

MCDERMOTT & ASSOCIATES LIMITED
LAND USE & ENVIRONMENTAL PLANNING CONSULTANTS

1550 KINGSTON ROAD, BOX 1408
PICKERING, ONTARIO L1V 6W9
TELEPHONE: (905) 509-5150
FACSIMILE: (905) 509-9898
e-mail: mcdplan@rogers.com

November 15, 2013

**The Chair and Members
Planning & Growth Management Committee
City Hall
100 Queen Street West
10th Floor
West Tower
Toronto, Ontario**

**Attention: Ms. Nancy Martins,
Administrative Secretary**

**Re: Five Year - Municipal Comprehensive Review
Employment Areas - Lands Use Policies and Designations / City of Toronto Official Plan
29, 31 & 31A Passmore Avenue, Milliken Employment District, Former City of Scarborough
Our File: PN 5129**

Dear Ms. Martins:

We understand that, pursuant to Section 26(3) of the Planning Act, R.S.O. 1990, c. P13, as amended, the Planning and Growth Management Committee will convene a Special Public Meeting on November 21, 2013, to consider a proposed amendment to the Official Plan for the City of Toronto. The proposed amendment follows from the Five Year - Municipal Comprehensive Review of the land use policies and designations applicable to Employment Areas. By way of this submission, the writer hereby requests to be listed as a deputation to appear before the Committee on behalf of our Client, Al Reisman Limited and 1182929 Ontario Inc., the owner of those lands generally described as forming Parts 3, 4 and 5 of Plan 66R-21332 and forming part of Lot 26 of Registrar's Compiled Plan No. 9828, in part of Lot 28, Concession 4 of the former City of Scarborough, municipal addresses of 29, 31 and 31A Passmore Avenue.

We enclose herewith a copy of our previous submission of October 22, 2013, addressed to Mr. Paul Bain, in relation to the designation of the above noted property and the Five Year - Municipal Comprehensive Review of Employment Lands in the City of Toronto. It is understood from our review of the proposed amendment that the subject lands are to be designated within the Core Employment Area classification. On behalf of our Client, we respectfully request that the Planning and Growth Management Committee direct that the lands referred to as 29, 31 and 31A Passmore Avenue be designated within the General Employment classification, that is a land use classification which more appropriately responds to the established use of both the subject property and surrounding lands. The planning rationale and basis of this request are set forth in detail in the aforementioned submission of October 22, 2013.

Alternatively, we request that the Planning and Growth Management Committee review the extent of the lands affected by the proposed amendment of Chapter 7, entitled Site and Area Specific Policies, and the introduction of Area Specific Policy 395. The purpose of Area Specific Policy 395 is to designate the area bounded by Steeles Avenue on the north, the GO Rail corridor on the east, the northerly boundary of the properties adjacent the northerly limits of Passmore Avenue on the south, and, Redlea Avenue on the west as a *Regeneration Area*, subject to the policies set forth in Section 4.7 of the approved Official Plan. The introduction of Area Specific Policy 395 through the proposed amendment of the Employment Area policies and designations represents a significant change from prior drafts of the proposed amendment which will impact upon the future use and development of the entire north-westerly portion of the Milliken Employment District.

The effect of designating the lands in question as a *Regeneration Area* is to promote the redevelopment of the aforementioned properties in a manner which provides for a wide array of land uses, inclusive of residential, commercial, live/work, institutional and light industrial uses, within relatively close proximity of the lands owned by our Client. Given the nature and existing use of our Client's property and the presence of sensitive residential and institutional uses on adjacent lands and neighbouring properties, it is submitted that the entire area to the south of Steeles Avenue, west of the GO Rail corridor, north of McNicoll Avenue and east of Kennedy Road should form part of the *Regeneration Area* and be subject to Area Specific Policy 395.

Expansion of the area affected by Area Specific Policy 395 to include the area noted above will promote the preparation of a well reasoned Secondary Plan which is responsive to the needs of the area as a whole. From a land use planning and economic perspective, we suggest that such an approach is preferable to that of designating a narrowly defined geographic area which is bounded on the east, south and west by lands which are to be designated within the Core or General Employment Area classifications.

In contrast, the approach now being advanced through the proposed amendment will be effective to allow for the introduction of dissimilar, sensitive forms of land use in the vicinity of our Client's lands and other properties designated for employment forms of land use. In turn, this will result in land use conflicts by reason of compatibility and the need for the implementation of enhanced performance standards which may not be consistent with the sustainable development concepts now being advanced by the City.

In conclusion and in accordance with the requirements of Sections 17(23) and 17(35) of the Planning Act, R.S.O., 1990, c. P. 13, as amended, this will also confirm our request for Notice of Adoption and any Notice of Approval concerning the proposed Amendment to the Employment Area land use policies and designations arising out of the Five Year - Municipal Comprehensive Review of the Official Plan. Should you have any questions in relation to our request to appear before the Planning and Growth Management Committee on November 21, 2013, or the request for Notice of Adoption and any Approvals of the proposed Official Plan Amendment, please do not hesitate to contact the undersigned.

