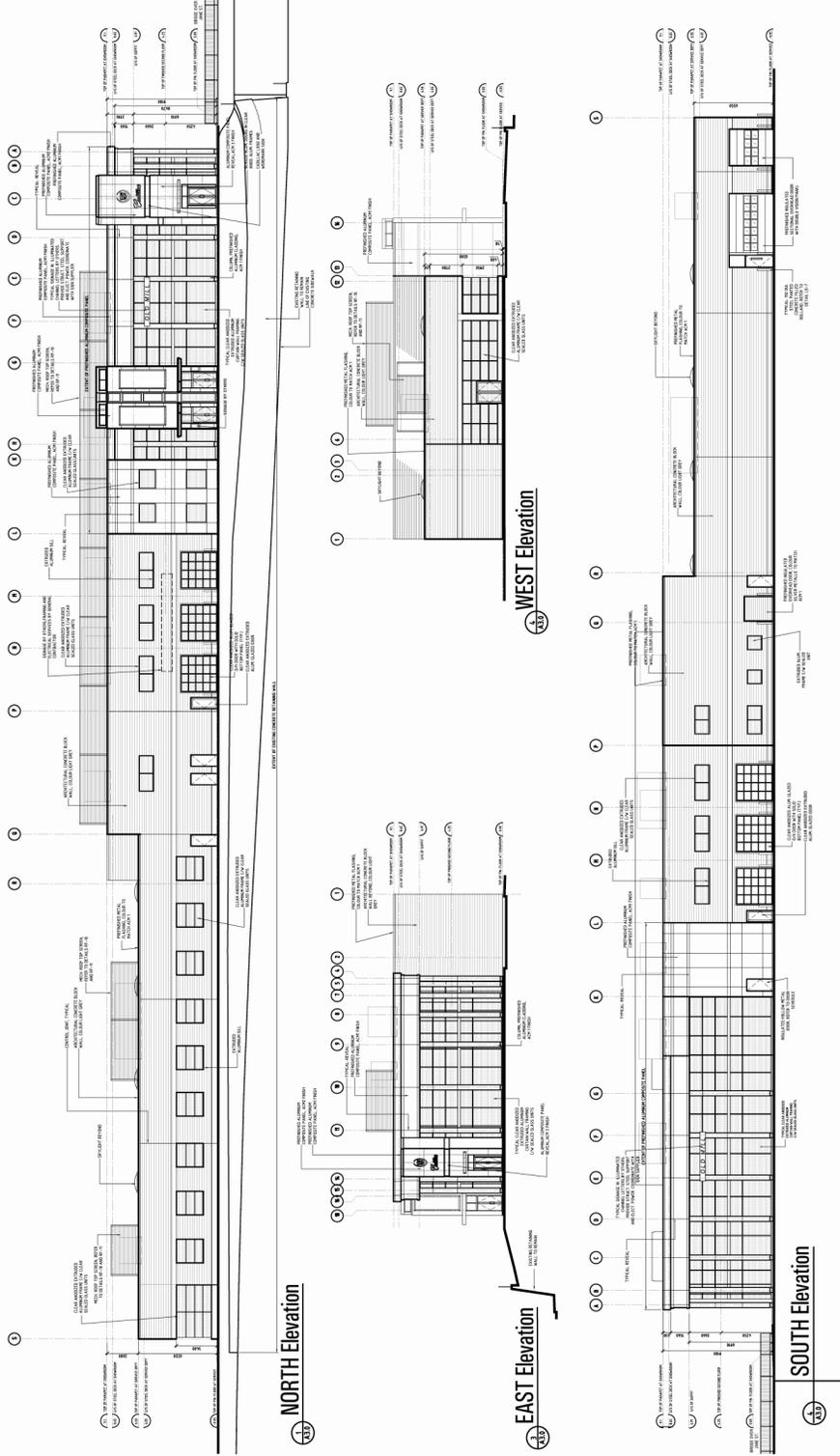
Elevations
 Applicant's Submitted Drawing

Not to Scale
 03/01/07

CP Railway Lands,
 St. Clair Ave. W. and Jane St.

