

**Attachment No. 2**

**5 Year Official Plan and Municipal Comprehensive Reviews:  
Final Assessments Of Requests To Convert Employment Lands**

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## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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**Address**

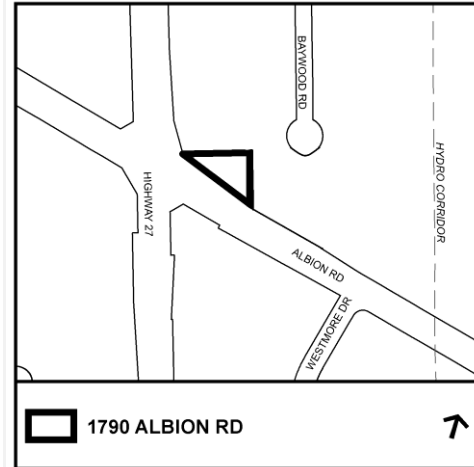
1790 Albion Road

**Major Intersection**

Highway 27 and Albion Road

**Community Council / Ward**

Etobicoke York / Ward 1 – Etobicoke North



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1790 Albion Road as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Bratty and Partners, LLP (agent) / 2230434 Ontario Inc. (owner)

**Request / Development Proposal**

Request by letter dated August 31, 2012 to re-designate lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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**Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates it as *Employment Areas* (Section 4.6, Land Use Plan Map 13).

The former City of Etobicoke Zoning Code zones the property as I.C1, which permits a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 1.0(x82)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas / I.C2 – Industrial Class 2*

South: *Employment Areas / I.C2 – Industrial Class 2 and I.C3 – Industrial Class 3*

East: *Employment Areas / I.C1 – Industrial Class 1 and U – Utilities Zone*

West: *Other Open Space Areas / A4 – Agricultural Uses*

### **Site and Surrounding Area**

The property is approximately 3,200 square metres in area, and contains 2 three-storey office/commercial buildings and associated surface parking.

The following uses surround the site:

North: two-storey industrial multiple complex;

South: across Albion Road is a gas station;

East: two-storey industrial multiple complex; and

West: cemetery and visitation centre.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1790 Albion Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access from the movement of goods. This site fronts onto the on-ramp of Highway 27.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including but not limited to the following: a manufacturing company producing aluminum signs; a stone cutting wholesale/retail company; a transport trucking company; a custom machine shop; and a manufacturer of custom machinery and turned parts. In addition, as the site is

located on the on-ramp for Highway 27 there is potential for conflict between truck/auto and pedestrian traffic.

Northeast of the site and across a hydro field the site has access to a residential neighbourhood with community infrastructure such as parks, public schools and community recreation centres to accommodate the proposed residential conversion.

Local industries expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. Mars Road to the north and Baywood Road to the northeast of the site form a transportation corridor that provides access to the variety of industrial uses located on Baywood Road including those mentioned above. Mars Road, to the north, creates an access/egress from Highway 27 to Baywood Road and is also the location of a crane equipment rental company that results in movement of trucks. Significant truck traffic is generated by each of the industrial uses located on Baywood Road by delivery trucks both to and from sites, many of which are semis and 18 wheeler trucks. In addition, a transport trucking company that is heavily dependent on Mars and Baywood Roads is located at the southern end of Baywood Road in close proximity to the site. The introduction of sensitive uses, therefore, has the potential to generate significant land use conflicts with additional traffic, and between pedestrians and trucks.

Local industries interviewed also expressed concern that changing the existing Official Plan designation from *Employment Areas* to *Mixed Use Areas* with the express purpose of permitting mixed use residential development would introduce an element of uncertainty for the remaining industries in the area. This in turn could affect their ability/desire to invest in their physical plant and accompanying machinery and in doing so, could influence their commitment to remaining in the area.

Given its location at the junction of two major streets, permission for retail commercial uses permitted in the *General Employment Areas* designation in addition to the *Core Employment Areas* uses already permitted is a complementary function that takes advantage of the visibility and access that characterize the location, enhancing the area for both residents and area workers alike.

It is staff's opinion that the requested conversion of this site will adversely affect the overall viability of this industrial area. A *General Employment Areas* designation has the potential to support the surrounding industries.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that Council retain 1790 Albion Road as *Employment Areas* and designate 1790 Albion Road as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

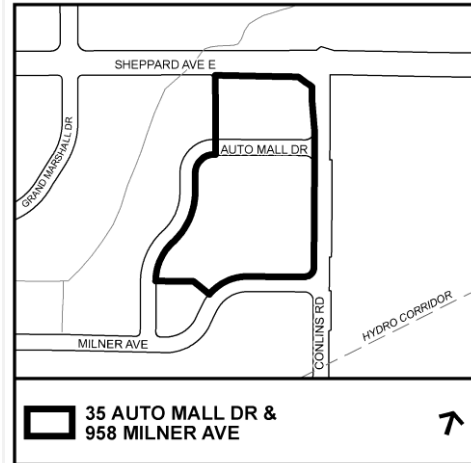
35 Auto Mall Drive, 958 Milner Avenue  
and adjacent lands

#### Major Intersection

Sheppard Avenue East and Morningside Avenue

#### Community Council / Ward

Scarborough /  
Ward 42 – Scarborough-West Rouge



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 35 Auto Mall Drive, 958 Milner Avenue and adjacent lands as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to permit major retail stores on the entire site and to require matters such as the provision of vehicular access to the site and development criteria in order to achieve a compact, transit supportive development, to the satisfaction of the City.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Weston Consulting Group Inc. (applicant) / Scarborough Automotive Centre Ltd. (owner)

#### Request / Development Proposal

Proposal by way of application dated December 19, 2011 to amend the Official Plan and permit a power centre consisting of one large scale store of 13,749 square metres, three smaller stores with a combined gross floor area of 2,464 square metres and a gas bar. Applications to amend the zoning by-law and for a draft plan of subdivision were also submitted.

### **Application File No. and Status**

Applications No's 11 328144 ESC 42 OZ and 11 328171 ESC 42 SB were submitted on December 19, 2011. A Preliminary Report dated February 23, 2012 was adopted by Planning and Growth Management Committee on March 22, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG12.9>

In September 2012, the owner appealed the applications to the Ontario Municipal Board.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 22). A portion of the lands are within the Natural Heritage System shown on Map 9. Section 3.4, Natural Environmental policies apply to the lands.