Sincerely yours,
McDermott & Associates Limited



John McDermott, M.C.I.P., R.P.P.
Principal Planner

copy to: Mr. Keith Lahey
AI Reisman Limited

Mr. David White, Q.C.
Devry Smith Frank LLP

October 22, 2013

**Corporation of the City of Toronto
Metro Hall
22nd Floor
55 John Street
Toronto, Ontario
M5V 3C6**

COPY

**Attention: Mr. Paul Bain
Project Manager, Strategic Initiatives, Policy and Analysis**

**Re: Five Year - Municipal Comprehensive Review of the City of Toronto Official Plan
29, 31 and 31A Passmore Avenue, former City of Scarborough
Our File: PN 5129**

Dear Mr. Bain:

We have been retained by 1182929 Ontario Inc., a wholly owned subsidiary of Al Reisman Limited, to assist in the review and consideration of the policy directions now emerging from the Five Year - Municipal Comprehensive Review of the Official Plan. Our Client is the owner of lands situated adjacent the southerly limit of Passmore Avenue within the Milliken Employment District in the former City of Scarborough. The subject lands are generally described as forming Parts 3, 4 and 5 of Plan 66R-21332 within part of Lot 26 of Registrar's Compiled Plan 9829, forming part of Lot 28, Concession 4, former City of Scarborough, now in the City of Toronto, municipal addresses of 29, 31 and 31A Passmore Avenue.

On behalf of our Client, we are requesting that the property located at 29, 31 and 31A Passmore Avenue be designated within the General Employment land use classification as outlined in the draft policy paper attached to the Staff Report dated August 20, 2013, which is now before the Planning and Growth Management Committee and which was made available for public review and comment on September 5, 2013. To assist you in the review and consideration of this request, we offer the following comments in relation to the existing use of the lands, the contextual setting of the property, the current land use planning framework, and, the existing built form and nature of the structures on the property.

1. Site Characteristics

The lands in question encompass an area of approximately 2.3 hectares (i.e. 5.6 acres). At the present time the lands have a frontage of approximately 11 metres (i.e. 36 feet) adjacent the southerly limit of Passmore Avenue. Upon construction of Redlea Avenue, which the City of Toronto has advised will commence in November of this year, the property will have a frontage of approximately 121 metres (i.e. 396 feet) on Redlea Avenue, south of Passmore Avenue.

The site, which was developed circa 1980 for the purposes of three multi-unit quasi commercial - industrial one storey structures, incorporates a pedestrian court yard which provides pedestrian access via internal sidewalks to the units located in 31 and 31A Passmore Avenue. The gross floor area of the buildings varies from approximately 3,526 square metres (i.e. 37,955 square feet) to 2,722 square metres (i.e. 29,305 square feet). The total gross floor area of the three structures is approximately 9,434 square metres (i.e. 101,550 square feet), the average area of the individual units being in the order of 106 square metres (i.e. 1,140 square feet).

The structures are occupied by a wide range and variety of businesses which include retail and service commercial uses and small scale light manufacturing and fabrication operations, inclusive of custom workshops, garment manufacturing, food processing, and, wholesale distribution and warehouse operations inclusive of showrooms for the display and retail sale of products. Other uses and activities which occupy the units include offices and recreational facilities operated by private organizations. Typically, such uses do not require large floor plates for the purposes of manufacturing goods and materials nor do such uses require ancillary areas for the outside storage of goods and materials.

Given the design and configuration of the structures, the relatively small unit size and means of pedestrian access, the three buildings are best suited to uses of a retail and service commercial - light industrial and fabrication nature which, by their nature and scale of operations, are not well suited to retail centres or mixed use commercial locations. Designation of the lands within the General Employment land use classification will properly recognize the existing built form and varied nature of the uses which presently occupy the units within each of the structures.

As you may appreciate from the description of the existing structures and overall site design and development characteristics, neither the buildings nor the individual units within the structures are well suited to Core Employment type uses which involve larger manufacturing, assembly and fabrication operations. In most instances, such uses require larger floor plates, truck level loading docks and ancillary areas for the outside storage of goods and materials. Such building floor plates, loading and unloading facilities and other ancillary areas do not exist at this location.

2. Contextual Setting

To assist you in the review and consideration of our Client's request, an aerial view illustrating the pattern of land use and development adjacent the north and south limits of Passmore Avenue, to the east of Kennedy Road and west of Silver Star Boulevard, that is the lands within 250 to 300 metres of 29, 31 and 31A Passmore Avenue, is attached hereto as Appendix "A1". Reference should also be made to Appendix "A2" wherein a description of the existing use of each of the properties within the area in the vicinity of the subject property is provided for your review and information. The information provided by way of this submission is based upon field observations undertaken by the writer in recent months.

As previously noted, the lands front upon the southerly limit of Passmore Avenue, an east - west collector road which extends from Kennedy Road on the west to Midland Avenue on the east. Passmore Avenue serves the north-central portion of the Milliken Employment District. Over time, the land uses present in the north-west quadrant of the Milliken Employment District have evolved to include a mixture of office, retail and personal service commercial uses in association with self-storage, warehouse and wholesale type uses and various industrial and light manufacturing uses and activities, inclusive of contractor yards and other uses and activities which involve the outside storage of goods and materials.

