

555 Rexdale Boulevard – Official Plan, Zoning and Subdivision Applications – Final Report

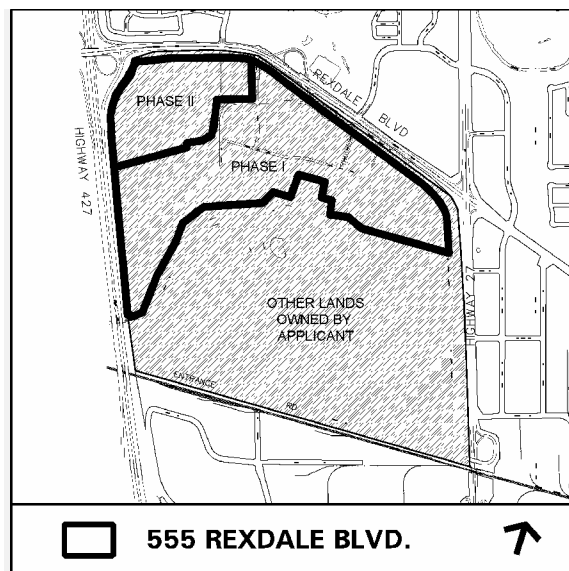
Date:	June 12, 2007
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward No. 2 – Etobicoke North
Reference Number:	File Nos. 06 152217 WET 02 OZ, 06 167659 WET 02 OZ and 07 116449 WET 02 SB

SUMMARY

The application proposes Official Plan and Zoning Code amendments, and a Draft Plan of Subdivision to permit a retail and entertainment complex and future residential uses related to the Woodbine Racetrack at 555 Rexdale Boulevard.

The proposal is to create an expanded entertainment and retail commercial centre for residents, workers and visitors in the Greater Toronto Area and to provide a new residential neighbourhood on the northwest portion of the lands that will be integrated with and support the commercial district. The overall proposal represents good land use planning, will provide significant social and economic benefits to the City and Province, and implements the strategic objectives and land uses contemplated for the property by the Official Plan.

This report reviews and recommends approval of the application to amend the Official Plan for all phases of development; approval of the application for Zoning Code amendment for Phase I consisting of the entertainment and retail commercial centre; and approval of a draft plan of subdivision, subject to conditions.



RECOMMENDATIONS

The City Planning Division recommends that:

- 1 City Council amend the Official Plan substantially in accordance with the draft Official Plan amendment outlined in Attachment No. 7;
- 2 City Council amend Zoning Code No. 11,737 substantially in accordance with the draft amendment described in this report and to be provided at the public meeting;
- 3 City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning amendments as may be required to implement the intent of the Council approval;
- 4 City Council recommend to the Chief Planner that the draft plan of subdivision be approved, generally as illustrated on Attachment No. 8, subject to:
 - a) the conditions as generally listed in Attachment No. 9, which, except as otherwise noted, must be fulfilled or secured through the subdivision agreement before the release of the plan of subdivision for registration;
 - b) such revisions to the proposed subdivision plan or such additional or modified conditions as the Chief Planner may deem to be appropriate to address matters arising from the on-going technical review of this development, including provisions for phasing; servicing and extent of the roadway network beyond that currently proposed;
- 5 That the Executive Director of Economic Development, Culture and Tourism be requested to develop a local employment strategy in cooperation with the applicant and the local area academic and labour stakeholders to ensure that local residents are positioned and prepared to take advantage of the Woodbine rejuvenation;
- 6 The Deputy City Manager and Chief Financial Officer be requested to report to the Executive Committee, prior to the execution of the subdivision agreement, regarding the applicant's request for possible financial strategies to assist implementation of this development in consultation with the Executive Director and Chief Planner, the Executive Director of Technical Services and the Executive Director of Economic Development, Culture and Tourism; and
- 7 Appropriate City officials be authorized to enter into discussions and amend the existing agreements as necessary to implement a sanitary sewer connection to Peel Region, if required by this development.

Financial Impact

There is no financial impact associated with this report.

The applicant has requested relief from Development Charges and other fees to off-set the cost of various facilities that will be provided as part of the project. This decision will require further information and discussions between the applicant and City staff in order to determine whether any reduction is warranted. This report recommends that staff report to Executive Committee addressing the applicant's request for relief.

APPLICATION AND DECISION HISTORY

The application for Official Plan Amendment was submitted on June 30, 2006. The application for amendment to the Zoning Code was received on August 17, 2006 and the application for Draft Plan of Subdivision on March 16, 2007.

A Preliminary Report was considered by Etobicoke York Community Council on September 13, 2006. The report recommendations were approved. The recommendation regarding scheduling of a community meeting was modified to extend the notification area for the community meeting in consultation with the local Councillor.

ISSUE BACKGROUND

Proposal

The application is to develop approximately 112 hectares of underutilized lands on the existing 266 hectare Woodbine Racetrack property. It is a significant undertaking resulting in a total of 330,000 square metres of Gross Floor Area constituting a mix of uses. The project is a fully integrated development concept that relies on its themed amenity features and its mix of uses, activities and synergy with the existing racetrack and entertainment complex to create a regional entertainment destination for residents, workers and visitors in the Greater Toronto Area.

Phase 1 of the proposal is the regional entertainment tourism destination. It has a mix of uses, including: offices, retail stores, a hotel, restaurants, theatres, a live performance facility and associated amenities (the Commercial District). These uses are effectively an expansion to the existing racetrack operation and gaming facility. The Phase 2 development will provide approximately 2,500 residential units and supporting commercial uses in a new community (the Residential District).

The applicant is Woodbine Live! GP Inc., a partnership between the owner of the lands, Woodbine Entertainment Group who are a not for profit corporation operating the Province's premier thoroughbred racetrack, and the Cordish Group, a developer, builder and owner of urban entertainment tourism destinations.

The applicant advises that as the largest horse racing operator in Canada, Woodbine Entertainment Group is a key economic driver of horse breeding and racing, the second largest agricultural industry in the Province. The sector generates over 60,000 direct and indirect jobs that account for \$1.6 billion in wages and salaries. The applicant has advised that the proposal is a key component of the Woodbine Entertainment Group financial strategy to maintain the economic viability and competitive position of its

existing operation. The proposal will diversify its revenue base, which includes a large area of underutilized land adjacent to the track, and will allow the expansion of its racing and breeding operations. Woodbine expects more people will visit the racetrack, resulting in increased revenue which will ultimately help to sustain the horse racing facility and the sectors of the rural economy that depend on it.

The proposal will reinforce an existing entertainment destination by creating a tourism cluster that will assist in strengthening the City's tourism industry. The proximity to the Lester B. Pearson International Airport and the site's central location in the GTA are seen as an advantage. According to the applicant's estimates, the project will generate approximately 9,400 jobs at full build-out, in addition to the existing employment of 2,700 jobs on the Woodbine lands. Additionally, studies provided by the applicant estimate that in excess of 7,600 person-years of employment will result directly and indirectly from the construction of the entertainment and retail component of the project. Annual government taxes and other revenues will be significantly enhanced by an aggregate of approximately \$278 million.

The applicant's Development Concept describes the urban design vision for the commercial district as creating a unique sense of place that builds on the existing racing operation. The urban design concept proposes to continue the open space traditions of the lands, which feature the central racetrack with landscaped areas and water features along with a substantial perimeter landscaped boundary. The plan proposes to create neighbourhood precincts with a mix of uses and a variety of architectural styles. The overall development is guided by principles to create active neighbourhoods with a mix of uses, a pedestrian scale of development, a variety of architectural styles and a network of open spaces which will be actively used year-round.

The Concept is divided into two development zones, a Residential District and a Commercial District which are divided into smaller precincts, each with its own distinct design expression. The Commercial District includes: the Lifestyle and Entertainment Neighbourhood; Midtown/Office Neighbourhood; Retail Neighbourhood; and Community Neighbourhood.

The plan proposes a system of open spaces that are linked on axis by pedestrian plazas to the existing Walking Ring north of the main grandstand. The central spine contains a water feature, with a canal and pool that is proposed to operate as a skating facility during the winter months. Parking spaces will be provided in the existing surface parking lots that serve the Woodbine Racetrack. However, they will be enhanced by additional plantings to offer screening from the municipal roadways. The existing open space perimeter will be supplemented, east of the Humberwood extension, with a landscaped block containing a stormwater management facility.

A draft plan of subdivision has been submitted showing the proposed organization of the development zones and uses in six blocks. It includes a public street system to serve the residential community. The public street system consists of the southerly extension of Humberwood Drive and two local streets that provide additional connections to Rexdale

Boulevard. The proposed residential blocks are identified as Blocks 2 and 3 and comprise the northeast 17.43 hectare portion of the lands.

The balance of the lands, including the Commercial District and the existing entertainment uses will be served by a hierarchy of private roads and pedestrian walkways. The entertainment and retail uses will occupy the majority of the development site within Block 4 (approximately 50 hectares). Main private roads will be designed to public standards and may be conveyed in the future as the site develops.

The surface parking area is identified on the draft plan as Block 5 (approximately 37 hectares). The applicant is not proposing any development at this time on Block 5 but has included this block in the draft plan at the request of Community Planning staff in view of its future shared use. Structured parking is also proposed west of the live theatre venue and in a location east of the existing grandstand.

The applicant has advised that the proposal incorporates a substantial investment in non revenue-producing attractions to draw a range of visitors that are integral to the creation of a successful, unique and high quality urban entertainment experience. The amenities include an outdoor skating rink and canal, live theatre and other urban open spaces that will be available to the public on a year-round basis. Including public infrastructure costs (roadways, parkland and servicing), the applicant has estimated that approximately \$116 million will be allocated to these facilities.

City Planning staff have discussed this matter with the applicant and other City departments, and additional information is required prior to formulating a recommendation to City Council. This report recommends that the Deputy City Manager and Chief Financial Officer report to Executive Committee on potential financial strategies that may be used to assist in the implementation of the public elements of this project. The report will clarify the overall financial and public amenity package that is to be secured prior to final approval of the plan of subdivision.

Site and Surrounding Area

The site consists of an undeveloped 112 hectare portion of the existing 266 hectare Woodbine Racetrack lands. It is located to the north and west of the racetrack. The racetrack and associated grandstand are centrally located on the property and are not affected by the proposal. The majority of the parking spaces serving the racetrack are located to the north and east of the grandstand. A number of ancillary buildings are located south of the racetrack, and include stables; practice facilities; dormitories and communal facilities for trainers and their support staff.