The former City of Scarborough Employment Districts Zoning By-law No. 24982 zones the part of the property north of Auto Mall Drive as Office Uses (OU). The balance of the property is zoned as Industrial (M) and Vehicle Service (VS). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Area* / Industrial (M)

South: *Employment Areas* / Industrial (M), Vehicle Services (VS)

East: *Mixed Use Areas, Employment Areas* / Industrial (M)

West: *Employment Areas* / Industrial (M) Vehicle Service (VS)

### **Site and Surrounding Area**

The property is approximately 6.22 hectares in area, and as of May 2012 part of the site is developed with two automobile dealerships, one of which is open.

The following uses surround the site:

North: Vacant lands acquired for Sheppard LRT storage/maintenance facility;

South: Automobile dealerships, vacant lands;

East: Long term/nursing home facility, self storage; and

West: Automobile dealership, vacant land, west of watercourse – offices, warehousing, distribution and commercial including large stores (Home Depot and Staples).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It



should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

The site is within a larger area which was planned by the former City of Scarborough for development of an automobile dealership campus. At the height of the activity in this area there were six dealerships. However two of them have since closed or relocated, and a number of available development parcels have remained vacant since the subdivision approval and the construction of public roads and services in the 1980s.

The proposed development provides an opportunity to expand the range of economic activity, to better utilize serviced land and to help revitalize the employment area at the southwest quadrant of Sheppard Avenue East and Conlins Road. The addition of commercial uses will have no negative impact on the viability of existing industrial, mostly warehousing/distribution operations in the area. In fact, it is anticipated that the addition of commercial uses may help to expand and intensify the use of the available serviced employment land in the area thus supporting the City's economic growth objectives and enhancing commercial shopping opportunities for Torontonians, in particular residents in the north-east part of the City. There are no cross-jurisdictional issues related to the lands.

The proposed development seeks to close a section of Auto Mall Drive and incorporate it into the private lands to achieve a single contiguous development parcel permitting the creation of a strong development presence on Sheppard Avenue East. Auto Mall Drive will be realigned along the west site limit and will connect to Sheppard Avenue. Lands on the north side of Sheppard Avenue, across from the site, include two parcels under public ownership. The City's Works Yard occupies the westerly parcel. The vacant property to the east is intended for development of a maintenance and storage facility serving the proposed Sheppard East Light Rail Transit (LRT) line. Negotiations involving the City, Metrolinx and the site owner are under way to provide for the realignment of Auto Mall Drive to connect it with Sheppard Avenue East at the location that would meet the needs of and be satisfactory to all parties involved. The Sheppard East LRT will extend from the Don Mills station on the Sheppard subway line to Morningside Avenue, with the most easterly stop at the intersection of Sheppard Avenue East and Morningside Avenue, approximately 650 metres west of the site.

Development plans for the commercial centre were prepared in 2011 on the basis of the Official Plan policies and design criteria applicable at that time. These criteria aim to achieve a well organized and landscaped site layout but do not require the provision of multi-storey buildings or underground and/or enclosed parking. The site plan shows four single-story buildings with surface parking, and landscaping along the street frontages and throughout the site. In recognition that the application predates findings of the studies undertaken in support of the Official Plan Review and the resulting policies requiring efficient use of finite employment lands, Planning staff have concerns with the proposed site organization and have encouraged the applicant to revise the proposal to provide for a better use of the available land. To ensure that development on the reconfigured site

addresses City's objectives for more compact development that would make efficient use of the available serviced land, it is recommended that a Site and Area Specific Policy be added to include appropriate development criteria.

The Toronto and Region Conservation Authority (TRCA) has indicated that the area close to the northwest corner of the lands may be within the regional storm floodplain. This is the proposed location of the realigned Auto Mall Drive. The TRCA staff requested the applicant provide more detailed topographic information to confirm the existing site conditions to determine any potential need for flood mitigation measures. To ensure that development on the site addresses the TRCA requirements, the proposed site and area policy includes an appropriate policy direction.

City Planning staff have identified that existing or planned infrastructure to accommodate the proposed commercial conversion is generally within the area. Any additional improvements identified during the development review process will be addressed prior to approval of the zoning bylaw amendment and Site Plan Control Approval.

### **Conclusion**

It is staff's opinion that the expanded range of commercial uses is appropriate for the lands and is consistent with, and supportive of, the City's desire to provide for the expansion of retail and commercial uses to serve the needs of residents and provide employment opportunities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council designate 35 Auto Mall Drive, 958 Milner Avenue and adjacent lands as *General Employment Areas* and introduce a Site and Area Specific Policy for the lands to address matters such as the provision of vehicular access to the site and development criteria to achieve a compact, transit supportive development, to the satisfaction of the City. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
35 Auto Mall Drive, 958 Milner Avenue and adjacent lands**

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 413 for the lands known municipally in 2012 as 35 Auto Mall Drive, 958 Milner Avenue and adjacent lands, as follows:

**"413. 35 Auto Mall Drive, 958 Milner Avenue and adjacent lands**

- a) Prior to the approval of a zoning by-law permitting the development of the lands the owner will make arrangements with respect to the closure, purchase and re-alignment of a section of Auto Mall Drive, to the satisfaction of the City of Toronto in consultation with Metrolinx.



- b) Development will:
- i. provide a strong building relationship to street edges, in particular to Sheppard Avenue East, to enhance visual identity, accessibility to public transit, and to create an attractive and comfortable streetscape;
  - ii. achieve efficient use of the land by providing buildings fronting Sheppard Avenue East to be a minimum of 2 storeys and parking layout minimizing the use of available land and screened from adjacent streets; and
  - iii. address floodplain management issues and incorporate any necessary mitigation measures to the satisfaction of the Toronto and Region Conservation Authority.
- c) Major retail development with retail gross floor area of 6,000 square metres or more is permitted."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