To the north of 29, 31 and 31A Passmore Avenue are three properties which front upon the southerly limits of Passmore Avenue, namely 33, 41 and 49 Passmore Avenue. It is first significant to note that the City of Toronto has expropriated a significant portion of the lands associated with 33 Passmore Avenue, which adjoins the north-westerly portion of the subject lands, to facilitate construction of Redlea Avenue. Based upon discussions with City Staff and our understanding of the extent of the lands expropriated, it is suggested that the remnant parcel will not be suitable for use as an industrial site. Given both the area of the remnant parcel and the future means of access, it is anticipated that sequential use of the site following construction Redlea Avenue will be for retail and service commercial uses similar to that which exists today, specifically an appliance sales and service facility.

The central portion of the northerly property boundary of 29, 31 and 31A Passmore Avenue is formed by the rear yard of 41 Passmore Avenue. The structure located at 41 Passmore Avenue, which is also of a relatively modest size, is primarily utilized for the purposes of retail service commercial uses in association with a limited component of light manufacturing, assembly and fabrication operations, and, wholesale distribution and warehouse operations inclusive of showrooms for the display and sale of products.

The easterly extent of the more northerly property boundary of 29, 31 and 31A Passmore Avenue is formed by the rear yard of All Weld Engineering (i.e. 49 Passmore Avenue). Facilities at this location include offices, a fabrication facility and off-street parking areas. Based upon recent visual observations by the writer, the area to the rear of 49 Passmore Avenue, adjacent the westerly limits of the GO Rail corridor and to the north of 29 Passmore Avenue, appears to be utilized for the parking of vehicles and the outside storage of goods and materials.

The more easterly property boundary of our Client's lands is formed by the GO Rail corridor. To the east of the rail corridor, the area south of Passmore Avenue is characterized by larger blocks of land developed and/or utilized in association with industrial uses and activities which involve the outside storage and/or processing of materials. The uses present include a construction maintenance depot, truck and equipment compounds, and, an asphalt plant and associated recycling facility.

As is apparent from the foregoing comments, the industrial uses to the east of the rail corridor are representative of core industrial uses which involve heavy truck traffic movements and may, by reason of their inherent nature, result in nuisance vectors as a result of noise, dust, odours and other fugitive emissions. It follows that the use of lands and the built form of the area to the east of the GO rail corridor is significantly different from the character of the area to the west of the rail corridor, south of Passmore Avenue.

Visual observations indicate that the lands to the south of Passmore Avenue and to the east of the GO rail corridor, which lands are now utilized for the purposes of a truck and vehicle compound and asphalt recycling area, appear to be underutilized by reason of the presence of vacant structures in disrepair and the pattern of land use not being well defined. Upon construction of the southerly extension of Silver Starr Boulevard, between Passmore Avenue and McNicoll Avenue, an opportunity may exist for intensification of the built form through redevelopment of this area for core industrial uses, subject to confirmation of the environmental quality of the lands, and/or that the lands will continue to meet the demands of the City for primary industrial activities not well suited to locations adjacent sensitive lands uses.

To the south of 29, 31 and 31A Passmore Avenue, the lands are developed for the purposes of a place of worship, namely the Scarborough Chinese Baptist Church and associated off-street parking areas (i.e. 3223 Kennedy Road). Erected circa 2005, the facilities and services offered by the Church, both now and as proposed in the future, are not compatible with Core Employment uses. Accordingly, designation of both 29, 31 and 31A Passmore Avenue and the more easterly portion of the site now occupied by the Scarborough Chinese Baptist Church, that is the area generally situated to the east of the proposed Redlea Avenue right-of-way, within the Core Employment Area classification is both inappropriate and/or inconsistent with the existing built form of the area, and, the existing and future intended use of the lands.

To the west of 29, 31 and 31A Passmore Avenue and the proposed Redlea Avenue corridor is the site of 3241, 3251 and 3261 Kennedy Road and 19, 23, 25 and 27 Passmore Avenue, which lands are also under the ownership of our Client. Developed in a similar manner as the lands in question, the site presently provides facilities for a wide range of retail and service commercial activities in association with a limited component of light manufacturing, processing, assembly and fabrication uses as provided for in accordance with the approved zoning now in effect.

The Canadian National - GO Rail corridor is a significant land use feature in this area by reason of the fact that it clearly divides the Milliken Employment District into east and west sectors. Unlike the area to the west of the rail corridor, east of Kennedy Road, between Passmore Avenue and McNicoll Avenue, the lands to the east of the rail corridor, north and south of Passmore Avenue, are developed for the purposes of heavy industrial operations, that is sites representative of core industrial uses and activities. Such heavy industrial operations are characterized by the outside storage of goods and materials and/or involve activities and processes more likely to result in adverse impacts in terms of noise and other air emissions. It follows that the character of the area located to the east of the rail corridor, north and south of Passmore Avenue, is significantly different from the area to the west of the rail corridor.

The function of the properties which front upon Passmore Avenue, between Kennedy Road and the Canadian National / Go Rail Corridor, is continuing to evolve. This follows from the policies of the approved Official Plan which have provided for the introduction of business and professional offices, retail and personal service commercial uses, retirement homes and places of worship, north and south of Passmore Avenue, east of Kennedy Road and to the west of the railway.