The lands surrounding the property include low and high-density residential development to the north; the Woodbine Shopping Centre to the northeast; surface parking lots, Highway 27 and a range of commercial and industrial uses on the east side of Highway 27 to the east; the Woodbine Racetrack, gaming and associated facilities and industrial uses to the south; and, Highway 427 and industrial uses to the west. With the exception

of the residential lands to the north, the context is characterized by large-scale buildings with expansive surface parking lots.

The property is connected via the regional road network to Highway 407 to the north, Highway 401 to the south, Highway 427 to the west and Highway 27 to the east. It is approximately four kilometres from Lester B. Pearson International Airport. Transit is available via a number of surface bus routes with an opportunity for a future GO station on the Georgetown Line at the southern boundary of the site. Access to the interior of the Woodbine Racetrack lands is provided by existing private driveways from Highway 27 and Rexdale Boulevard.

Provincial Policy Statement (2005) and The Greater Golden Horseshoe Plan (2006)

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. In the opinion of staff, the proposed development is consistent with the Provincial Policy Statement, as the proposal serves to strengthen an existing economic cluster in a manner that does not negatively impact the balance of the employment area.

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.

The proposal conforms to the Growth Plan for the Greater Golden Horseshoe. It accommodates growth within the City of Toronto on lands that are currently underutilized with an expansion of employment uses that are complementary to and supportive of the existing function of the lands. It provides and is supported by appropriate infrastructure to accommodate the anticipated employment and residential growth. In addition, the proposed growth is sensitive to existing natural systems and environmental features and will provide for appropriate sustainable practices.

Official Plan

The lands are identified in the Official Plan as an Employment District on Map 2, Urban Structure, and designated Employment Area on Map 13 Land Use Plan. The site is also subject to Site and Area Specific Policy No. 29 of the Official Plan.

Employment Districts, shown on Map 2 of the City of Toronto Plan, are intended as areas where new and existing employment clusters that are vital to Toronto's competitive advantage will be protected and promoted. The Plan promotes a balance between population and employment growth by seeking to create diverse job opportunities that nurture a strong tax base. The Plan permits a broad array of economic activity that

encourages existing businesses to branch out into new areas and create functional linkages between nearby business ventures.

The Employment Area policies provide for a range of uses including offices, manufacturing, warehousing, hotels, research and development facilities, media facilities, parks, retail outlets ancillary to the permitted uses, restaurants, and small scale stores and services that serve area businesses and workers. Recreation and entertainment facilities are permitted on major streets. In addition, large scale stand-alone retail stores and “power centres” are permitted on major streets identified on Map 3 provided they are on the boundary of the Employment Area designation and certain impacts are addressed.

The Woodbine lands are subject to Site and Area Specific Policy No. 29 which “provides for new residential and other sensitive land uses provided at the time of rezoning no new residential uses are located within the Transport Canada approved 30 NEF/NEP Composite Noise Contour.”

Site and Area Specific Policy No. 29, also permits the horse racetrack including housing, dormitories and other noise sensitive land uses and the keeping of horses, required only for the operation of horse racing, and for any related, associated or accessory uses, facilities and services.

The proposal is in substantial compliance with the policies of the Official Plan.

Zoning

The site is zoned Class Two Industrial (I.C2). A Minister’s Zoning Order filed as Ontario Regulation 688/98, which permits slot machines at racetracks also applies to the Woodbine Racetrack. The Etobicoke Zoning Code permits restaurants, administrative offices, banquet halls, entertainment facilities, cinemas, bowling alleys, amusement arcades, hotels and retail sales of products manufactured or stored on site not exceeding 25 percent of the gross floor area or a maximum of 700 square metres.

Site Plan Control

The site is subject to site plan control. The applicant has advised that they intend to file applications for site plan approval shortly following approval of the applicable planning instruments.

According to the applicant, the first development phase will consist of approximately 244,000 square metres of gross floor area. It is proposed to include a hotel west of the existing grandstand, the live entertainment venue west of the hotel, the large-format retail stores adjacent to Highway 427 and a significant component of the core retail entertainment neighbourhood. In view of the phasing of the project in large components, and the need to ensure that the site is well designed, walkable and well integrated with the surrounding community, it is recommended that the applicant submit a Masterplan and detailed Urban Design Guidelines that will set out appropriate built form, street layout, signage, landscaping, and pedestrian realm standards.

Reasons for the Application

The Woodbine Racetrack lands are within an Employment District which permits a broad array of economic activities, including key clusters and activities that benefit from strategic locations. The lands are shown on Map 13 of the Land Use Plan as an Employment Area. Most of the proposed uses are provided for within this designation. These include offices, manufacturing, warehousing, media facilities, hotels, retail uses ancillary to the permitted uses and restaurants and small scale stores that serve area businesses and workers.

The lands are also subject to Site and Area Specific Policy No. 29 which permits the horse racetrack and related, associated and accessory uses, facilities or services. Residential uses are also permitted beyond the 30 NEF/NEP contour related to Lester B. Pearson International Airport. The existing policy framework recognizes the unique nature of the site within the larger Employment Area to the south.

An Official Plan Amendment is proposed to establish an overall development framework that will build on the existing horse racetrack and associated entertainment uses and to confirm the location of uses provided for on this site.

A portion of the commercial retail proposal consists of large scale, stand-alone retail stores along the Highway 427 frontage of the site. Policy 4.6.3 of the Official Plan provides for large scale, stand-alone retail uses that front onto major streets (shown on Map 3 of the Plan), that also form the boundary of the Employment Area, which in this case would be Rexdale Boulevard.

The proposed large scale, stand-alone retail stores are an integral part of the proposed entertainment and commercial retail centre. The location of the proposed large scale, stand-alone retail stores along Highway 427 will not affect industrial operations within the surrounding employment areas east of Highway 27 and south of the rail line and the remainder of the Woodbine site will continue to operate as a horse racetrack. The economic health of nearby shopping districts will not be affected according to the Market Impact Study prepared in connection with the proposal. The impact assessment concludes that adequate traffic capacity will be available to accommodate the proposal, subject to road improvements proposed and reviewed by City Staff. The proposed amendment restricts large scale, stand-alone retail stores to lands adjacent to Highway 427. Large scale, stand-alone retail stores are no longer permitted along the Rexdale Boulevard frontage.

The proposed Site and Area Specific Policy also provides for residential development on the northwest corner of the site. It is proposed that this development will proceed during Phase 2 of the development.

New public roads are proposed to facilitate the development. These will be implemented by way of a Plan of Subdivision. An amendment to Schedule 2: The Designation of Planned But Un-built Roads is required to include the proposed roads.

An amendment to the former City of Etobicoke Zoning Code is required to permit the proposed retail and office uses. The existing Class 2 Industrial (I.C2) category limits such permissions to ancillary retail and administrative offices. The amendment will accommodate appropriate development standards to secure matters such as: parking standards, a 14 metre setback to Highway 427 and build-to requirements. A copy of the proposed Zoning amendment will be available at the public hearing. A future Zoning amendment application will be required to permit the proposed residential uses.

The Draft Plan of Subdivision will secure appropriate infrastructure and the orderly development of the lands. The Draft Plan process will create public roadways and establish development blocks for servicing, access, parking, storm water management, commercial, office and residential development and will include provisions for the phasing of development and other matters to secure the appropriate features of the plan.

Community Consultation

A Community Consultation Meeting was held at the Racetrack on December 12, 2006. A number of issues were raised including the need for employment opportunities on the site, the potential impacts of traffic, opportunities for public transit, and the potential for community benefits on and beyond the site. Staff and the applicant have met with community representatives since that time to explore the issues and have shared information. The applicant has agreed to continue working with the community on matters related to employment along with the City's Economic Development Division.

The TTC and all adjacent transit authorities (Mississauga Transit, Viva, Brampton Transit and GO) either currently serve the Woodbine Lands or have the potential to connect into the site. The applicant has proposed improved access arrangements and a network of public and private internal roadways to enhance traffic access and improve circulation for pedestrians and transit vehicles within the site. The applicant will be required to submit a Transit Strategy to address the phasing and implementation of future transit enhancements, if required, and as discussed in the comments relating to this application.

Staff is aware of discussions between the applicant and neighbourhood representatives related to mechanisms to secure additional jobs as part of this development. Economic Development staff has advised that an employment strategy is under discussion that has the potential to secure training and jobs for area residents. This report recommends that Economic Development, Culture and Tourism staff be requested to develop an employment strategy in consultation with neighbourhood stakeholders to ensure that local residents are positioned and prepared to take advantage of opportunities resulting from the Woodbine rejuvenation.

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 official plan policies, zoning standards and draft plan of subdivision conditions.

COMMENTS

The recommendations contained in this report establish a planning framework for the expansion of the retail and entertainment centre and the future development of a residential neighbourhood in the northwest portion of the lands. The framework provides flexibility to adapt to future conditions as development progresses and matures on the lands over time and includes requirements to respond to potential future transit enhancements and parking monitoring.

A site and area specific policy attached to this report as Attachment No. 7 sets out the policy framework for the development of the lands and includes an implementation strategy to secure the orderly development of the lands.

The framework proposes a draft plan of subdivision to secure public streets and establish blocks for new development. Subdivision conditions are an important tool to secure appropriate infrastructure and the effective implementation of the plan.

A site specific zoning amendment will set out the appropriate development standards, including gross floor area maximums for retail and office uses, parking requirements and key building setbacks. Urban Design Guidelines will be secured in the draft plan conditions to guide the site plan process.

Employment and Job Opportunities

Woodbine is located within the Rexdale Employment District. It is a mature employment zone in the City of Toronto and is home to a number of large firms including Molson Breweries, MDS Health Labs Inc., Bayer Inc., Northrop Grumman of Canada Inc. Quebecor World, Cargill Foods and CSA. The site is also strategically located near Pearson International Airport. Its location provides opportunities related to the tourism and entertainment sectors.

Woodbine Live! will generate approximately 10,000 jobs across a variety of economic sectors including the construction industry (and sectors supplying its materials and services), office services and the entertainment, hotel and hospitality and retail sectors. It will provide a unique opportunity for the creation of a local employment strategy providing for local hiring and training initiatives. These job opportunities are extremely important and necessary for the surrounding local community. Local jobs will fill a need for transferable skills and make those skills available in the community.

City staff has participated in the Neighbourhood Action Team process, a multi-stakeholder group working toward the creation of a local job strategy. This report recommends that a City-led local employment strategy be initiated. The Strategy, to be co-ordinated by Economic Development in co-operation with the applicant, will identify local employment opportunities and the activities required to realize a higher percentage of locally-filled jobs. It is intended to create an environment in which residents of Etobicoke and Rexdale are prepared and competitive for employment by this and other businesses. The Strategy will build the capacity of local youth, newcomers and residents

of the Etobicoke and Rexdale neighbourhoods by coordinating-pre-employment preparation activities, providing access to training and post-secondary education, pre-screening and placement services, and streaming of local youth into promising sectoral paths. The site is near the North Campus of Humber College Institute of Technology and Advanced Learning and strategic partnerships with the College should be explored.