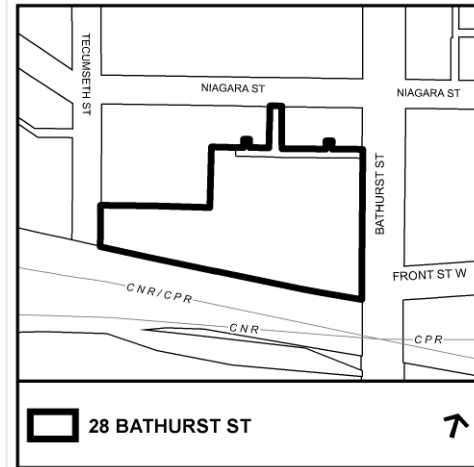
28 Bathurst Street

#### Major Intersection

Bathurst and Front Streets

#### Community Council / Ward

Toronto East York/Ward 19 - Trinity Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 28 Bathurst Street by designating them as *Regeneration Areas*;
2. City Council remove the lands at 28 Bathurst Street from Area 2, Site and Area Specific Policy within the Garrison Common North Secondary Plan; and
3. City Council amend the Garrison Common North Secondary Plan to establish the following:
  - a. Permission for existing uses at 2 Tecumseth Street until such time as the current meat processing operations cease;
  - b. Conditions for the re-development of both 28 Bathurst Street and 2 Tecumseth Street within the broader context of the area; and
  - c. Completion of the ongoing study for the Bathurst, Tecumseth, Wellington, Strachan area, which among other matters will identify and locate a land use buffer to be designated *General Employment Areas* between the City Works and Emergency Services yard and potential sensitive land uses that may be introduced onto the lands east of the yard as a result of the study.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Build Toronto (applicant) / City of Toronto (owner)

#### Request / Development Proposal

Request by letter dated April 24, 2012 to redesignate the lands to *Mixed Use Areas*.

### **Application File No. and Status**

Application No. 12 297477 STE 19 OZ was submitted on December 21, 2012. A Preliminary Report dated March 13, 2013 was adopted by Planning and Growth Management Committee on April 11, 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG23.3>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The lands are also subject to The Garrison Common North Secondary Plan (Chapter 6, Section 14).

The former City of Toronto Zoning Code zones the property as follows:

- a) MCR T3.0 C1.0 R2.5, Height 36 metres (Bathurst Street frontage); and
- b) I1 D3, Height 18 metres (balance of lands).

The following land use designations and zoning categories surround the site:

North: *Employment Areas, Mixed Use Areas, Neighbourhoods / Residential ('R') 3 Z1.5*

South: *Utility Corridors / Transportation ('T')*

East: *Regeneration Areas / Regeneration Areas ('RA')*

West: *Employment Areas / Industrial ('I') 2 D3*

### **Site and Surrounding Area**

The site is approximately 970 square metres in area, and as of September, 2013 contains parking on the southern portion and daycare and shelter uses on the northern portion.

As of September, 2013 the following uses surround the site:

North: low scale residential (north of daycare and shelter), artist live/work units north of the western portion of the site;

South: Lakeshore rail corridor;

East: an approved development comprising 8 to 18-storey mixed-use buildings with residential and non-residential floor space (File No. 11 230641 STE 20 OZ); and

West: abattoir and meat processing operations.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, converting the site by designating it as *Regeneration Areas* is desirable to address a number of key planning issues related to the potential redevelopment of a former industrial site within an increasing residential context. The City owned lands were once the location of Toronto Refiners and Smelters Ltd. and as a result are heavily contaminated. Furthermore, the site is in close proximity to sensitive residential land uses to the north and additional residential uses will be occupying the site to the east of the lands. Given this context, there is a need to ensure the underlying contamination is removed through site remediation and that any redevelopment is compatible with nearby residential uses. It is City Planning staff's opinion that the proposed *Regeneration Areas* designation is appropriate for these purposes.

However, 28 Bathurst Street is directly east of an abattoir and meat processing facility located at 2 Tecumseth Street. Although the owners of 2 Tecumseth have also submitted a conversion request (see Final Assessment for 2 Tecumseth Street), there is no indication at this time that there are any plans to cease current operations in the near future. The facility (Quality Meats) currently employs approximately 780 people and as such is an important contributor to the City's economy. As such, it is recommended that conditions be placed on any potential redevelopment of the lands at 28 Bathurst Street by way of the proposed Site and Area Specific Policy within the Garrison Common Secondary Plan.

The proposed Site and Area Specific Policy permits consideration of residential uses on the Bathurst Street frontage provided the lands are appropriately remediated in accordance to the requirements and guidelines set by the Ministry of the Environment but restricts residential and other sensitive uses within a 70 metre buffer zone east of Tecumseth Street. City Planning staff are recommending this 70 metre buffer in accordance with the Province's D-6 Guidelines for sensitive land uses in proximity to industrial uses, as a protective measure until such time as Quality Meats ceases operations. Additional proposed protective measures include the requirement that any redevelopment application for 28 Bathurst Street be accompanied by phasing and construction management plans.

The proposed amendment also recognizes and addresses the potential impact the possible future redevelopment of 2 Tecumseth Street could have on the surrounding area especially when combined with the possible conversion and redevelopment of 28 Bathurst Street. As City Planning staff evaluated the two conversion requests, other major planning issues emerged including the maintenance of employment in the area, the relationship to the residential communities to the north, transportation and pedestrian connections through the area, buffering to the rail corridor to the south, the provision of community services and facilities, the potential impact on a City owned heritage structure and on views to Fort York. Furthermore, 2 Tecumseth Street directly abuts a strategic City Works and Emergency Service yard located at 677 and 701 Wellington Street West necessitating the need for additional buffering.

In response to these and other issues, Planning and Growth Management Committee directed City Planning staff on May 16, 2013 to undertake a study of the area bounded by Bathurst Street, Strachan Avenue, the rail corridor and Wellington Street West. The Committee's direction can be found at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

Since receiving direction to undertake the study, City Planning staff have had initial meetings with staff from other divisions and representatives of the conversion request submissions. An official launch of the study was held on October 15, 2013 and it is anticipated there will be significant interest on the part of the public, landowners and other stakeholders. Although the Municipal Comprehensive Review is to be completed shortly, City Planning staff believe the proposed Site and Area Specific Policy and proposed *Regeneration Areas* land use designation is sufficient to allow the study to reach its conclusion.

A critical outcome of the study will be the establishment of a land use buffer to be designated as *General Employment Areas* between the City Works and Emergency Services yard and any potential sensitive land uses that could be introduced onto 2 Tecumseth Street and other adjoining lands as a result of the area study. This employment land use is critical to firstly provide space for employment uses in the area and secondly to permit the long term operation and buffering of the City Works and Emergency Services yard. The proposed Site and Area Specific Policy provides for any amendments as may be required to the Secondary Plan in order to incorporate the conclusions of the study.

Although there are community facilities and services within the 28 Bathurst Street area, including an onsite, City owned daycare, there is a need to ensure that there will be sufficient services to accommodate the possible combined redevelopment of both 28 Bathurst and 2 Tecumseth Streets. As such, it is recommended that the above noted study evaluate the need for and if necessary ensure the provision of these services.