In summary, our Client's lands are within a cluster of retail and service commercial uses intermixed with offices and other sensitive land uses. Unlike the area to the east of the rail corridor, which is characterized by larger, single purpose heavy industrial sites and facilities representative of core employment uses from a both a locational and/or operational perspective, the lands adjacent the east and west limits of the Redlea Avenue consist of smaller, fragmented land holdings where a range of sensitive land uses, inclusive of places of worship and residential uses of a retirement and long term care nature, now exist. The introduction of such sensitive land uses in recent years, coupled with the existing use and design of the structures located on the lands in question, dictate that the property located at 29, 31 and 31A Passmore Avenue be designated in a manner which provides for those uses contemplated under the policies applicable to the General Employment Areas as outlined in the Staff Report released for public review and comment on September 5, 2013.

3. Current Land Use Planning Framework

3.1 Approved Official Plan

The lands in question are designated within the Employment Area land use classification under the approved Official Plan for the City of Toronto. A copy of an extract of Map 17, the Land Use Plan attached to and forming part of the approved Official Plan for the City of Toronto, whereon the general location of the subject lands is identified, is attached as Appendix "B" to this submission.

As stated in Section 4.6, the introduction to the Employment Area policies, of the approved Official Plan for the City of Toronto..." *a broad and inclusive approach to employment uses in Employment Areas is needed for the City's economic future. Uses that support the prime economic function of Employment Areas, such as parks, small scale retail stores and services to meet the daily needs of business and employees, workplace daycare and restaurants, must also be readily accessible within Employment Areas. Uses that detract from the economic function of these lands will not be permitted to locate in Employment Areas*". By way of reference to Section 4.6.1 of the Official Plan, it is further noted that Employment Areas are generally defined as places of business and economic activity, and, that the permitted uses include offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, ancillary retail outlets, and, restaurants and small scale stores and services that serve area businesses and workers.

As is apparent from a review of the foregoing policies, the existing use of 29, 31 and 31A Passmore Avenue is generally consistent with the policy directions established under the approved Official Plan for the City of Toronto. In the case of our Client's lands, the buildings were developed as multi-unit structures offering relatively small floor plates to small business ventures, that is uses which frequently involve retail and service commercial functions.

It is further significant to note that the three structures were developed and leased in advance of the adoption of the Official Plan for the City of Toronto, and, at a period in time when the introduction of commercial and service type uses, as well as sensitive land uses such as places of worship and training facilities, were specifically recognized as an appropriate form of land use in the approved municipal planning framework which governed the future development and use of lands within the Milliken Employment District.

It remains that, while the effect of the policies introduced upon adoption of the Official Plan for the City of Toronto in November of 2002 was to limit retail activities to small scale retail and service commercial uses serving the needs of employees, neither the design of the structures or the functions which have historically occupied the buildings located on the lands in question are restricted to retail activities which strictly serve the needs of area businesses and employees. It is therefore submitted that the designation of the lands within the General Employment land use classification is the most appropriate classification in that it will recognize the existing built form and inherent nature of the businesses, both existing and future, which seek premises at this location.

3.2 Zoning By-law No. 569-2013

The subject lands are zoned within the Employment Heavy Industrial (EH) Zone under By-law No. 569-2013. We advise that our Client has filed an appeal in relation to the passing of By-law No. 569-2013 as it applies to 29, 31 and 31A Passmore Avenue. The basis for the appeal follows from the fact that the by-law does not conform with the approved Official Plan for the City of Toronto and further results in an unnecessary degree of hardship by virtue of precluding uses previously permitted under By-law No. 24982, the Employment Districts Zoning By-law, of the former City of Scarborough. Furthermore, in the absence of a well defined planning rationale, the effect of By-law No. 569-2013 is to cause many of the businesses operated by existing tenants to be non-conforming uses.

The zoning of the lands within the Employment Heavy Industrial (EH) Zone under By-law No. 569-2013 is therefore effective to preclude the use of our Client's property for existing, established uses. In essence the effect of By-law No. 569-2013 is to impair the economic viability of the site and to compromise the business objectives of our Client. It is further noted, that notwithstanding the intent of Section 4.6 of the Official Plan, the effect of the By-law No. 569-2013 is to limit the use of the lands to only those previously permitted within the Special Industrial (MS) Zone under By-law No. 24982 of the City of Scarborough. Such an approach to the zoning of the lands fails to recognize the broader range of uses permitted under the other zone classifications which applied to the lands prior to adoption of By-law No. 24982 and which conform with the intent and purpose of the approved policy framework.

5. Concluding Remarks

For the reasons set forth in this submission, it is respectfully submitted that the subject lands, namely 29, 31 and 31A Passmore Avenue, should be designated within the General Employment Area land use classification as set forth in the draft policy paper, dated August 20, 2013, which is now before the Planning and Growth Management Committee. To assist you in the review and consideration of this request, a copy of Map 7 to the August 20, 2013 Staff Report is attached hereto as Appendix "C" whereon we have delineated the location of the subject lands relative to the adjacent properties, namely 33 and 41 Passmore Avenue and 3223 Kennedy Road, the site of the Scarborough Chinese Baptist Church.