The strategy will co-ordinate the efforts of the various City departments that will work together with the applicant and the community to ensure an equitable and inclusive process and outcome. It should create partnerships and build on the existing infrastructure to ensure that the local employment strategy is inclusive of all stakeholders; and strengthen and build the capacity of the current delivery agencies and educational facilities to meet the needs of the residents of Etobicoke and Rexdale.

Transit Opportunities, Traffic Impact, Access, Parking

An urban transportation study by BA Group reviews the travel demand projections for the development, site access needs, traffic operations, parking generation and supply, public transit service and transportation demand management. The report recognizes the synergy between the existing racetrack facilities and the proposal and concludes that the existing and recommended improvements to site access and public street connections are able to accommodate the proposed level of development on the lands. The new public road system proposes the extension of Humberwood Boulevard south to the northern limit of the Commercial District and secondary roads within the Residential District to provide access to the residential blocks in compliance with the City's Development Infrastructure Policy Standards. The existing two out-bound driveways along Rexdale Boulevard and the transit driveway at Queen's Plate Drive will be retained. An inbound driveway will be added west of Queen's Plate Drive providing additional access from Rexdale Boulevard. The remaining roadway connections, to the south portion of the property and to the northwest portion of the development, will be secured through the subdivision process.

The City's Official Plan identifies the opportunity to protect for a new GO Train Station on the Georgetown line between Highway 27 and Highway 427, within the Woodbine lands. A new GO Station at this location would also create opportunities to provide a direct connection to the Airport. GO Transit is currently undertaking an Individual Environmental Assessment (IEA) for service expansion to the Georgetown corridor as well as a proposed Airport Transportation Link. The Terms of Reference for this IEA have been prepared and are currently awaiting approval from the Minister of the Environment.

The public road network surrounding the Woodbine lands is serviced not only by the Toronto Transit Commission (TTC), but also by a number of regional transit operators, namely, Mississauga Transit, York Regional Transit, GO Bus, with Brampton Transit a short distance away at Humber College. The TTC 37A Islington Route currently operates on the Woodbine lands with a stop located immediately in front of the main grandstand. This service was introduced within the past 5 years following a request from Woodbine to improve transit service for their employees and patrons and has been very successful.

City staff has had ongoing discussions with Woodbine Live! representatives and the Regional Transit operators about the need to develop a sound transit strategy to service the Woodbine Live! development as build out occurs. The transit strategy may range from routing transit service through the Woodbine lands with strategically located stops, to the introduction of a new GO Station on the Georgetown Line and the creation of a new transit hub.

Woodbine Live! has indicated it's committed to working with the City to develop a transit strategy that services its employees, visitors and future residents of the project. All new public or private streets that have the potential to carry transit vehicles, are being designed to accommodate surface transit service so that no options are precluded as the transit strategy unfolds. The transit strategy will include an on-going monitoring programme to enhance or modify service as ridership demand dictates.

In addition to the above opportunities, the Mayor's recently announced Transit City – Light Rail Plan identifies a link within the Finch West Corridor running between the Finch Station on the Yonge Subway Line to a point near Highway 27/Humber College Area and the Humberwood community. This line could be extended to the Woodbine lands providing further opportunities to enhance transit service. A transit strategy is required as a condition of draft approval. It will address transit improvement and phasing opportunities, including the long term GO Transit and TTC opportunities.

Given the location and scale of the development, optimizing vehicular access and parking utilization in a sustainable manner is a key issue. In addition to the proposed development, the site will continue to host major events such as the "Queen's Plate". A Parking Strategy for the purpose of monitoring and reporting on the supply of parking for the development as it progresses will be required. A Transportation Demand Management Plan to reduce peak period private automobile usage is also required.

Street Conveyance

The applicant has proposed the extension of Humberwood Boulevard, an existing collector road, into the lands to accommodate a public connection from Rexdale Boulevard. The draft plan of subdivision extends Street A (Humberwood Boulevard) into the lands, and adds new Streets B, C and D to service the residential blocks. The proposed streets divide the site into smaller-scale blocks and provide for enhanced public access and an expanded public realm within this large site.

Additional public roads will be required to provide access and address the servicing of the residential lands as part of the next phase of development. The draft plan conditions require the submission of a phasing plan to identify the timing of conveyance and construction of the various infrastructure components including the public street system. Where private streets are proposed, the design must integrate and connect with the new public street system in a way that is seamless and meets the design objectives associated with public streets. The private streets must be designed and constructed to the

satisfaction of the Executive Director of Technical Services and the Chief Planner and Executive Director of City Planning.

Woodbine Live! has indicated that any private streets proposed within the site will be periodically closed for programming in support of their entertainment objectives. As part of the Transportation Demand Management Plan, operational solutions to manage Woodbine Live! traffic during such events, must be provided to the satisfaction of City Divisions.

The applicant has advised of its intention to request that the lands be serviced in advance of registration of the plan of subdivision. This will permit filing of site plan applications for components of the first phase of the development. This approach may involve the construction of a portion of the proposed public road as well as the underground services, in advance of approval of the plan of subdivision.

City staff has requested the applicant to provide a further southerly extension of Humberwood Boulevard (Street A) to the south limit of the Woodbine site as development proceeds. A draft plan condition is proposed to protect for the future conveyance of this road.

Servicing / Phasing of Development

The lands are currently serviced by the municipal water, sanitary and storm system. A Functional Servicing Report submitted by the applicant concludes that capacity is available in all respects for the expansion. City staff have been consulting with the applicant to address the detailed servicing requirements for the proposal, including the determination of an appropriate option for sanitary connections. One option provides for a connection under Highway No. 427 to the Peel Region pipe within the Mimico Creek valley. The second option secures a connection south of the lands into the sewer located on Carlingview Drive. The applicant has also contemplated servicing portions of the site on an interim basis, pending resolution of the final alignment.

Two stormwater management ponds are proposed, one to serve the future residential component on Block 1 and a second to serve the commercial components of the plan on Block 4. A conveyance of the stormwater pond serving the residential development will be required and will be secured in the draft plan conditions in accordance with an approved phasing plan.

Staff have no objections in principle to the applicant's proposal to service the lands in advance of registration of the plan of subdivision provided that the appropriate legal agreements are completed and appropriate securities are secured in accordance with City practice.

Retail Market Implications

In accordance with Official Plan policy, the applicant has submitted a retail market impact study to assess the impacts that could result from the retail component of the development on designated commercial areas in the City. The report concluded that the

extent and diversity of commercial space proposed will introduce a unique destination that serves the surrounding region. It will draw visitors on multiple occasions during the year and will act as a tourist destination. The findings indicate that 139,350 square metres of retail space can be supported on the lands. The report supports the phased construction of 106,835 square metres with a first full year of operation in 2010, and the remaining 32,515 square metres in 2012.

The proposed level of retail development constitutes approximately one third of the total commercial floor space inclusive of office and large format retail. As noted, the retail space will be a component of a larger destination incorporating a number of other uses and opportunities for visitors, residents and workers of the region. The report concludes that the proposal will not have significant adverse impact on the planned function of existing commercial areas and shopping districts in the City. The applicant's report has been reviewed by Planning and Economic Development staff who concur that the development will be complimentary and support the planned function of the land use designations in the area.

Residential Development

The applicant proposes a significant residential component as part of the project although detailed plans have not been filed as of yet. Further consideration of this phase of the development is required in order to ensure that the new neighbourhood is appropriately integrated with the development and its surroundings. The residential neighbourhood should provide a mix of housing forms and types, including affordable housing organized by a grid of inter-connected streets and blocks. Services, parks and convenience retail facilities should also be provided to meet the needs of future residents.

The applicant is preparing a detailed plan for the residential neighbourhood. As there are no specifics about that plan now, a future additional amendment, including potentially a Secondary Plan, may be required. The residential neighbourhood plan will be informed by relevant policies of the Official Plan including the guidance provided the planning framework approach outlined in Policy 3.3, taking into account the local context, the character of the proposal underway on the site and a range of services, facilities and local priorities.

As noted in the Preliminary Report, the application was filed prior to the approval of the Plan by the OMB. The applicant has advised that they would like to approach the affordable housing strategy taking this timing into account.

Community Services and Facilities

Staff is not recommending that the applicant enter into a Section 37 agreement for the first phase of the development because the majority of the proposed development is permitted by both the former Etobicoke and the Toronto Official Plan and existing zoning provisions. Public amenities, including public art, related to the first phase of the project will be secured through the subdivision agreement.

Implementation of the second phase of the development will require a zoning amendment to rezone the lands from industrial to residential and implement appropriate development standards. The change in zoning provides an opportunity to consider whether Section 37 requirements apply including, but not limited to, the green space system, affordable housing, community services and facilities, arts and cultural facilities, public transit improvements and/or any other local benefits.

Urban Design

The concept put forward by the applicant complies with the built form policies of the Plan, taking into consideration the racetrack and campus context. It sets out principles for both a residential neighbourhood and a destination entertainment centre. The proposal is organized around a series of what will be newly created public and private streets which divide the site into smaller development blocks. The development incorporates a series of public and private spaces that have been designed as focal points for the various precincts. Buildings will generally be constructed adjacent to the street edge and designed to encourage and enhance a lively, year-round pedestrian environment. Although the retail and entertainment proposal is supported by surface parking, the intent is to create distinctive pedestrian-oriented precincts that will support enhanced transit access and pedestrian comfort.

The applicant will be required to provide an overall Masterplan and detailed Urban Design Guidelines for all Phases, which will be used as an important tool in the implementation of an exemplary public realm and built form. Zoning will secure build-to-street provisions along the perimeter of the district. Urban Design guidelines will address matters such as the detailed design of streets, the relationship of built form to the public realm and publicly accessible areas, the design and development of parks, open spaces and linkages, a public art program, opportunities for heritage commemoration, a strategy for the preservation and planting of new trees, servicing of buildings, and bicycle routes. Signage will also be reviewed as an integral component of the design.

The Masterplan and Urban Design Guidelines will be secured in the draft plan approval conditions.

Signage

Signage will be an important component of the overall plan and will be coordinated with the existing signage program on Woodbine. Chapter 215 of the former Etobicoke Municipal Code contains specific signage standards related to the Woodbine site. Additional amendments are anticipated given the scale and themed nature of the development. The applicant has advised that the signage program will include tenant identification signs, project identification signs, wayfinding or directional signage, and video display signs or terminals. Large and animated signs will be proposed as part of this program, which staff generally support provided the signs are appropriate from an urban design perspective, are strategically placed on the lands, are acceptable to the Ministry of Transportation and the Greater Toronto Airport Authority, as applicable, and do not impact surrounding residential communities.