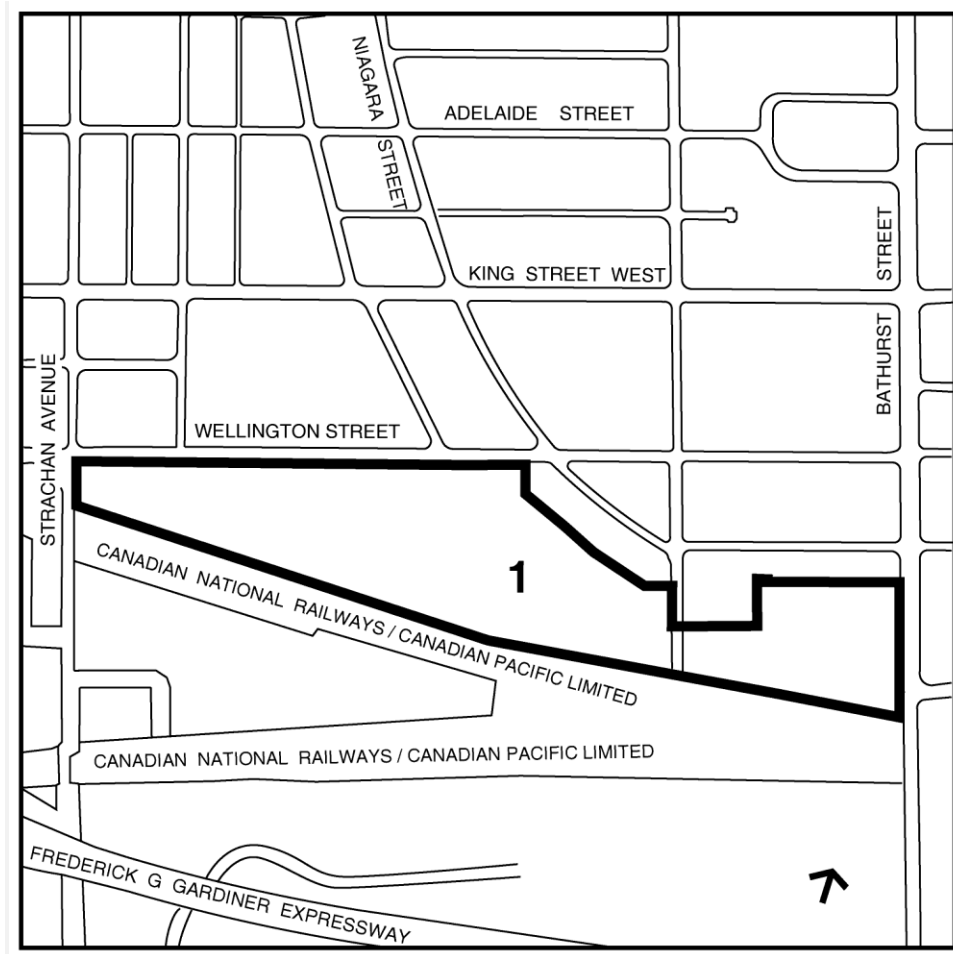
It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of 28 Bathurst Street, subject to a number of conditions is desirable to address a number of significant planning related issues including environmental remediation and ensuring any potential redevelopment on the site is compatible with the increasing residential context of the area and considers remaining impactful industries. City Planning staff recommend that the site be designated as *Regeneration Areas* and that City Council introduce a Site and Area Specific Policy in the Garrison Common North Secondary Plan to give direction to the redevelopment of both this site and 2 Tecumseth Street, as well as ensure broader community wide impacts are considered through the ongoing area study. Accordingly, it is also recommended that the lands at 28 Bathurst Street be removed from the existing Area 2, Site and Area Specific Policy in the Secondary Plan to reflect the above recommended approach for these lands.

**Recommended Official Plan Amendment –  
28 Bathurst Street and nearby lands**

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Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting the map and policies for Site and Area Specific Policy No. 1 and replacing it with the following map and text:

**"1. 28 Bathurst Street, 2 Tecumseth Street, 677, 701 Wellington Street and 53 Strachan Avenue**



- a) The meat processing operations located at 2 Tecumseth Street as of December 16, 2013 are permitted until such time the plant ceases operations. Until such time the plant ceases operations the following will apply:
  - i) all development and re-development proponents for sensitive residential uses within 70m of the plant will submit a study prior to the enactment of any zoning by-law amendment that evaluates, to the satisfaction of the City of Toronto in consultation with the Ministry of the Environment, how the proposed sensitive residential use would affect the ability of the plant to carry out normal business activities.



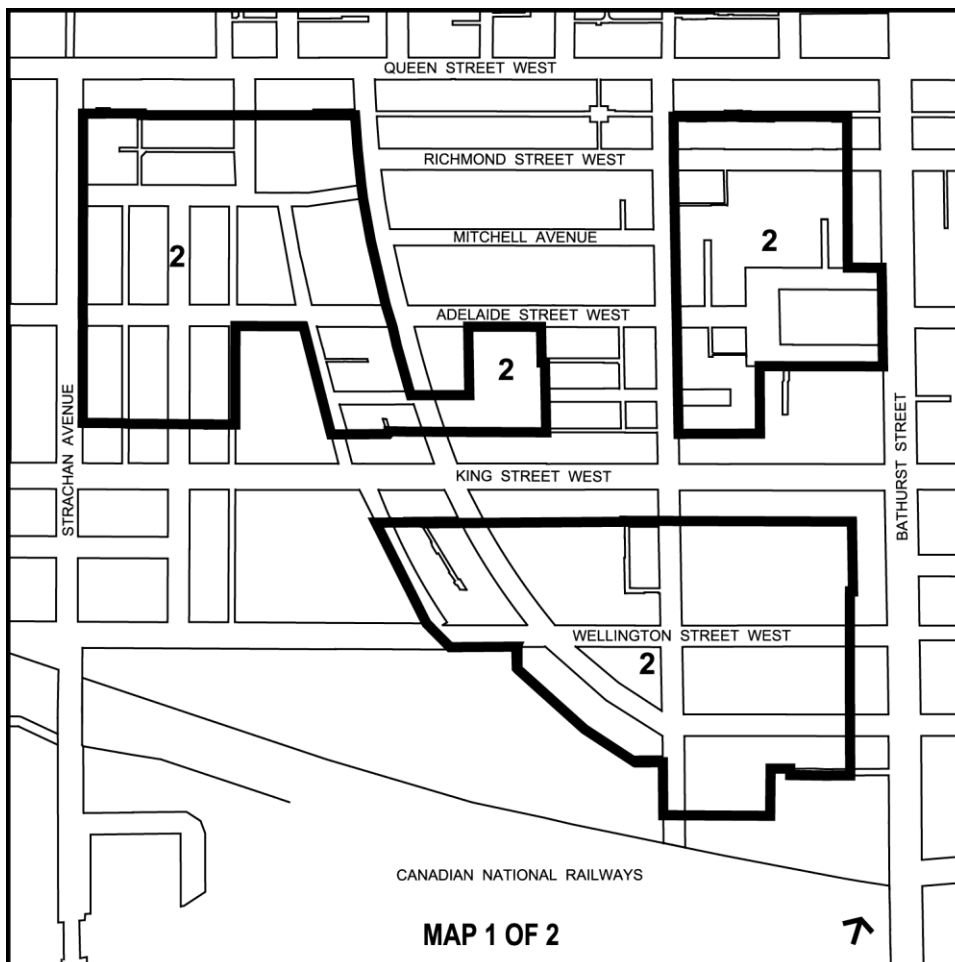
The study will also evaluate whether the anticipated users of the proposed residential use will potentially be subject to adverse effects from on-site contamination or from odour, noise and other contaminants that could be discharged from the plant and recommend to the satisfaction of the City any necessary mitigation and/or buffering measures to be undertaken by the proponent;