Designation of the lands within the General Employment Area classification will provide for the continued use of the existing structures by a range of smaller retail and service related commercial uses in association with a range of small to moderately sized light manufacturing, wholesale and warehouse type uses which serve both area businesses and the community as a whole. Such uses are well suited to this location by virtue of the building design, accessibility, ease of access to public transit both and existing and future, compatibility with adjacent land uses, and, the existing built form of the area. The three buildings further serve to meet an identified need within the community by providing facilities for small business ventures of an incubator nature and/or which are unable to sustain the financial requirements typical of mixed use retail areas.

It is significant to note that the policies contained in the approved Official Plan followed some 22 years after the construction of the buildings located on the subject lands. Since adoption, implementation of the policy framework through zoning and other regulatory measures has been effective to impose both an unnecessary and unreasonable measure of hardship upon both the Owner and the businesses which occupy the structures, most notably from the perspective of the expansion of existing operations and/or the need to provide for a reasonable and appropriate measure of flexibility in the context of allowing for office, retail and service related uses and activities. Designation of the subject lands within the General Employment Area classification will assist in promoting the economic viability of the site and further foster a positive economic climate for continued investment in the property, rudimentary considerations in providing for a healthy employment area which contributes to the financial base of the City of Toronto.

In contrast, the alternative now being proposed by the City is to designate the lands within the Core Employment Area classification. Designation of the lands within the Core Employment Area land use classification will simply be effective to frustrate our Client's ability to lease premises to many of the business which have historically occupied the units and/or which are well suited to the physical design and locational characteristics of this site but which would no longer be recognized as permitted uses. Similarly, the proposed designation of the lands within the Core Employment Area classification will significantly impact upon existing business opportunities not permitted within the context of the Core Employment Area policies but which desire to expand at this location.

Our review of the proposed Core Employment policies suggests that many of the existing businesses, that is uses which have historically leased premises at this location and which have operated successfully without impact upon the use of adjacent lands, would represent non-conforming uses. It follows that the effect of designating our Client's lands as a Core Employment Area will result in high vacancy rates. In turn, the effect of designating the subject property within the Core Employment Area classification will be to undermine both the economic viability of the site and the established mix of employment uses. Ultimately, the effect of designating 29, 31 and 31A Passmore Avenue within a Core Employment classification will be detrimental to the economic base of the City of Toronto as a result of underutilized and/or vacant structures not suited to core employment uses. Such an approach is therefore diametrically opposed to the stated desire of providing for healthy and vibrant employment areas.

From a land use planning perspective, an opportunity now exists through the Five Year - Municipal Comprehensive Review to refine the policy framework applicable to this area in a manner which recognizes the differing priorities for the use of lands throughout the Milliken Employment District. Designation of the 29, 31 and 31A Passmore Avenue within the General Employment Area classification will be effective to recognize the function of our Client's lands as part of a distinct node or cluster of retail, service commercial and office type uses which co-exist in multi-tenant buildings with various light manufacturing, wholesale distribution and warehouse uses not requiring large, single use dedicated floor plates adjacent sensitive land uses.

It is further submitted that the designation of the subject lands and adjacent properties east and west of Redlea Avenue, to the south of Passmore Avenue, within the General Employment land use classification will not only reinforce and strengthen the role of this diverse cluster but also identify the area as being distinct and separate from the heavy Industrial areas to the east and north-east which are frequently characterized by larger, single use industrial concerns representative of Core Employment uses. Such an approach is consistent with currently stated planning objectives by providing for an area of transition in the built form and spatial separation between the sensitive lands uses to the west and south and the heavy industrial areas to the east which exhibit lower performance standards.

We trust that our Client's concerns and the matters outlined herein will be given due consideration as part of the public consultation process now on-going in association with the Five Year - Municipal Comprehensive Review of the Official Plan for the City of Toronto. Should you require any additional information in relation to the existing character and use of our Client's lands, please do not hesitate to contact the undersigned. As in the case of our previous submissions, we would welcome the opportunity to meet with you to discuss the designation of our Client's property holdings which are located in various Employment Districts throughout the City of Toronto.