File # 06_199631

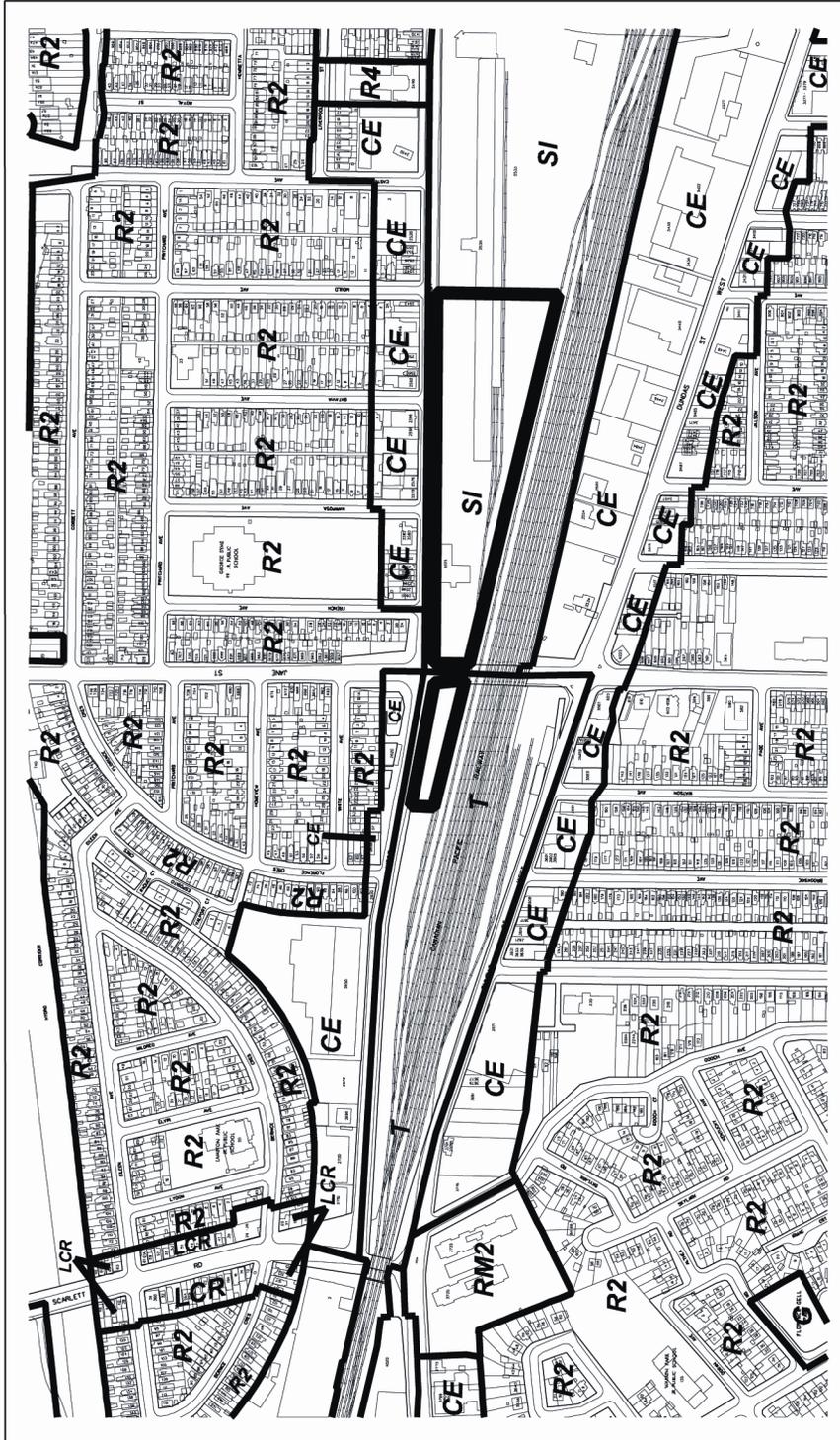
Attachment 2a: Elevations



Elevations
 Applicant's Submitted Drawing
 Not to Scale
 12/21/07

CP Lands
St. Clair Avenue West and Jane Street
 File # 06 199631