- ii) any proposed development for adjacent sites including all lands from 28 Bathurst Street west to Strachan Avenue and north from the rail corridor to King Street West will include a construction management plan as part of the application. The plan will to the satisfaction of the Chief Planner and Executive Director, City Planning Division, evaluate the impact construction vehicles could have on the employment operations at 2 Tecumseth Street and propose mitigation measures if required to be undertaken by the proponent.
- b) Residential uses along the Bathurst Street frontage of 28 Bathurst Street may be permitted subject to the following:
- i) the lands have been environmentally remediated to requirements as established by the Ministry of the Environment;
  - ii) the proposed development adheres to the City's Mid-rise Guidelines;
  - iii) the proposed development is appropriately buffered to the satisfaction of the appropriate railway authorities from the rail corridor to the south; and
  - iv) the proposed development is consistent with the results of the Bathurst-Strachan-Wellington area study.
- c) Until such time as the meat processing facility located at 2 Tecumseth Street ceases operations, no sensitive uses, including residential uses will be permitted on the portion of the lands at 28 Bathurst Street that extends 70m from Tecumseth Street. Non-sensitive uses such as offices, studios, parks, and parking will be permitted in the interim within the 70 metre buffer zone.
- d) Any proposed development for 28 Bathurst Street, will include a phasing plan to be submitted that among other matters as may be identified addresses to the satisfaction of the Chief Planner and Executive Director, City Planning Division, the following:
- i) if required, strategies to accommodate and if necessary relocate the parking for the employees of 2 Tecumseth Street;

- ii) impacts proposed construction may have on the adjoining daycare facility and if required any proposed mitigation measures to be undertaken by the proponent;
  - iii) the provision of 1 FSI (net required setbacks) of employment space on the lands; and
  - iv) timing and phasing of required environmental remediation.
- e) The area will be subject to a study, which is intended to set out a framework for the potential re-development of the area while taking into consideration the need to maintain employment in the area, the need to buffer potentially sensitive uses from impactful ongoing employment operations in the area (i.e.: City works yard), the establishment of effective connections and transition to the existing neighbourhood and the provision of parks and community services. Until this study is completed and the findings implemented, redevelopment that includes residential uses is not permitted on the lands at 2 Tecumseth Street. Amendments to this policy and/or Secondary Plan may be considered as required in order to incorporate and/or implement the conclusions, findings and/or recommendations of the study. In addition to the matters identified in Section 4.7.2 of the Official Plan, the study will:
- i) consider the potential redevelopment of the lands at 2 Tecumseth Street once current meat processing operations have ceased;
  - ii) identify and locate an appropriate land use buffer to be designated *General Employment Areas* in order to protect and buffer potential sensitive uses on lands east of the City Works and Emergency Services yard located at 677 and 701 Wellington Street West. Employment uses within this buffer zone will be limited to residentially sensitive employment uses such as offices and studios;
  - iii) identify and locate appropriate buffering to the rail corridor on the southern boundary of the study area;
  - iv) explore the potential to exchange and/or purchase/sale of portions of land between owners to achieve the above buffering and create a more efficient ownership pattern for City operations at the Wellington Street West yard;
  - v) address heritage considerations for the Wellington Street incinerator and the potential for adaptive re-use and preservation of the existing structure;
  - vi) identify appropriate buffering and transition to the low scale existing residential uses in the area;
  - vii) address measures to effectively link the study area with roads, pathways and/or corridors;

- viii) identify the appropriate location of new parks, open space and pedestrian links and treatment to existing parks in the area;
- ix) assess potential view impacts on Fort York due to potential development in the area;
- x) identify strategies to visually enhance the Front/Bathurst Street terminus; and
- xi) address the provision, location and/or relocation of community services and facilities in the study area such as daycares, libraries, community/recreation centres and public educational facilities."

Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting the map for Site and Area Specific Policy No. 2 and replacing it with the following map in order to remove 28 Bathurst Street from the map and policies for Site and Area Specific Policy 2.



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

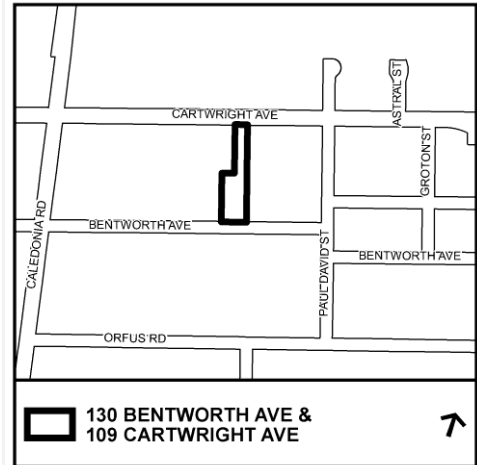
130 Bentworth Avenue and  
109 Cartwright Avenue

#### Major Intersection

Caledonia Road and Bridgeland Avenue

#### Community Council / Ward

North York / Ward 15 – Eglinton Lawrence



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 130 Bentworth Avenue and 109 Cartwright Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Sterling Hall School (owner)