Sincerely yours,
McDermott & Associates Limited

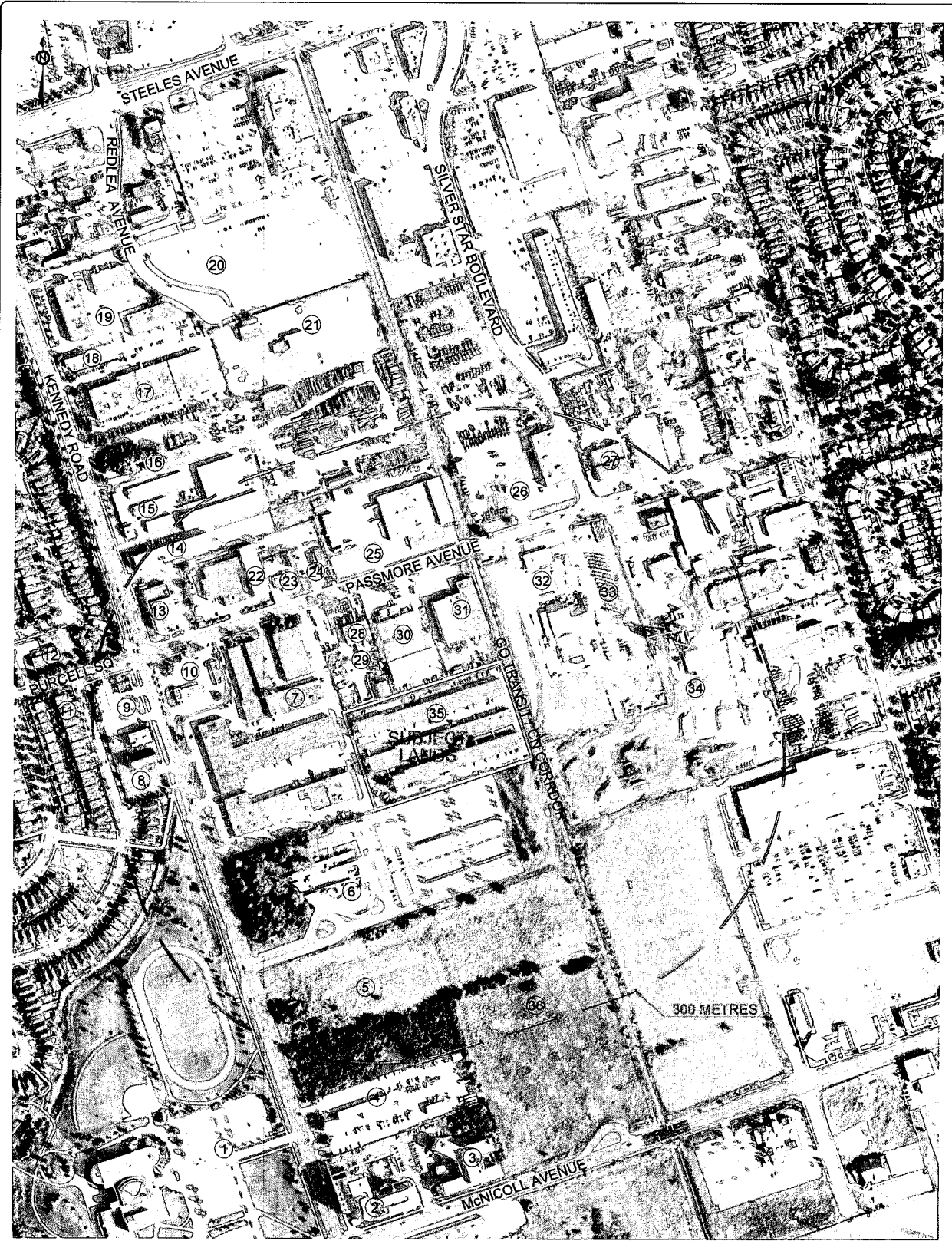


John McDermott, M.C.I.P., R.P.P.
Principal Planner

copy to: The Chair and Members,
Planning and Growth Management Committee
City of Toronto

Mr. David White, Q.C.
Devry Smith Frank LLP

Mr. Keith Lahey
AI Reisman Limited



CONTEXTUAL SETTING

29, 31 & 31A PASSMORE AVENUE
 SCARBOROUGH, ONTARIO

Appendix "A2"
Contextual Setting
29, 31 & 31A Passmore Avenue
Land use Index

1. Mary Ward Catholic Secondary School / Track & Field Area (2000 McNicoll Avenue)
2. Mon Sheong Court (2020 McNicoll Avenue)
- Retirement Residence (11 storeys)
3. Mon Sheong Long Term Care Facility (2030 McNicoll Avenue)
(4 storeys residential structure)
4. Enbridge Gas / Construction & Maintenance Depot (3157 Kennedy Road)
5. Vacant Lands
6. Scarborough Chinese Baptist Church (3223 Kennedy Road)
7. Mixed Use Multi-Tenant Complex
(3241, 3251 & 3261 Kennedy Road - 19, 25 & 27 Passmore Avenue)
-Retail and Service Commercial / Business Offices / Storage Units & Light Industrial Mall Complex
8. Toronto Chinese United Church (3300 Kennedy Road)
- T. H. Chan Memorial Chinese School & Day Care
9. Retail & Service Commercial Centre (3370 / 3380 Kennedy Road)
- Pizza Pizza Restaurant
- Vperfect Beauty Salon
- Nail Spa
- Jungle Learning Centre
10. Shell Retail Gasoline Outlet & Car Wash (3381 Kennedy Road)
11. Heathwood Residential Community
12. City of Toronto / Kennedy Road Pumping Station
13. Office Building (3405 Kennedy Road)
14. Yanokaka Housewares / Pacific Range Hood (3419 Kennedy Road)
- Offices / Warehouse Facility
15. Storage Mart / Self Storage Units (3429 Kennedy Road)
16. Anchor Shoring Limited (3445 Kennedy Road)
Offices and Equipment Depot inclusive of Outside Storage of Equipment and Materials
17. Mixed Use Multi-Tenant Building (3447 Kennedy Road)
- Retail Commercial / Business and Professional Offices /Commercial / Light Industrial Uses