Attachment 3: Zoning



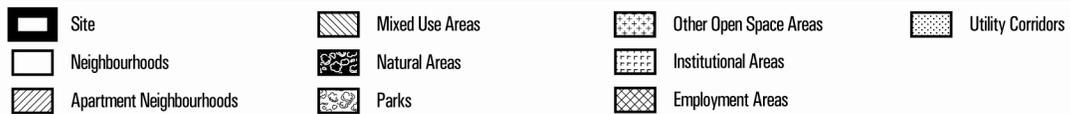
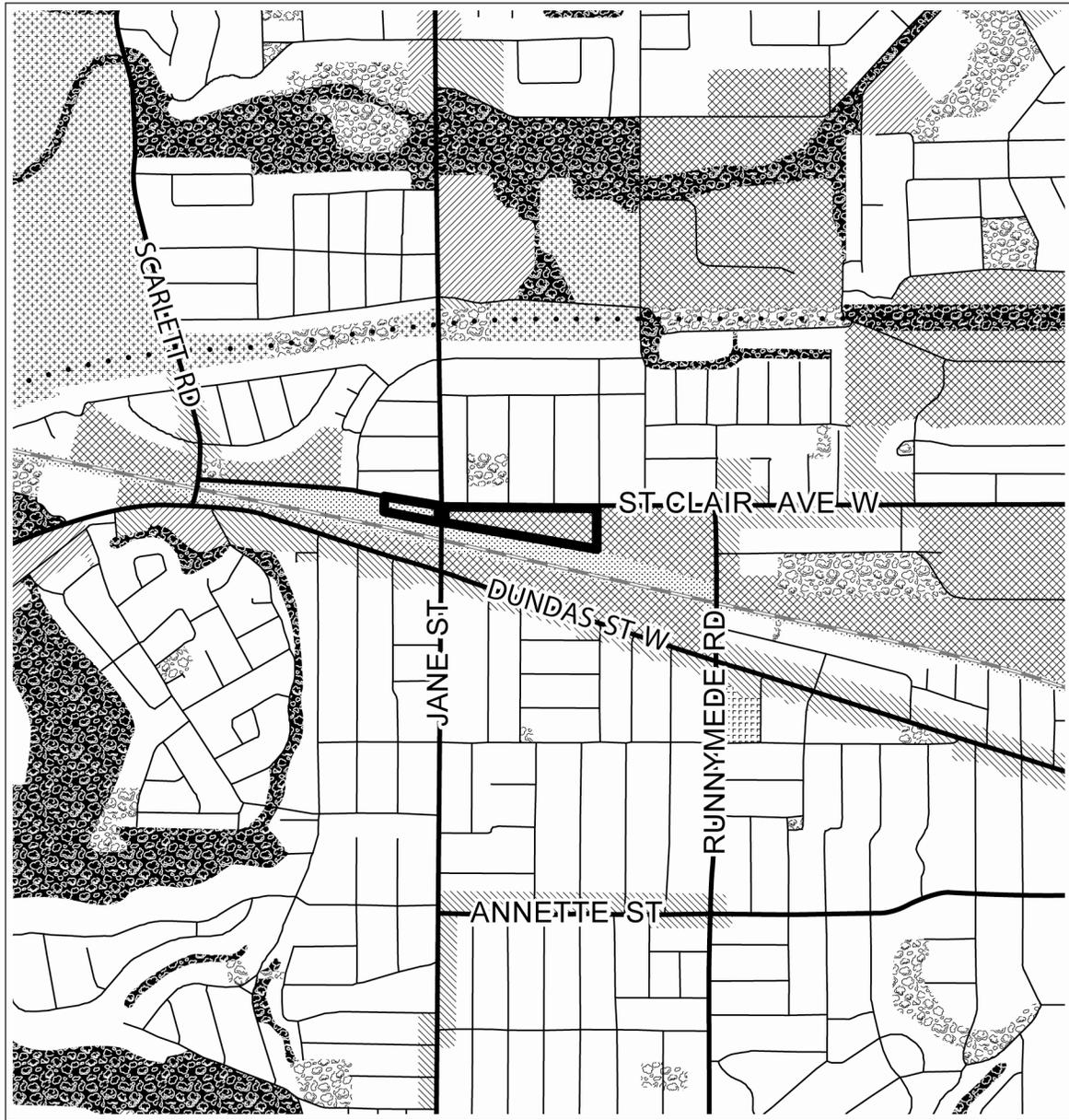
Toronto City Planning
Zoning
 CP Railway Lands, St. Clair Ave. W. and Jane St.
 File # 06_199631