#### Request / Development Proposal

Request by letter dated February 17, 2012 for a Site and Area Specific Policy to permit schools on *Employment Area* lands on Cartwright Avenue, Bentworth Avenue and the north side of Orfus Road, from Paul David Street westward to Caledonia Road, including at a minimum the lands at 130 Bentworth Avenue and 109 Cartwright Avenue.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the lands as an *Employment District* on Map 2: Urban Structure Map and they are designated as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of North York Zoning By-law zones the lands as Industrial-Commercial Zone [MC(H)], permitting a range of manufacturing, office and retail uses, with limited institutional uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the lands:

North: *Employment Areas* / MC(H) – Industrial-Commercial Zone

South: *Employment Areas* / MC(H) – Industrial-Commercial Zone

East: *Parks and Open Space Areas - Parks and Neighbourhoods* / M1-Industrial Zone 1

West: *Employment Areas* / MC(H) – Industrial-Commercial Zone

### **Site and Surrounding Area**

The lands are a total of roughly 6,070 square metres in area, and as of June 2013 contained a retail showroom in a one storey building and an office, landscaping firm and architectural mouldings manufacturer in a building with one and two storey portions.

As of June 2013, the following uses surround the lands:

North: auto service, cabinet manufacturing and food processing;

South: offices, wholesale retailing, clothing design/manufacturing;

East: elementary school and playing field; and

West: Bentworth Yard – City of Toronto, Parks, Forestry and Recreation Division and interdepartmental fuel station, and service / retail uses.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 130 Bentworth Avenue and 109 Cartwright Avenue to mitigate land use incompatibilities.

The requested introduction of a sensitive non-residential use (school use) on the lands will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Core Employment Areas* and available for those uses that are only provided for within *Employment Areas*. As of 2011, there were 32 people employed on the lands. The proposed conversion of the lands would create a precedent for further conversions involving sensitive non-residential and residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between the proposed school use and existing impactful industries, including the City of Toronto's Bentworth Yard operated by the Parks, Forest and Recreation Division. The Bentworth Yard abuts the lands to the west. Functions at the yard include equipment maintenance; outdoor testing of equipment; outdoor storage of manure fertilizer and aggregates; outdoor storage of waste collected from City parks; wood chipper operations and an interdepartmental fuel station. Staff are concerned that the functions at this yard may have noise, odour and fume related impacts upon the proposed school use on the lands. As well, staff have concerns that the proposed school use would adversely affect the operations of the City yard.

Existing or planned community infrastructure to accommodate the proposed conversion is not applicable to the proposed conversion given that it is for school purposes. There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 130 Bentworth Avenue and 109 Cartwright Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

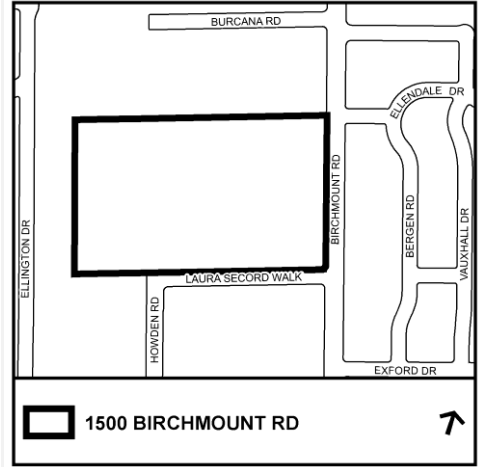
1500 Birchmount Road

**Major Intersection**

Ellesmere Road and Birchmount Road

**Community Council / Ward**

Scarborough/Ward 37 – Scarborough Centre



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, Council retain the lands at 1500 Birchmount Road as *Employment Areas* and designate the lands within 120 metres of the Birchmount Road streetline as *General Employment Areas* and the remainder of the site as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Gagnon & Law Urban Planners Ltd. (agent) / Birchmount Howden Holdings Inc. (owner)

**Request / Development Proposal**

Request by letter dated October 31, 2012 to convert the site from *Employment Areas* to *Mixed Use Areas*, to provide for a broader range of uses. The *Mixed Use Areas* designation would provide for residential uses.

### POLICY AND AREA CONTEXT

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**Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Maps 19 and 20).

The former City of Scarborough Employment Districts Zoning By-law zones the front 120 m as Industrial (M). The balance of the site is zoned as General Industrial (MG), and also the middle section of the site is zoned as Vehicle Service (VS). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / Industrial (M), Mixed Employment (ME), General Employment (MG), Vehicle Service (VS)
- South: *Employment Areas* / Industrial (M), General Employment (MG), Vehicle Service (VS)
- East: *Neighbourhoods* / Residential (S-F, M-F, A)
- West: *Employment Areas, Neighbourhoods* / General Employment (MG), S-F Residential (S)

### **Site and Surrounding Area**

The property is approximately 8.52 hectares in area and as of March 2013 contains a private school (JK-Grade 12), a retail/warehouse outlet and light industrial/service units.

The following uses surround the site:

- North: industrial, educational and recreational uses, place of worship;
- South: industrial, place of worship;
- East: low scale residential; and
- West: vacant strip of former CPR spur line, and low scale residential beyond.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 1500 Birchmount Road to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site, located at the northwest corner of Birchmount Road and Laura Secord Walk, forms part of a Wexford employment area developed in the 1950s as part of a planned community in Southwest Scarborough. Until late 2008, the existing building accommodated the production of confectioneries. Even though the manufacturing sector has decreased in the larger employment area since 2001, other sectors of economic activity have increased with the growth of new establishments occurring between 2006 and 2011.



City Planning staff are of the opinion that the site located at the edge of the *Employment Area*, with good visibility and accessibility by public transit and private transportation, could accommodate a wider range of employment activity, including retail, restaurant and service uses at the front portion of the site along Birchmount Road, while maintaining the balance of the lands for more traditional employment uses compatible with industrial operations to the south. City staff are concerned, however, with the proposed request to allow residential uses at this employment site due to the potential adverse impacts the introduction of sensitive uses may have on the long term stability of existing and future employment firms on the site and other firms along Birchmount Road, and may contribute to a gradual erosion of industrial activity in the area. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however, most do require the crossing of a major street (i.e., Birchmount Road, Lawrence Avenue East, Ellesmere Road).