18. Maitreya Great Tao Hep Kwong Temple Inc. (3471 Kennedy Road)
- Place of Worship
19. Mixed Use Multi-Tenant - Commercial / Industrial Complex (3477, 3487 & 3497 Kennedy Road)
- Retail Commercial / Business and Professional Offices / Commercial - Industrial Units
20. Go Transit Milliken Station & Parking Facility
21. Vacant Property
(future Redlea right-of-way)
22. All-Weld Company Limited / Canada Millwright (14 Passmore Avenue)
- Offices & Warehouse
23. ON Tree Experts (22 Passmore Avenue)
- Offices & Yard Facility
24. Lovelands Landscaping Inc. (30 Passmore Avenue)
- Offices & Yard Facility
25. K-Line Group of Companies (50 Passmore Avenue)
- Electrical Utility Contractors / Offices and Warehouse Facility inclusive of outside storage
26. Crupi Group Maintenance Facility (70 Passmore Avenue)
- Offices, Truck Depot & Yard Facility
27. Structural Group of Companies (84 Passmore Avenue)
28. Home Appliance Sales and Service (33 Passmore Avenue)
29. Contractor Depot & Yard Facility (33 Passmore Avenue)
30. Retail Commercial / Wholesale Outlet (41 Passmore Avenue)
- Legend Windows
- Everest Furniture / Factory Outlet
- K&B Farms - Produce Warehouse
- Mo Mart Inc. - Housewares Wholesale & Distribution
31. All-Weld Company Limited (49 Passmore Avenue)
- Offices & Plant Facility
32. Vacant Structure (65 Passmore Avenue)
33. Allied Systems Truck Depot & Yard
34. D.Crupi & Sons Limited (85 Passmore Avenue)
- Offices , Asphalt Plant & Storage Yard
35. Multi-Tenant Industrial Buildings - 89 Units (29, 31 & 31A Passmore Avenue)
36. City of Toronto
Proposed Site of TTC Bus Depot

SUBJECT LANDS
29, 31 & 31A PASSMORE AVENUE

TORONTO OFFICIAL PLAN

MAP 19
Land Use Plan
December 2010

Land Use Designations

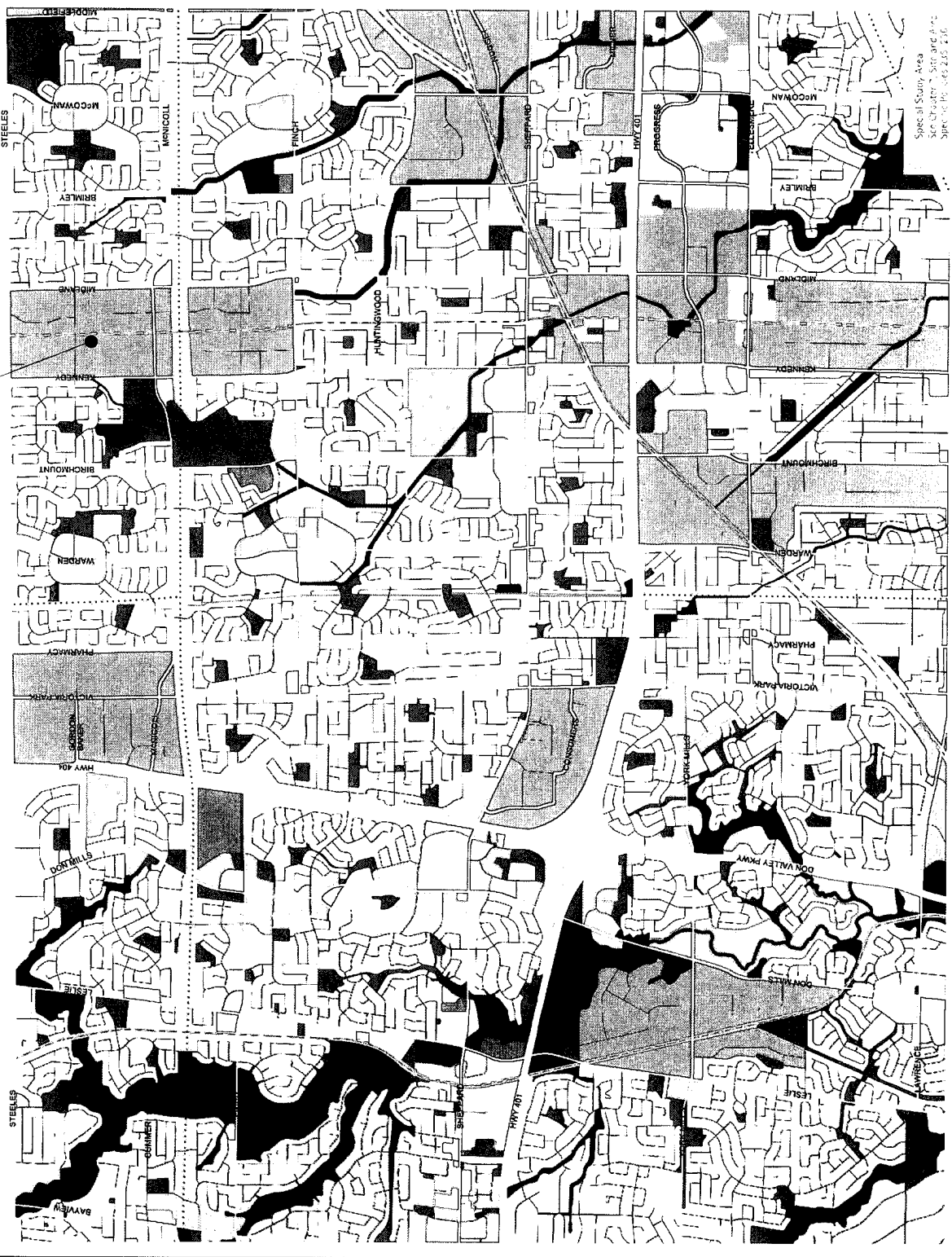
- Neighbourhoods
- Apartment Buildings/Inns
- Mixed Use Areas
- Parks and Open Space Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- Employment Areas
- Utility Corridors