Toronto Green Development Standard

City Council has approved a set of recommendations that work toward the implementation of the Toronto Green Development Standard. The use of the term “green” is intended to be associated with the concept of “sustainable development”. Staff has discussed these voluntary standards with Woodbine.

The applicant has identified a series of green practices that are currently underway at the Woodbine Racetrack related to solid waste disposal, water conservation, energy management, ecology and air quality. Given the magnitude of the existing and future operation and site area, these practices have the potential for significant benefits.

Woodbine has implemented regular waste audits and a recycling program throughout its operations, including the offices, restaurants, gaming facility, backstretch and barn areas. Recycled materials include paper, wood, fluorescent lighting tubes, metal, used tires, used straw, manure, plastics, grease, organics, cardboard and glass.

Approximately 9,530,500 litres (11,400,000 gallons) of water are recycled from Woodbine’s five stormwater ponds annually, reducing the demands of Woodbine on the municipal water system. Woodbine has removed approximately 25,000 cubic metres of sediment from the north storm pond, resulting in an increase in the storage capacity of the pond. This work will also improve water quality and will allow for storage of additional water for reuse in irrigation.

Improvements in building design include low flow fixtures and electronic faucets. Woodbine Live! proposes to continue sustainable storm practices, by providing for on-site erosion and sediment control guidelines as part of the storm water management design. Woodbine Live! has targeted removal of 80 percent of all suspended solids from runoff leaving the site on an annual basis. They have also advised that opportunities for further rainwater harvesting and grey water reuse will be explored at the detailed design stage. A new state of the art polytrack surface has been installed on the racetrack, which is estimated to reduce water consumption by 14.6 million litres (17.5 million gallons) annually. It has the added benefit of a reduction in injuries to horses.

Energy management conservation projects have recently been introduced at Woodbine Racetrack, including a building automation system, a new \$10 million heat-wheel technology for the mechanical units, high efficiency boilers, light motion sensors, and others.

An open space tradition has been developed at the site with the cultivation of the Walking Circle, landscaped gardens, trees and ponds of the infield and green perimeter. Trees are supplemented on the site from Woodbine’s on-site nursery and the applicant has agreed to a tree preservation and replacement strategy which will be detailed through the required Urban Design guidelines.

Woodbine Live! has advised that they propose to continue Woodbine Racetrack's tradition of working collaboratively with transit providers to create sustainable transportation options for visitors, employees and future residents of the development.

Archaeological

A stage one archaeological assessment has been undertaken in respect of the lands. The study determined that there is limited archaeological potential on the site, with the exception of a portion of the lands located west of the southerly extension of Humberwood Drive and extending south to Clubhouse Road, for which a stage two assessment is proposed, consisting of a pedestrian field survey of the cultivated field. The applicant has advised that it intends to schedule the stage two assessment in advance of any excavation and building. Requirements will be incorporated into the draft conditions of subdivision with respect to the stage two assessment including the implementation of any recommendations that may arise in that assessment.

Environment

Phase I and Phase II Environmental Site Assessment reports and Records of Site Condition will be required for any lands to be conveyed to the City for public purposes prior to registration of the subdivision agreement to the satisfaction of the Executive Director of Technical Services and the Executive Director of Parks, Forestry & Recreation.

The applicant has submitted an Environmental Constraints Analysis that concludes that the proposed development will not result in negative impacts to the environment. On-site meetings have been conducted with TRCA staff which have confirmed this conclusion. The necessary permits and Certificates of Approval will be required for the storm water management facilities and permits from TRCA will be required for any in-stream work associated with potential sanitary sewer options.

Development Charges

It is estimated that the development charges for the entire project will be approximately \$30 million. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

Implementation

The Official Plan amendment and Draft Plan of Subdivision conditions, are attached for Council's consideration.

The implementing Zoning amendment has not been finalized at the time of writing of this report. The draft amendment will be available for Community Council at the date of the Public Meeting. The amendment will establish the specific standards that will be applied to the redevelopment as described in this report and generally illustrated in the attachments:

- (a) list of permitted uses;
- (b) appropriate building setbacks;

- (c) parking standards for the proposed uses including provisions for shared parking;
- (d) Gross Floor Area provisions for proposed uses; and
- (e) Urban Design requirements for street-wall conditions.

CONCLUSIONS

Approval of this application will result in a fully integrated development concept incorporating a regional entertainment destination. The mix of themed retail uses, amenity features and the existing racetrack, will create a unique attraction and provide significant economic and employment benefits to the City and the Province. The project will help to sustain the existing racetrack and 60,000 jobs that rely on this key agricultural sector. This report recommends an employment strategy to secure local job creation and participation as the project proceeds.

The proposal conforms to Provincial policy and implements the strategic objectives and land uses contemplated for this site by the City Official Plan. The proposal represents good land use planning. This report recommends Official Plan and zoning amendments, and approval of a draft plan of subdivision, to provide for the phased development of the site. The retail phase will proceed first; the residential phase will require a further zoning amendment and approval of a draft plan of subdivision before it may proceed. Individual blocks within the development will be subject to Site Plan approval.

The development will be organized around newly created public and private streets that will create a walkable, pedestrian-oriented core. The internal road system will allow greater transit accessibility to the site. A Transit Strategy to address transit opportunities and the phasing of potential improvements are required as conditions of draft approval. Masterplan and detailed Urban Design Guidelines will be required to ensure that the mix of entertainment, retail and residential uses are developed in a cohesive fashion.

CONTACT

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Tel. No. 416-394-8245
Fax No. 416-394-6063
E-mail: mhoward@toronto.ca

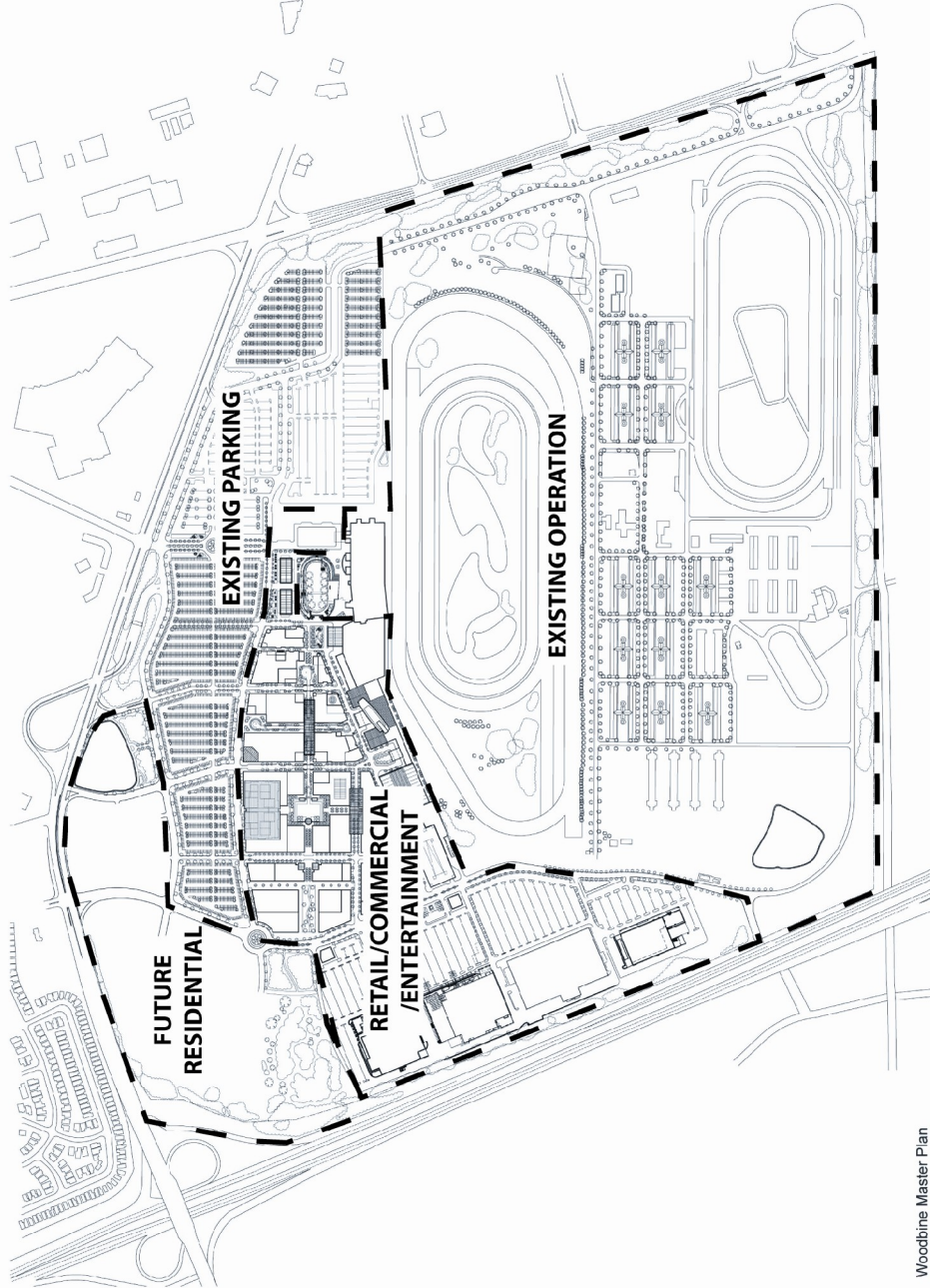
SIGNATURE

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

ATTACHMENTS

- Attachment 1: Development Concept
- Attachment 2: Development Concept – Aerial View
- Attachment 3: Development Concept -Broadway
- Attachment 4: Development Concept - Fountain Plaza
- Attachment 5: Development Concept - Ice Park Plaza
- Attachment 6: Development Concept - Galleria Concept
- Attachment 7: Draft Official Plan Amendment
- Attachment 8: Draft Plan of Subdivision
- Attachment 9: Proposed Conditions of Draft Plan of Subdivision Approval
- Attachment 10: Application Data Sheet