At its November 27, 28 and 29, 2013 meeting, Council considered the planning staff report which provided preliminary assessments of conversion requests for the initial 65 sites. Council requested staff to conduct additional analysis of a number of the sites including 1500 Birchmount Road and directed that the analysis should be based on the following criteria being addressed:

- a. the applicant demonstrating that a significant portion of the site will include employment uses;
- b. a phasing plan that articulates the employment uses noted in a. above will be constructed as a part of the first phase of any development; and
- c. any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

No concept plans or any other material have been submitted which would enable Planning staff to undertake an additional analysis of the proposed conversion request pursuant to Council's direction adopted at its November 27- 29, 2012 meeting.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to mitigate land use incompatibilities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands as *Employment Areas* and designate the lands within 120 metres of the Birchmount Road streetline to *General Employment Areas* and the remainder of the site as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

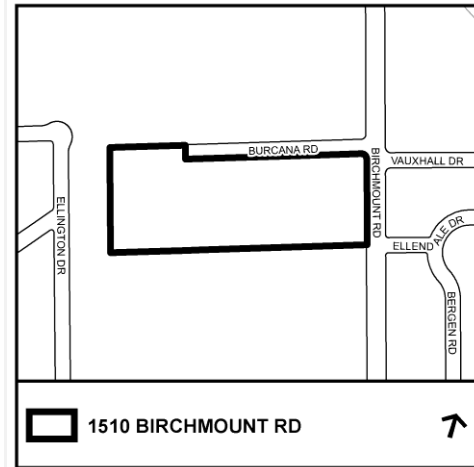
1510 Birchmount Road

#### Major Intersection

Ellesmere Road and Birchmount Road

#### Community Council / Ward

Scarborough/Ward 37 – Scarborough Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, Council retain the lands at 1510 Birchmount Road as *Employment Areas* and designate the lands within 120 metres of the Birchmount Road streetline as *General Employment Areas* and the remainder of the site as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Gykan Enterprises Inc. (agent and owner)

#### Request / Development Proposal

Request by letter dated April 10, 2013 for a re-designation to permit a mix of uses "such as commercial, industrial, medical, office, educational, sports activities and live work studios".

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Maps 19 and 20).

The former City of Scarborough Employment Districts Zoning By-law zones the property as Mixed Use Employment (ME). In addition, Industrial (M) applies to the front third of

the property; General Industrial (MG) on the remainder of the property, and also Vehicle Service (VS) applies to the middle third of the site. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial (M), General Employment (MG)  
South: *Employment Areas* / Industrial (M), General Employment (MG), Vehicle Service (VS)  
East: *Neighbourhoods* /Neighbourhood Commercial (NC), Residential (S-F, T-F, A)  
West: *Employment Areas, Neighbourhoods* / General Employment (MG), S-F Residential (S)

### **Site and Surrounding Area**

The property is approximately 5.17 hectares in area, and as of April 2013 contains indoor recreational uses, a private school/community space, places of worship, educational uses and industrial manufacturing uses.

The following uses surround the site:

North: Industrial, recreational uses;  
South: private school, liquidation retail outlet;  
East: Low scale residential, commercial plazas; and  
West: Vacant strip of former CPR spur line, low scale residential beyond.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 1510 Birchmount Road to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site, located at the southwest corner of Birchmount and Burcana Roads, forms part of a Wexford employment area developed in the 1950s as part of a planned community in Southwest Scarborough. The property abuts 1500 Birchmount Road, which is also the subject of a conversion request. The employment and the nearby residential areas have co-existed for many decades with no known concerns. The existing building, which originally contained industrial space with 12 metres (40 ft.) to 18 metres (60 ft.) high ceiling heights, has been renovated over the last decade and divided into smaller units of various sizes and ceiling heights to accommodate a variety of employment and other uses. In his request for

conversion, the site owner indicated his intention to accommodate live/work studios in the building.

City Planning staff are concerned with the potential land use conflicts and incompatibilities the introduction of residential uses may create both within the property and the larger employment area. The existing building has been designed and built for a specific industrial purpose, so adding residential into the existing structure would certainly raise the likelihood of complaints by future residents about the adverse impacts such as noise, smell, vibrations, etc., that may be generated by business activities on the property and adjacent employment lands. Once the permission for any residential use is introduced on the site, the property may not be considered as employment land in accordance with the Provincial policies. The site and the abutting property at 1500 Birchmount Road are still viable for employment uses. Even though the manufacturing sector has decreased in the larger employment area since 2001, other sectors of economic activity have generally maintained employment levels. At the request of the owner, staff have discussed with staff of Economic Development, Culture and Tourism Division pursuing the vacant spaces as artists' studio space with no residential component. Introducing residential uses in the central part of a larger employment area will likely be detrimental to the integrity of these lands as a long term viable business locale and may encourage other nearby industrial owners to convert their lands.

City Planning staff are of the opinion that the site located at the edge of the *Employment Area*, with good visibility and accessibility by public transit and private transportation, could accommodate a wider range of employment activity, including retail, restaurant and service uses at the front portion of the site along Birchmount Road, while maintaining the balance of the lands for other employment uses. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential use is within the area, however, most do require the crossing of a major street (i.e., Birchmount Road, Lawrence Avenue East, Ellesmere Road).

At its November 27, 28 and 29, 2013 meeting, Council considered the planning staff report which provided preliminary assessments of conversion requests for the initial 65 sites. Council requested staff to conduct additional analysis of a number of the sites including 1510 Birchmount Road and directed that the analysis should consider the following criteria being addressed:

- a. the applicant demonstrating that a significant portion of the site will include employment uses;
- b. a phasing plan that articulates the employment uses noted in a. above will be constructed as a part of the first phase of any development; and
- c. any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

No concept plans or any material have been submitted which would enable City Planning staff to undertake additional analysis of the proposed conversion request pursuant to the above Council direction.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to mitigate land use incompatibilities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands as *Employment Areas* and designate the lands within 120 metres of the Birchmount Road streetline as *General Employment Areas* and the remainder of the site as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

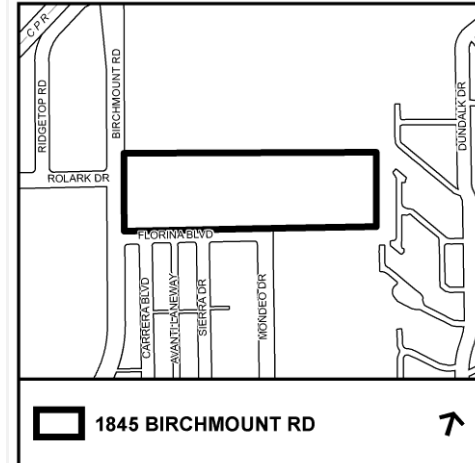
1845 Birchmount Road

#### Major Intersection

Birchmount Road and Ellesmere Road

#### Community Council / Ward

Scarborough / Ward 40 - Scarborough-Agincourt



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, Council retain the lands at 1845 Birchmount Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Paul Stagl, Opus Management Inc. (agent) / Neamsby Investments Inc. (The Remington Group Inc.) (owner)

#### Request / Development Proposal

Request by letter dated November 9, 2011 to convert the site from *Employment Areas* to *Mixed Use Areas*, to permit the redevelopment of the existing industrial building into a mixed-use development including residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Maps 19 and 20).