- Former York Zoning
- R1 Residential Zone
- R2 Residential Zone
- CE Commercial Employment Zone
- LCR Local Commercial Residential
- SI Strategic Industrial Employment Zone
- T Transportation & Utilities

Not to Scale
 Zoning By-law 438-86 as amended
 Extracted 01/07/08 - MH



Attachment 4: Official Plan



Toronto City Planning
Official Plan

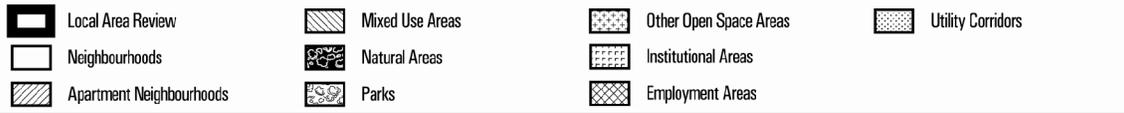
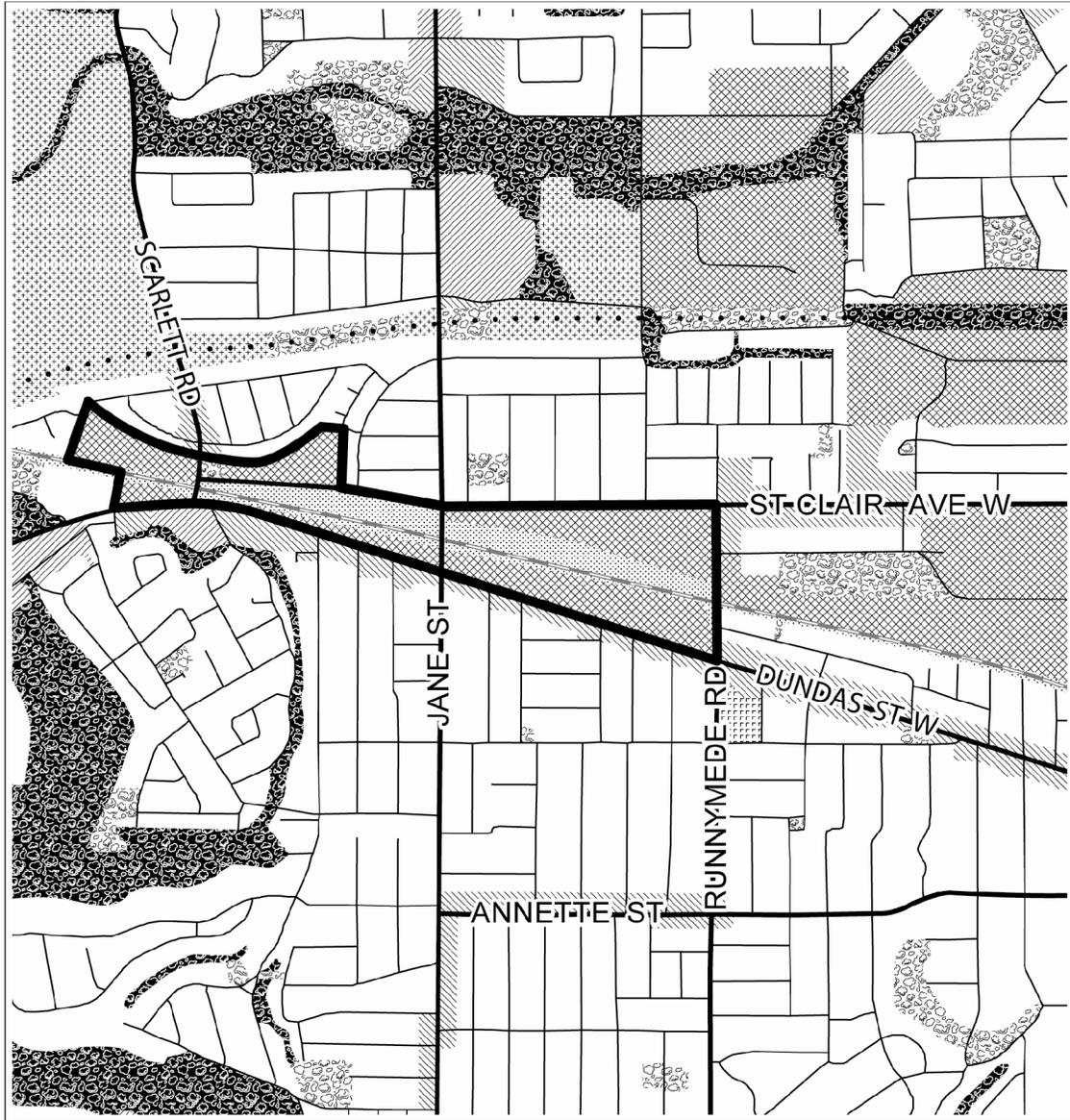
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**CP Railway Lands,
 St. Clair Ave. W. and Jane St.**