Attachment 1: Development Concept



Woodbine Master Plan

Site Plan

Applicant's Submitted Drawing

Not to Scale
06/11/07

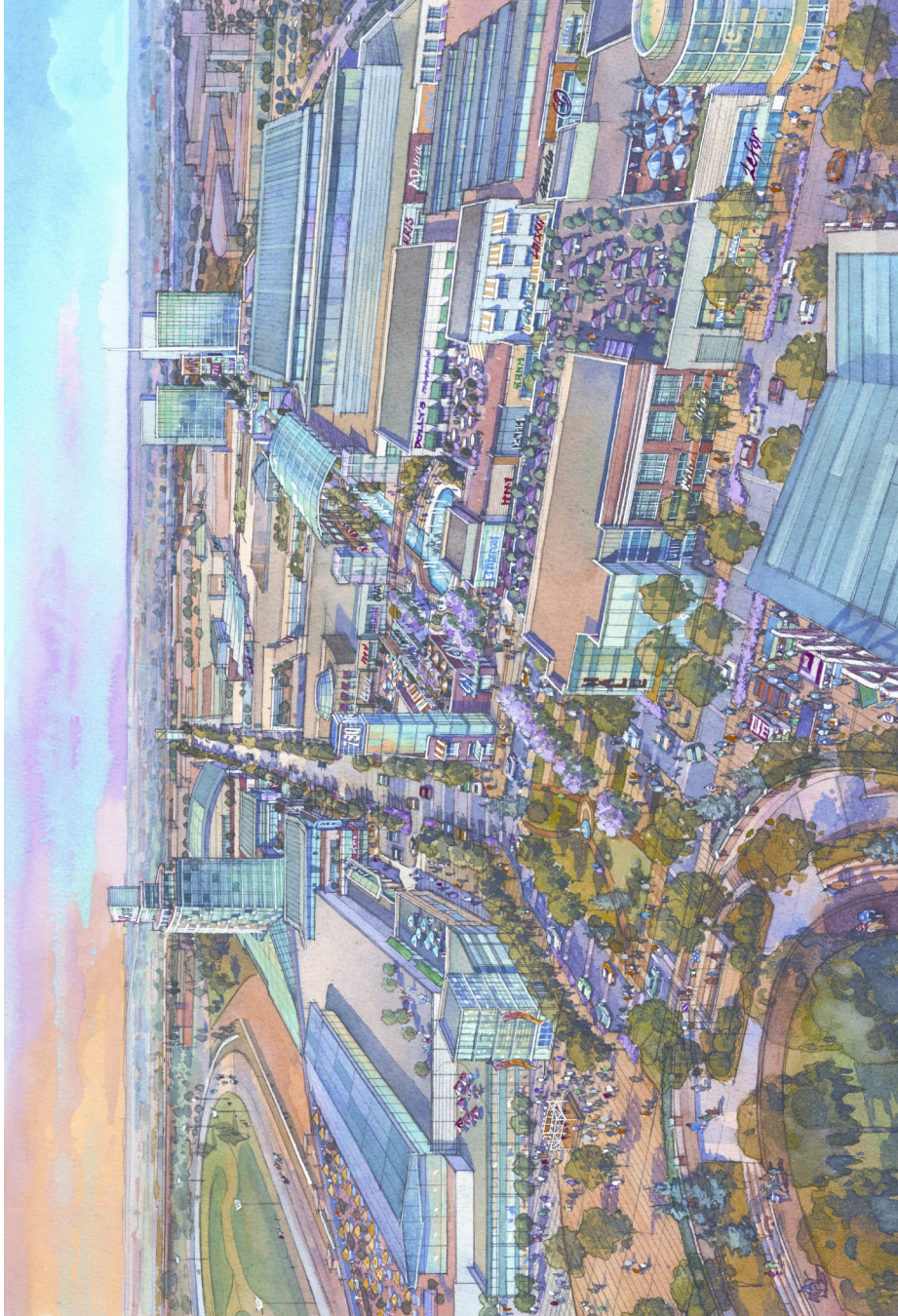


Woodbine

555 Rexdale Boulevard

File # 06_152217

Attachment 2: Development Concept – Aerial View



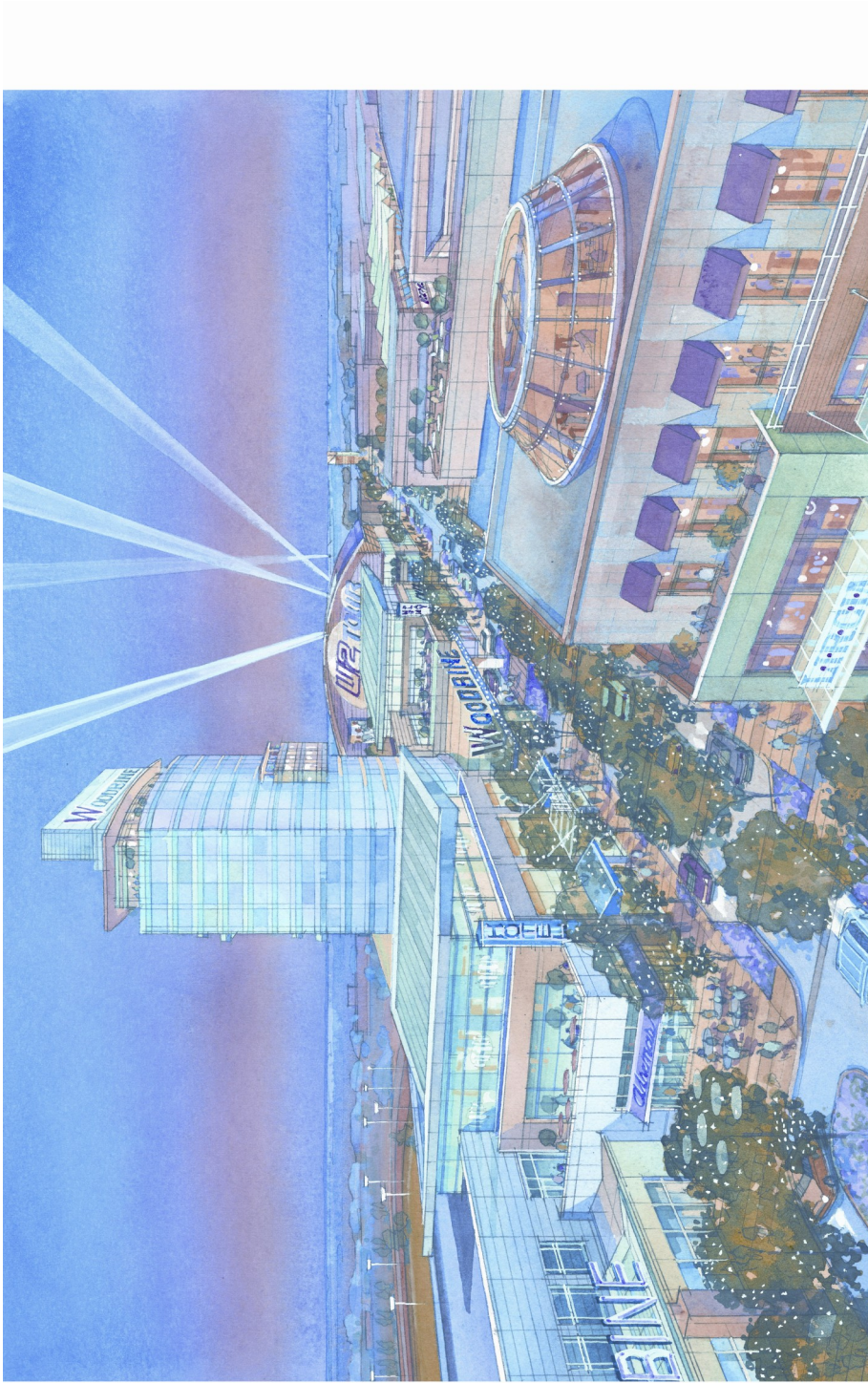
Aerial View Concept
Applicant's Submitted Drawing

Not to Scale
08/21/06

555 Rexdale Boulevard

File # 06_152217

Attachment 3: Development Concept -Broadway



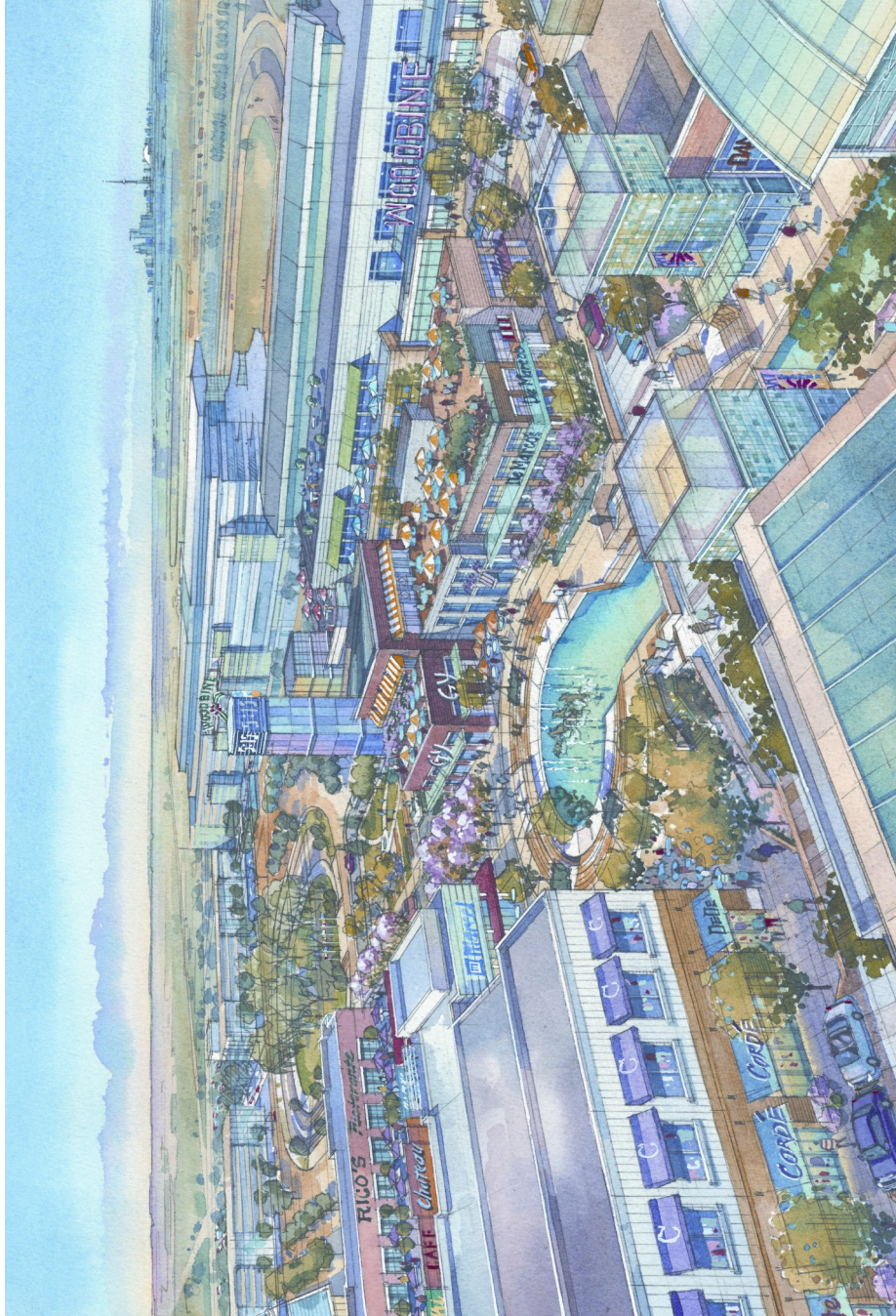
Broadway Concept
Applicant's Submitted Drawing