- Major Streets and Highways
- Local Streets
- Railway Lines
- Hydro Corridors



13	16	19	22
14	17	20	23
15	18	21	24

Key Map

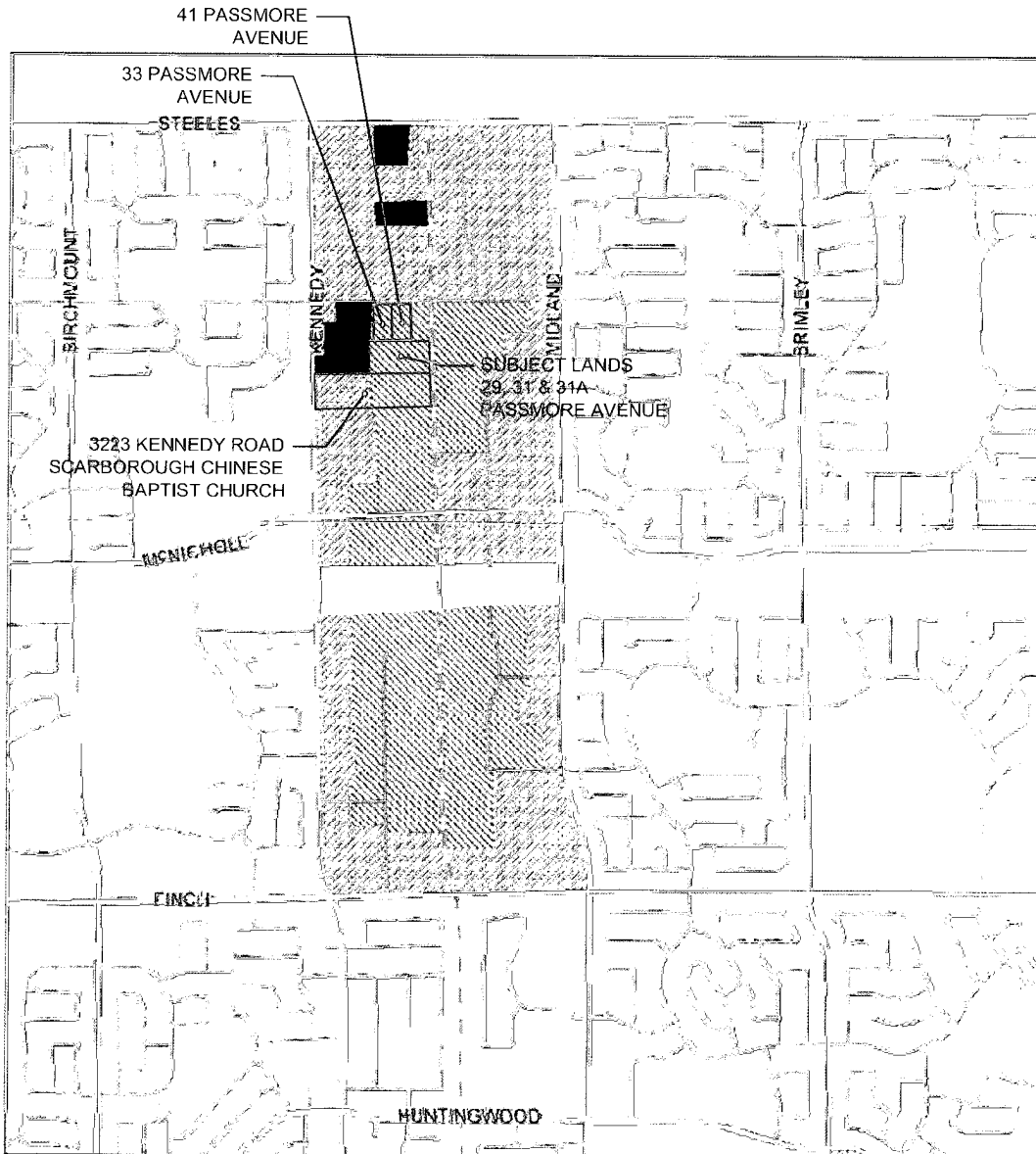


Special Study Area
See Chapter 4, Section 4.1.2
Shaded in light grey

APPENDIX "C"

EXTRACT FROM STAFF REPORT
 DATED AUGUST 20, 2013
 RELEASED FOR PUBLIC REVIEW
 SEPTEMBER 5, 2013

23.



Redesignate from 'Employment Areas' to Official Plan Designations Shown on Maps 1 to 48 inclusive

Map 7