File # 06_199631

Attachment 5: Local Employment Study Area



TORONTO City Planning
Local Employment Study Area
 Not to Scale
 01/19/07

**CP Railway Lands,
 St. Clair Ave. W. and Jane St.**

File # 06_199631

Attachment 6: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	06 199631 WET 11 OZ
Details	OPA & Rezoning, Standard	Application Date:	December 22, 2006
Municipal Address:	0 ST CLAIR AVE W S/S		
Location Description:	RP 64R1408 PTS 1 TO 3 **GRID W1108		
Project Description:	Official Plan Amendment for Parts 2,3 & 4 66R- for CP Railway lands on St. Clair Ave W. on west side of Jane Street, to redesignate the lands from Utility Corridors to Employment Areas. Zoning By-Law Amendment for Parts 2,3,4,5,6 &7, 66R- for CP Railway lands on St. Clair Avenue West to rezone the lands from SI & T to CE zone together with amendments to the zone provisions.		

Applicant:	Agent:	Architect:	Owner:
KLM PLANNING PARTNERS INC MARK YARRANTON			CANADIAN PACIFIC RAILWAY COMPANY

PLANNING CONTROLS

Official Plan Designation:	Employment Areas/Utility Corridors	Site Specific Provision:	N/A
Zoning:	SI and T	Historical Status:	N/A
Height Limit (m):	20 metres	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	32900	Height:	Storeys:	2
Frontage (m):	0		Metres:	12
Depth (m):	0			
Total Ground Floor Area (sq. m):	7867			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	349
Total Non-Residential GFA (sq. m):	9952		Loading Docks	0
Total GFA (sq. m):	9952			
Lot Coverage Ratio (%):	23.9			
Floor Space Index:	0.3			

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):	7867
1 Bedroom:	0	Office GFA (sq. m):	2085
2 Bedroom:	0	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	0		

CONTACT:	PLANNER NAME:	Gregory Byrne, Senior Planner
	TELEPHONE:	(416) 394-8238

Attachment 7: Draft Official Plan Amendment

Authority: Etobicoke York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

BY-LAW No.

**To adopt Amendment No. 43 to the Official Plan for the City of Toronto
respecting a portion of Canadian Pacific Railway lands
at the southwest corner of St. Clair Avenue West and Jane Street**

WHEREAS authority is given to Council under 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. The attached Amendment No. 43 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ??th day of ??, A.D. 2008.

SANDRA BUSSIN,
Speaker

ULLI S. WATKISS
City Clerk

(Corporate Seal)

The following text and schedule constitute Amendment No. 43 to the Official Plan for the City of Toronto.