Not to Scale
08/21/06

555 Rexdale Boulevard

File # 06_152217

Attachment 4: Development Concept – Fountain Plaza



Fountain Plaza Concept
Applicant's Submitted Drawing

Not to Scale
08/21/06

555 Rexdale Boulevard

File # 06_152217

Attachment 5: Development Concept – Ice Park Plaza



555 Rexdale Boulevard

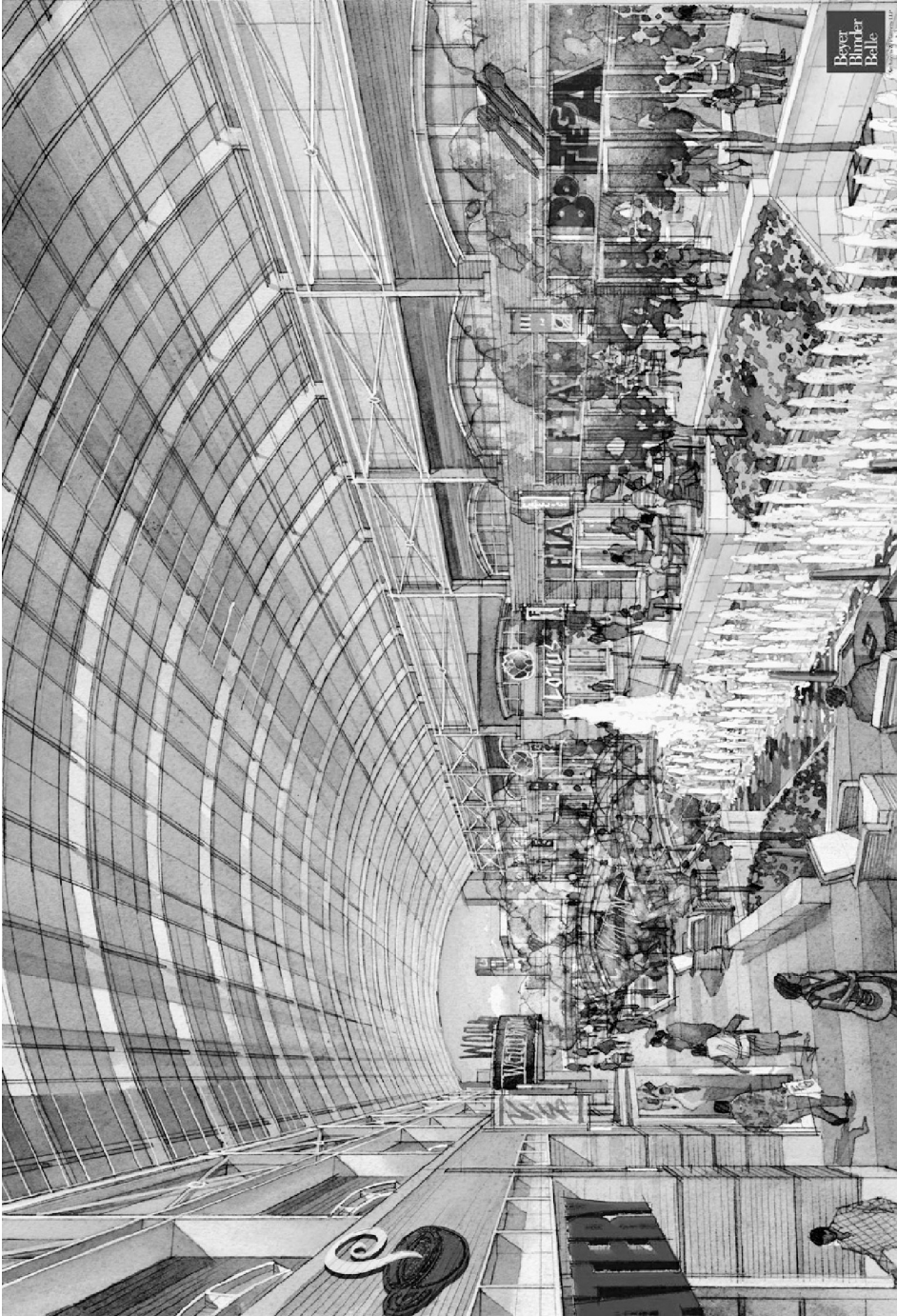
Ice Park Plaza Neighbourhood Concept

Applicant's Submitted Drawing

Not to Scale
08/21/06

File # 06_152217

Attachment 6: Development Concept - Galleria Neighbourhood



Galleria Neighbourhood Concept

555 Rexdale Boulevard

Applicant's Submitted Drawing

Not to Scale
08/21/06

File # 06_152217

Attachment 7: Draft Official Plan Amendment

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

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2007

To adopt amendment 30 to the Official Plan for the former City of Etobicoke respecting the lands located south of Rexdale Boulevard, east of Highway 427 and municipally known in the year 2006 as, 555 Rexdale Blvd

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 the Council for the City of Toronto, at its meeting of ~ 2004, determined to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002;

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

1. The text and maps attached hereto as Schedules “A” is hereby adopted as amendments to the Official Plan of the City of Toronto.
2. This is Official Plan Amendment No. 30.

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

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

SCHEDULE "A"

AMENDMENT NO. 30 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

WOODBINE LIVE! GP INC.

The lands located south of Rexdale Boulevard, east of Highway 427 and municipally known in the year 2006 as 555 Rexdale Boulevard

The following Text and Map constitute Amendment No. 30 to the City of Toronto Official Plan, being an amendment to amend the provisions of Chapter 7, Site and Area Specific Policies.

OFFICIAL PLAN AMENDMENT

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

1. Schedule 2, The Designation of Planned but Unbuilt roads, is amended by adding the following planned but unbuilt roads:

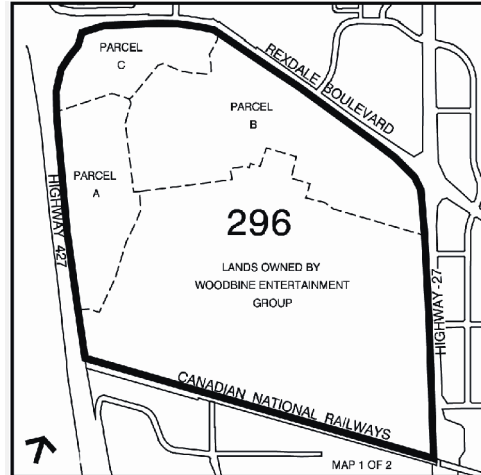
Street Name	From	To
New Link A ²	Rexdale Boulevard	New Link D
New Link B ²	New Link A	New Link C
New Link C ²	New Link B	Rexdale Boulevard
New Link D ²	New Link A	approximately 27 metres west of New Link A

² Refer to Map 2 of 2 in Site and Area Specific Policy No. 296 for general location of the planned but unbuilt new roads.

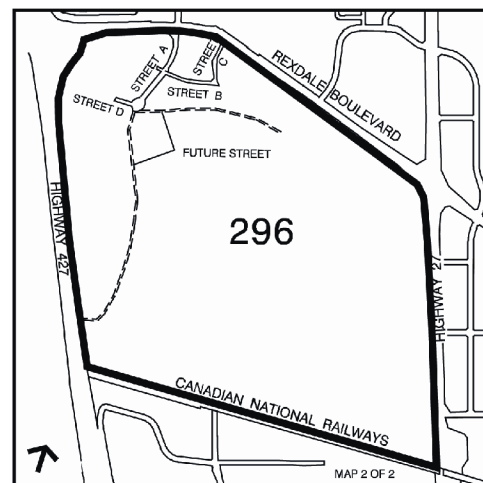
2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 296 for the lands located on the south side of Rexdale Boulevard, east of Highway 427, west of Highway 27 and north of the Canadian National Railway, as follows:

296 South side of Rexdale Boulevard, east of Highway 427, west of Highway 27 north of the Canadian National Railway (Woodbine Racetrack)

The following planning framework applies to the Woodbine Entertainment Group Lands, provided development is in accordance with Site and Area Specific Policy No. 29 and all other policies of this Plan:



- a) Overall Framework
 - i) Development of the lands will sustain and build on the existing horse racetrack and associated entertainment uses to create a prominent, active, pedestrian-friendly commercial retail and entertainment centre and residential neighbourhood; for residents, workers and visitors in the Greater Toronto Area.
 - ii) Development of the lands will build on the existing campus like setting and organize new development into districts for commercial retail and entertainment and residential with sub-areas organized around design features, amenities, streets and lanes;
 - iii) Development and its associated infrastructure may be phased and will be structured to support public access and connections on the lands and to surrounding streets and areas; and



iv) Development will proceed in a manner that will not preclude additions to the road network, enhanced surface transit and future transit improvements including the potential for a GO transit station located along the CNR line abutting the south limit of the lands.

b) Commercial Retail and Entertainment

In addition to Site and Area Specific Policy No. 29 (e) (iii) permitted uses include a horse racetrack and related, associated and accessory uses, including gaming, entertainment, retail, including large scale, stand-alone retail stores, hotel, restaurant and office uses.

Large scale, stand-alone retail stores are only permitted east of Highway 427 as shown on Parcel A, on Map 1. Large scale, stand-alone retail stores and power centres will not be permitted along the Rexdale Boulevard frontage in accordance with Policy 4.6.3 of the Plan. All other uses are only permitted in locations as shown on Parcel A and B, on Map 1.

Development of the lands may proceed in phases with a network of public streets and private driveways with sidewalks, publicly accessible and private open spaces and pedestrian links.

Development will proceed generally in accordance with the Development Concept as identified on Map 1. The Draft Plan of Subdivision, Master Site Plan, urban design guidelines and streetscape plans will be developed in accordance with the Development Concept.

c) Residential

In addition to Site and Area Specific Policy No. 29 (e)(i) and 29 (e)(ii) residential and other sensitive land uses are only permitted on Parcel C of Map 1. A planning framework consistent with Section 3.3, Building New Neighbourhoods, including strategies for the provision of parkland, affordable housing, community services, and local institutions among other matters shall be

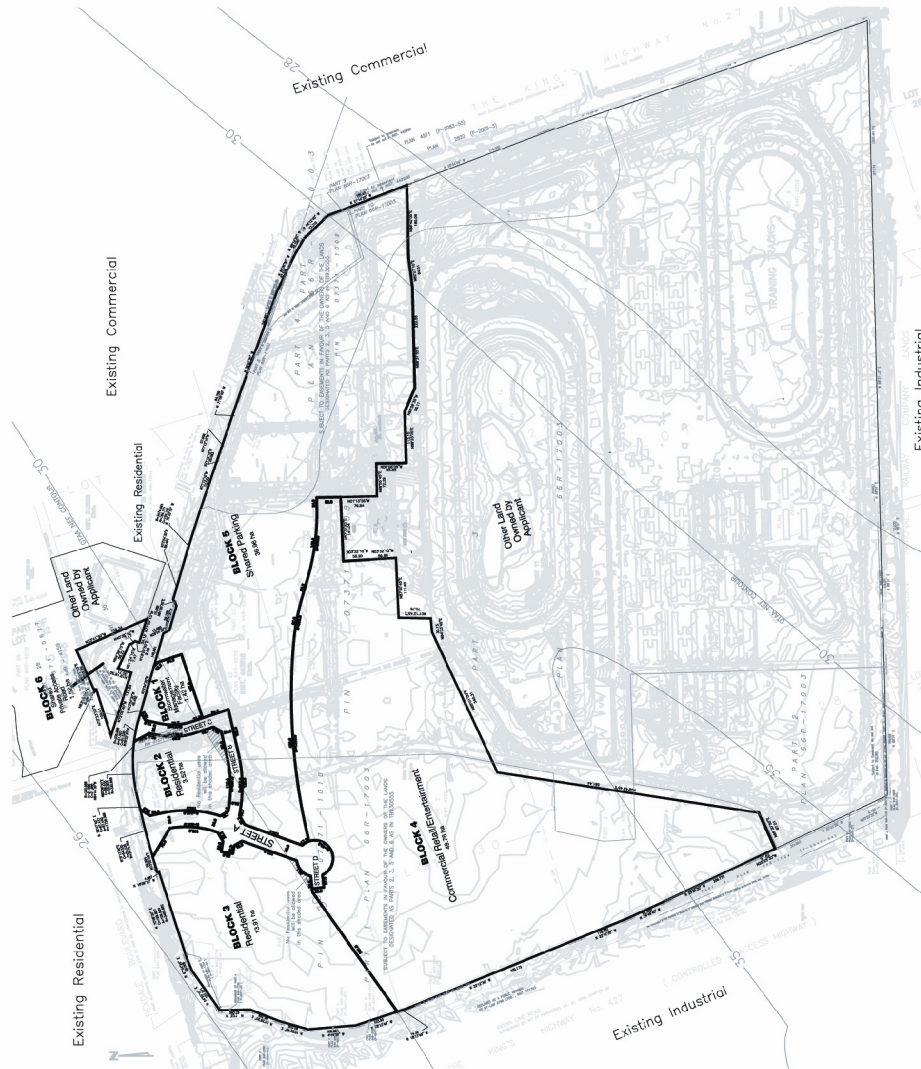
prepared prior to the enactment of any implementing zoning by-law.

d) Implementation

- i) Subdivision Agreement and other agreements to include a master site plan, servicing and infrastructure development, phasing strategy, tree removal and replacement strategy, urban design guidelines, transit and parking strategy, financial strategy, and including provisions to secure amenities and features, which may include public easements to indoor/outdoor amenity features, public art; public roads among other matters.
- ii) Development will include amenities that are accessible to the public to be secured in appropriate legal agreements.

3. Map 24, Site and Area Specific Policies, is amended for the lands located on the south side of Rexdale Boulevard, east of Highway 427, west of Highway 27 and north of the Canadian National Railway, by adding Site and Area Specific Policy No. 296 as shown on the map above.

Attachment 8 Draft Plan of Subdivision



555 Rexdale Boulevard

Draft Plan of Subdivision

Applicant's Submitted Drawing

Not to Scale
08/21/06

File # 06_152217

Attachment 9: Proposed Conditions of Draft Plan of Subdivision Approval

Subdivision Application ~

Draft Plan of Subdivision prepared by Walker, Nott, Dragicevic Associates Limited

Dated June 12, 2007

Part of Lots 29, 30, 31 and 32 Concession 3 Fronting the Humber and Part of Lots 28, 29, 30 and 31 Concession 4 Fronting the Humber and Part of the Closed Road Allowance between Concession 3 and 4 Fronting the Humber and Part of the Closed Road Allowance between Lots 31 and 32 Concession 3 Fronting the Humber Formerly in the Geographic Township of Etobicoke, Now in the City of Toronto Woodbine Live! GP Inc.

THE FOLLOWING CONDITIONS MUST BE FULFILLED PRIOR TO THE REGISTRATION OF THE PLAN OF SUBDIVISION OR ANY PHASE THEREOF FOR REGISTRATION

DRAFT PLAN CONDITONS

1. Prior to registration of the M-Plan, the applicant must obtain all required permits and approvals from other levels of government and outside agencies in order to proceed with the subdivision proposal.
2. Prior to issuing Draft Plan approval the June 13, 2007 Draft Plan must be revised as follows:
 - 2.1. to show a 0.305m reserve along the west and east sides of Street A, between Rexdale Boulevard and Street D. A 0.305m reserve is required along the west and east frontages of Street C, extending from Rexdale Boulevard to a point 100m to the south.
 - 2.2. the right-of way width of Street B is revised to 27 metres.
 - 2.3. to delineate a block for the proposed Stormwater Management Facility located at the south end of Block 4, if required.
 - 2.4. The owner agrees to the City's red line revisions for additional public roads that are to be conveyed to the City and / or easements, should it be necessary to ensure that each block is serviced by municipal services.
 - 2.5. The owner agrees to the approval authorities' red line revisions to the blocks for Stormwater Management Facilities, the size and location of which will be finalized through the approval of the required Stormwater Management Report.
 - 2.6. Finalize the location of Street 'B' to the satisfaction of the Chief Planner

and Executive Director, City Planning, and the Executive Director of Technical Services.

3. The owner agrees that approval of a plan of subdivision or other means acceptable to the Chief Planner and Executive Director of City Planning and Executive Director of Technical Services, is required for development to occur on Block 3.
4. The owner shall submit a revised Functional Servicing Report, which includes addressing Stormwater Management that is satisfactory to both the City and other approving agencies.
5. The owner agrees that additional public roads may be conveyed to the City as development of the lands proceeds. The details of the timing and nature of these conveyances will be determined as more information becomes available.

DRAFT SUBDIVISION AGREEMENT CONDITONS

6. The Owner shall be required to enter into the standardized subdivision agreement of the City.

PHASING

7. Prior to final approval, the Owner shall prepare and submit for review and acceptance by the Executive Director Technical Services a phasing plan to provide for the phased construction and conveyance of the municipal infrastructure and amenity features, including the new street system, that may include a monitoring program and that coincides with the contemplated development on blocks within the draft plan of subdivision.
8. The Owner and City shall acknowledge in the Subdivision Agreement that the Owner may register the plan of subdivision in phases provided that the boundary of each phase and the conditions specific to each phase are subject to the approval by the Executive Director, Technical Services and the Chief Planner and Executive Director of City Planning prior to the release of each phase for registration.
9. The Subdivision Agreement and implementing By-law shall provide for the phased issuance of Building Permits to the satisfaction of the Chief Building Official and the Chief Planner and Executive Director.

EASEMENTS

10. Convey such easements to the City as are determined necessary by the Executive Director Technical Services, for among other things, public services and facilities, and, in conjunction therewith, prepare and submit a draft reference plan for the review and approval of the Executive Director Technical Services and/or the General Manager of Parks, Recreation and Forestry, as applicable, prior to deposit. Such conveyances shall be for nominal value, free and clear of encumbrances satisfactory to the City Solicitor and may be phased in a manner satisfactory to the Executive Director Technical Services or General Manager of Parks, Recreation and Forestry consistent with the accepted phasing plan and Financial Strategy in condition 7.
11. Convey such easements as are required by the Owner for public utilities servicing the subdivision lands.
12. Construct all public utilities underground on land to be conveyed to the City or subject to easements.
13. Prior to final site plan approval for Block 4 on the draft plan of subdivision, make appropriate arrangements for such reciprocal easements for parking and vehicular and pedestrian access to the satisfaction of the Executive Director of Technical Services, as may be necessary.

DESIGN OF STREETS

14. Prior to the registration of the plan of subdivision, the Owner shall submit functional plans of the new public street system or phase thereof for the review and acceptance by the Executive Director of Technical Services in accordance with the phasing plan in condition 7.
15. Prepare and submit, in conjunction with the functional plans for the proposed new public streets and infrastructure phasing plan in condition 7 for review and acceptance by the Executive Director of Technical Services, traffic operations studies that establish the design of the proposed new public streets and construction phasing of elements of the proposed public street system.

CONSTRUCTION/CONVEYANCE OF STREETS IN PLAN OF SUBDIVISION

16. Prior to the registration of the plan of subdivision or phase thereof, the Owner shall submit functional plans of the new public street system required for the subject phase for the review and acceptance by the Executive Director of

Technical Services.

17. The Owner shall construct, at no cost to the City, Street A, Street B, Street C and Street D as shown on the plan of subdivision in accordance with accepted engineering drawings and the accepted phasing plan referred to in condition 7 above, and these streets shall be serviced to the satisfaction of the Executive Director of Technical Services.
18. The Owner agrees to convey to the City, in accordance with the accepted phasing plan referred to in condition 7 above, the lands comprising Street A, Street B, Street C and Street D on the draft plan of subdivision for public highway purposes to the satisfaction of the City Solicitor. The conveyances shall be for nominal consideration and free and clear of encumbrances except as may be satisfactory to the City Solicitor in consultation with the Executive Director Technical Services, and save and except for the surface and subsurface public services and facilities, and public utilities accepted by the Executive Director Technical Services and subject to a right-of-way for access purposes in favour of the grantor until such time as the said lands have been laid out and dedicated for public highway purposes;
19. The Owner shall submit to the Executive Director of Technical Services for review and acceptance, environmental site assessments and a remedial action plan, if required, for lands to be conveyed to the City, including public streets to be dedicated for public highways in accordance with the accepted phasing plan referred to in condition 7 above. Such assessments and plans may be submitted by the Executive Director of Technical Services for peer review and concurrence at the Owner's expense.
20. Prepare and file a Record of Site Condition (RSC), satisfactory to the City peer reviewer, on the Ontario's Environmental Site Registry following construction of public services and utilities and prior to the conveyance of such lands to the City, provide written confirmation of receipt thereof by the Ministry of Environment and provide assurances satisfactory to the Executive Director of Technical Services that if an audit of the Record of Site Condition has been proposed or commenced by the Ministry, the Owner has rectified any concerns identified.
21. Following the conveyance of the lands to the City for future public highways in accordance with the above conditions, and the accepted phasing plan referred to in condition 7, the City will take the necessary steps to dedicate Street A, Street B,

Street C and Street D on the draft plan of subdivision as public highway.