OFFICIAL PLAN AMENDMENT

The Official Plan of the City of Toronto is amended as follows:

1. Map 14, Land Use Plan, is amended by redesignating a portion of the lands at the southwest corner of St. Clair Avenue and Jane Street from *Utility Corridors* to *Employment Areas*, as shown on the attached Map
2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No.307 for the lands south of St. Clair Avenue West between Runnymede Avenue and Scarlett Road and designated Employment Areas, as follows:

“307 Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road

- a) Retail and services uses are permitted.



3. Map 27, Site and Area Specific Policies, is amended by adding the Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road, as shown on the map above as Site and Area Specific Policy No. 307.

Attachment 8: Draft Zoning By-law Amendment

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

CITY OF TORONTO

BY-LAW No. ~ -2008

To amend for City of York Zoning By-law No. 1-83, as amended, in respect to a portion of the Canadian Pacific Railway lands at St. Clair Avenue West and Jane Street.

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 held at least one public meeting in accordance with the *Planning Act*;

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

1. That Section 6 of Zoning By-law No. 1-83, as amended, be further amended by adding a new Subsection (79) as follows:

Lands – A portion of the Canadian Pacific Railway lands at St. Clair Avenue West and Jane Street

“(79) MAP 18 and Map 20

By changing the area shown on District Maps 18 and 20 more particularly shown on Schedule “A” hereto, from an T - Transportation and Utilities Districts and Strategic Industrial Employment Zone (SI) to Commercial Employment (CE) and Section 16 (431) and Section 16 (432).”

SECTION 16 AMENDED:

2. That Section 16 of Zoning By-law 1-83, as amended, of the former City of York, be further amended by adding a new Subsection (431) as follows:

“(431) LANDS – A PORTION OF THE CANADIAN PACIFIC RAILWAY LANDS AT ST . CLAIR AVENUE WEST AND JANE STREET

Notwithstanding the provisions of Section 13 of this By-law, the portion of the Canadian Pacific Railway Lands at St. Clair Avenue West and Jane Street, more

particularly shown in Schedule “A” attached hereto, shall only be used for a *Vehicle Sales Establishment* including *Motor Vehicle Repair Shop, Class A* and *accessory uses* and subject to the following conditions:

1. The maximum height of buildings shall not exceed 14 metres;
 2. The maximum gross floor area shall be 2,400 square metres;
 3. The minimum setback from the lot line adjacent to St. Clair Avenue West, as widened, shall be 3 metres;
 4. The area located on the west side of Jane Street may only be used for parking and storage of motor vehicles and no such parking or storage shall occur closer than 2 metres from lot line adjacent to St. Clair Avenue West, as widened by the conveyance of any lands to the City for road purposes; and
 5. Parking and Loading shall be provided as required by Section 3 of this By-law.”
3. That Section 16 of Zoning By-law 1-83, as amended, of the former City of York, be further amended by adding a new Subsection (432) as follows:

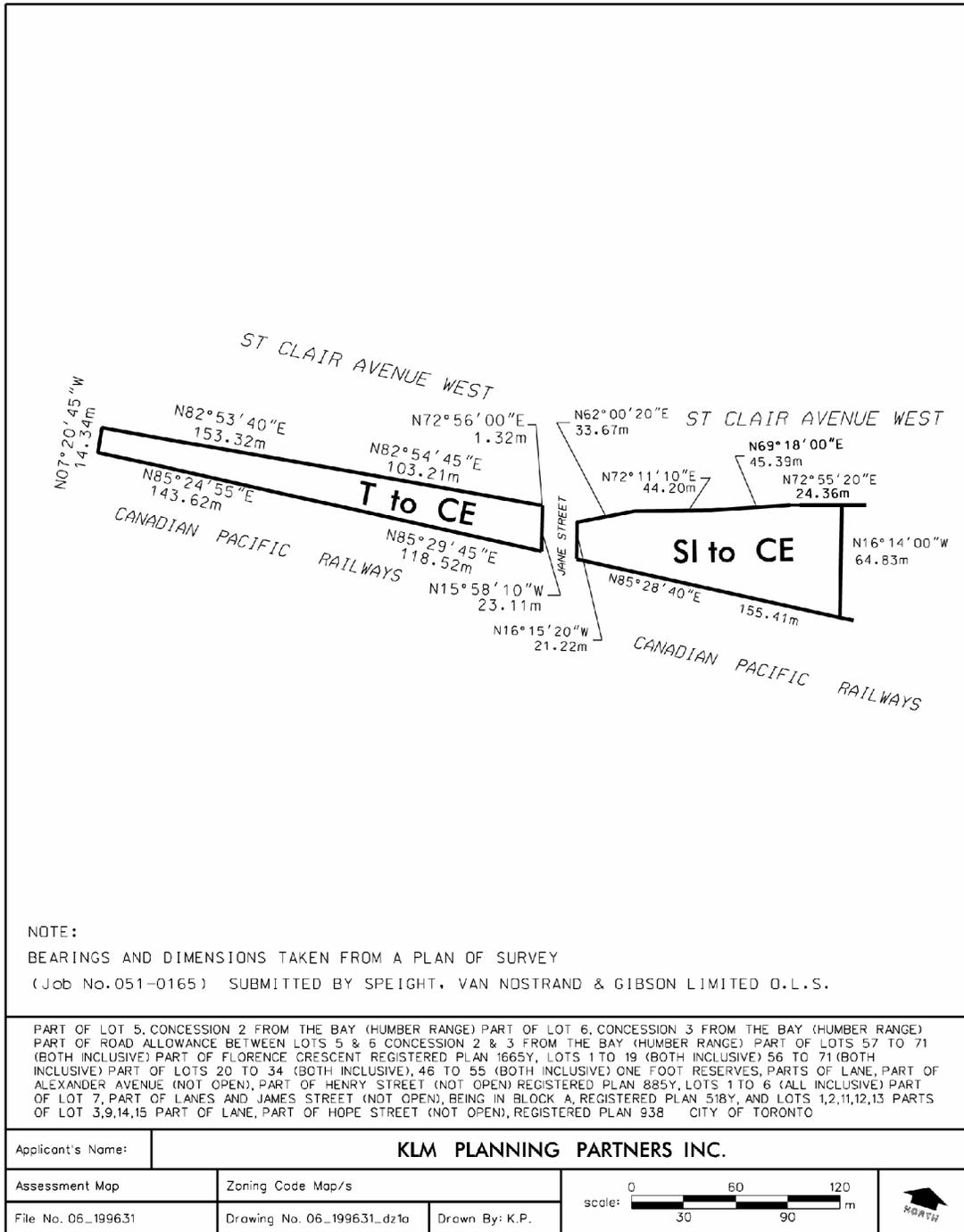
“(432) LANDS – A PORTION OF THE CANADIAN PACIFIC RAILWAY LANDS SOUTH OF ST. CLAIR AVENUE WEST BETWEEN MOULD AVENUE AND MARIPOSA AVENUE

Notwithstanding the provisions of Section 13 of this By-law, the portion of the Canadian Pacific Railway Lands on the south side of St. Clair Avenue West, east of Jane Street, more particularly shown with a hatched marking in Schedule “B” attached hereto and referred to herein as “the lands”, are subject to the following conditions:

1. Buildings shall be located on the lands such that the exterior walls located parallel to and within 10 metres of the St. Clair Avenue West front lot line of such buildings shall have a sum total length of no less than 50 percent of the total length of the lot frontage of the lands. For the purpose of this clause lot frontage shall be the lot frontage along St. Clair Avenue West;
2. For buildings abutting St. Clair Avenue West, the primary entrance shall be from the St. Clair Avenue West frontage;
3. The minimum setback from the lot line adjacent to St. Clair Avenue West, as widened by the conveyance of any lands to the City for road purposes, shall be 3 metres;
4. The maximum gross floor area for all uses shall not exceed 10,000 square metres;
5. The maximum height of the building shall not exceed 14 metres; and
6. Parking and Loading shall be provided as required by Section 3 of this By-law.”



Schedule 'A' BY-LAW Number _____
and to Section 16(431) of Zoning By-Law 1-83





Schedule 'B' BY-LAW Number _____
and to Section 16(432) of Zoning By-Law 1-83