TRANSPORTATION AND PARKING STUDIES

22. Prepare and submit a transportation impact study, if required, for review and acceptance by the Executive Director of Technical Services prior to final site plan approval for each phase of development and agree to construct any roads or road improvements to support the proposed phasing plans.
23. Prepare and submit a traffic impact analysis indicating the anticipated traffic volumes and their impact upon Highway 427 and the ramps at the Highway 427 /Rexdale Boulevard interchange for review and acceptance by the Ministry of Transportation.
24. Prepare a Transportation Demand Management Plan in coordination with Condition No.'s 24 , 25 and 26 with the key objective being to reduce peak hour private automobile travel to the satisfaction of the Executive Director of Technical Services and the Chief Planner and Executive Director of City Planning.
25. Prepare and submit a parking strategy to the satisfaction of the Executive Director of Technical Services that shall include a parking monitoring and reporting program as a basis for potential future modifications in parking supply as development of each phase proceeds.

TRANSIT STRATEGY

26. Prepare and submit a Transit Strategy to address the phasing and implementation of potential future transit enhancements to facilitate service by area transit operators including but not limited to, Toronto Transit Commission, Mississauga Transit, Brampton Transit, York Regional Transit and Go Transit in order not to preclude the opportunity to facilitate the movement of public transit surface vehicles to, from and within the lands, if required, to the satisfaction of the Chief Planner and Executive Director, City Planning, as required to support the related phase of development.
27. If required, the location, design and operational characteristics of any potential transit hub will be determined through separate processes undertaken between the applicant, the City and other municipal agencies as appropriate.

SERVICING

28. Prior to final approval, or as otherwise acceptable to the Executive Director Technical Services and provided for in the subdivision agreement, prepare and submit for review and acceptance by the Executive Director of Technical Services an overall municipal servicing plan incorporating the design of all surface and underground facilities in accordance with the accepted phasing plan referred to in condition 7 above and make arrangements satisfactory to the Executive Director Technical Services for either securing or paying for any necessary improvements to City infrastructure to service the site also to the satisfaction of the Executive Director Technical Services;
29. The Owner agrees to convey to the City Block 1 for a storm water management facility at such time as is set out in the subdivision agreement to the satisfaction of the Executive Director of Technical Services. The conditions with respect to conveyances, remedial action plan, and record of site condition set out in conditions 17, 18 and 19 shall apply to the storm water management facility *mutatis mutandis*.
30. Prior to final approval, make arrangements satisfactory to the Executive Director Technical Services for submission of an engineering report to address safety, design and anticipated systematic maintenance costs for any non-City standard pavements and/or lighting proposed by the applicant, and, if accepted by the Executive Director Technical Services, pay for the maintenance or arrange for the maintenance of the alternative non-City standard pavements and/or lighting as determined by and to the satisfaction of the Executive Director of Technical Services.

ROADS AND SERVICES EXTERNAL TO THE PLAN OF SUBDIVISION

31. The Owner shall be responsible for the costs, design and construction of works related to proposed modifications to existing and new access connections serving the subject phase of development onto the surrounding street system as identified in the phasing plan.
32. The Owner shall be responsible for the payment of necessary off-site road improvements not directly related to site access, required in order to support the related phase of development, as determined to the satisfaction of the Executive Director of Technical Services and subject to the Financial Strategy in condition 35. Such improvements/modifications may include intersections at: Highway 27/Belfield Road; Highway 27/Rexdale Boulevard; and Highway 27/Queen's

Plate Drive.

MINISTRY OF TRANSPORTATION

33. Prior to final approval, the Owner shall meet the requirements of the Ministry of Transportation to submit for review and approval a copy of a drainage/stormwater management plan/report indicating the intended treatment of the calculated runoff; enter into a legal agreement with the Ministry of Transportation to assume financial responsibility for the construction of all necessary highway improvements associated with the development; and, make arrangements for the installation of a security fence along the western boundary of the plan.

TORONTO AND REGION CONSERVATION AUTHORITY

34. Prior to final approval, the Owner shall prepare and submit for review and approval by the Toronto and Region Conservation Authority and the Executive Director of Technical Services, an updated Functional Servicing Report and detailed Storm Water Management Plan, containing but not limited to plans illustrating how the drainage system will tie into surrounding drainage systems; the location and description of all outlets and other facilities which may require permits under Provincial regulations; stormwater management techniques; detailed design and landscaping of the SWM ponds; a maintenance plan for the SWM ponds; an update of the Humber River and Mimico Creek hydrology model; a Erosion and Sediment Control Plan; a water balance analysis and a description of additional infiltration technologies.

FINANCIAL

35. The owner shall submit a Financial Strategy to address: the timing for the payment of development charges, including the hard service component of the development charge and applicable development charges credits; on and off-site infrastructure and amenities, including public art, as applicable; tax increment equivalent grants; and, parkland dedication credits and payments, to the satisfaction of the Chief Planner and Executive Director of City Planning in consultation with the appropriate Division Directors.
36. The subdivision agreement shall secure the construction and implementation of amenities and features of the development, in accordance with the accepted phasing plan in condition 7 above and pursuant to the Financial Strategy in condition 35 above, including, but not limited to, one or more of the following:

public access to privately owned outdoor recreation and amenity features; public access to indoor theatre/performing arts venue; and, public art.

FUTURE ROADS

37. If required, development of the retail/commercial parcels, Block 4 shall protect a future extension of Street “A”, in a location which extends south from Street “D” in a southerly direction.

NAMING OF STREETS

38. Prior to the registration of the plan of subdivision, the Owner shall obtain approval for the names of the proposed streets in accordance with the City of Toronto Street Naming Policy.

URBAN DESIGN GUIDELINES

39. Prior to the registration of the plan of subdivision, the Owner shall provide a Masterplan and detailed urban design guideline documents, to the satisfaction of the Chief Planner and Executive Director of City Planning, to address a number of matters including, but not limited to: detailed design of streets, the relationship of built form to the public realm and publicly accessible areas, the design and development of parks, open spaces and linkages, opportunities for public art, opportunities for heritage commemoration, a strategy for the preservation and planting of new trees, servicing of buildings, and bicycle routes.

STREET LIGHTING PLAN

40. Prior to the registration of the plan of subdivision or as otherwise acceptable to the Executive Director of Technical Services and provided for in the subdivision agreement, the Owner shall make arrangements satisfactory to Toronto Hydro for the review and acceptance of a street lighting assessment to determine the adequacy of the existing street lighting on the street abutting the draft plan and identify and pay for any improvements that may be required. The timing of such improvements is to be incorporated into the accepted phasing plan referred to in condition 7 above to coordinate with the development of the respective blocks within the plan of subdivision.

TREE REMOVAL AND REPLACEMENT

41. Prior to the registration of the plan of subdivision, the Owner shall provide a tree

removal and replacement strategy which may be implemented on a phased basis to the satisfaction of the General Manager of Parks, Forestry and Recreation.

ARCHAEOLOGICAL

42. Undertake and implement a Stage 2 Archaeological Assessment for lands adjacent to the Highway 427 property boundary as described in the report prepared by Archaeological Services Inc., dated September, 2006, as revised January, 2007.
43. Satisfy the recommendations arising from the Stage 2 Archaeological Assessment.

PARKLAND

44. The development of the retail/commercial parcels, Block 4, are subject to a 2 % cash-in-lieu of parkland dedication payment required under Chapter 302 of the former City of Etobicoke Municipal Code to implement Section 42 of the Planning Act, RSO 1990, c.P.13, as amended, which may be satisfied in a combination of cash payments and/or the provision of public easements for access to privately owned facilities, in accordance with the Financial Strategy which shall also include requirements for the timing of such payment and/or provision.

PREPARATION OF THE FINAL PLAN OF SUBDIVISION

45. The Owner shall prepare the final plan of subdivision in metric units related to the Ontario Co-ordinate System and submit a digital copy of the plan to the Executive Director of Technical Services.

OTHER REQUIREMENTS

46. Prior to registration of the plan of subdivision or phase thereof on the subject lands, the official plan amendment necessary to permit the contemplated uses shall be in full force and effect.

Attachment 10: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Official Plan Amendment Zoning Code Amendment Draft Plan of Subdivision	Application Number:	06 152217 WET 02 OZ 06 167659 WET 02 OZ 07 116449 WET 02 SB
Details	OPA, Standard ZBA, Standard SB, Standard	Application Date:	OPA: June 30, 2006 ZBA: August 17, 2006 SB: March 16, 2007
Municipal Address:	555 REXDALE BLVD, TORONTO ON M9W 7G3		
Location Description:	CON 3 & 4 FTH PT LTS 27-31 **GRID W0201		
Project Description:	Mixed Use Entertainment/Retail District and Residential Community on the undeveloped portion of the Woodbine Racetrack lands.		

PLANNING CONTROLS

Official Plan Designation:	High Density Residential/ Industrial	Site Specific Provision:	Class 2 industrial (1.C2) By-Laws 8777 8798
Zoning:	I.C2	Historical Status:	No
Height Limit (m):	5-storeys	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	810000	Height:	Storeys:	varies
Frontage (m):	0		Metres:	varies
Depth (m):	0			
Total Ground Floor Area (sq. m):	172797			Total
Total Residential GFA (sq. m):	209025		Parking Spaces:	10500
Total Non-Residential GFA (sq. m):	329309		Loading Docks	0
Total GFA (sq. m):	538334			
Lot Coverage Ratio (%):	21			
Floor Space Index:	0.66			

DWELLING UNITS

Tenure Type:	Freehold
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	0
Total Units:	2500

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	209025	209025	0
Retail GFA (sq. m):	243878	243878	0
Office GFA (sq. m):	85431	85431	0
Industrial GFA (sq. m):	0	0	0
Institutional/Other GFA (sq. m):	0	0	0

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