The former City of Scarborough Employment Districts Zoning By-law No. 249892 zones the front 120 metres and the rear 60 metres of the site as Industrial (M) and the middle section of the site as General Industrial (MG). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 0.8) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial (M), General Industrial (MG)  
South: *Neighbourhoods*/ Residential Employment (RE), Single-Family Residential (S), Multiple-Family Residential (M)  
East: *Apartment Neighbourhoods* / Multiple-Family Residential (M)  
West: *Employment Areas*/Industrial (M)

### **Site and Surrounding Area**

The property is approximately 4.82 hectares in area, and as of May 2013 contains a single storey industrial building used in part for storage and delivery purposes.

The following uses surround the site:

North: industrial plants, Birchmount Parks Services Yard;  
South: low scale residential;  
East: low scale residential; and  
West: offices, warehouse/design services and a vacant industrial building (to be converted into a place of worship).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions will impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 1845 Birchmount Road to meet the 2031 Provincial population forecast or to mitigate land use incompatibilities. The site is at the southern edge of an employment area. The residential subdivision abutting to the south, approved in 1998, was designed and constructed to address adjacent continued industrial operations, including the site.

City Planning staff are concerned with the potential adverse impacts the introduction of residential uses on the lands may have on the long term viability of existing employment firms in the larger employment area, in particular industrial operations to the north along Birchmount Road and Ridgetop Road. Within this larger employment area, manufacturing and warehousing provide a comparable number of jobs to office employment. The existing plants in the close vicinity which manufacture auto parts and

exhaust systems, operate on the basis of 2 work shifts from about 6 a.m. to 12 a.m. The plant abutting the site to the north intends to increase the work hours to 20 hours per day and although the production is enclosed within the building, noise, truck traffic and other typical impacts associated with the plant's operation may have adverse impact on future residents and be source of complaints. A building permit has recently been issued for a 3,160 square metres (34,000 sq. ft.) addition to an existing plant on Ridgetop Road. This is another indication that this is a viable area for employment uses and the introduction of sensitive uses may hamper expansion plans of industrial neighbours and may contribute to a gradual erosion of industrial activity in the area, in particular east of Birchmount Road, which also includes City Parks, Forestry and Recreation Services facility. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however some do require the crossing of a major street (i.e., Ellesmere Road).

At its November 27, 28 and 29, 2013 meeting, Council considered the planning staff report which provided preliminary assessments of conversion requests for 65 sites including 1845 Birchmount Road. Council requested staff to conduct additional analysis of a number of the sites including 1845 Birchmount Road and directed that the analysis should consider on the basis of the following criteria being addressed:

- a. the applicant demonstrating that a significant portion of the site will include employment uses;
- b. a phasing plan that articulates the employment uses noted in a. above will be constructed as a part of the first phase of any development; and
- c. any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

In response to Council direction, a planning and economic rationale prepared by the owner's consultants was received on May 31, 2013. The proposed re-development plan recommends that the 4.8 hectare site be divided into two distinct sections. The front 1.13 hectares fronting Birchmount Road is proposed to be retained for office employment uses and the remainder of the site - 3.69 hectares – is to be converted to *Mixed Use Areas*, to permit 155 residential apartment and townhouse units. This approach indicates that over 75 per cent of the site would be converted and developed with residential uses, with about 23.5 per cent of the site area retained for employment uses. The submitted material does not include a phasing plan, a site plan or any design concept to indicate mitigation measures, to address the matters outlined in Council direction.



**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to mitigate land use incompatibilities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands as *Employment Areas* and designate 1845 Birchmount Road as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

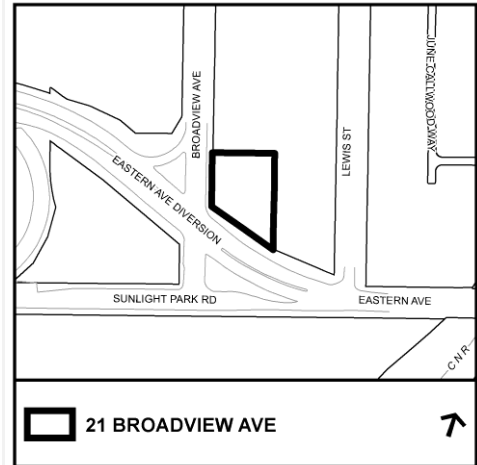
21 Broadview Avenue

#### Major Intersection

Broadview Avenue and Eastern Avenue

#### Community Council / Ward

Toronto East York / Ward 30 – Toronto-Danforth



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 21 Broadview Avenue by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to retain employment as part of any development on the site and require studies related to the site's status within the Lower Don Special Policy Area and proximity to the Enbridge facility at 405 Eastern Avenue and other adjacent industries.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields (agent) / MPI Group (owner)

#### Request / Development Proposal

Request by letter from Bousfields dated August 14, 2012 seeking the re-designation of the lands from *Employment Areas* to *Mixed Use Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code as amended zones the property as I2 D3 Height 18m. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Residential ('R') 3 Z1.0  
South: *Employment Areas* / Industrial ('I') 2 & 3 D5 (across Eastern Avenue)  
East: *Employment Areas/Neighbourhoods/Industrial* ('I') 2 D3/Residential ('R') 3 Z1.0  
West: *Mixed Use Areas* / Industrial ('I') 2 D5 with exceptions to permit residential uses

### **Site and Surrounding Area**

The property is approximately 6,843 square metres in area, and as of February 2013 contains an auto dealership.

As of February 2013, the following uses surround the site:

North: low scale residential;  
South: auto repair garages, dealership (across Eastern Avenue);  
East: auto repair garages on the Eastern Avenue frontage, low scale residential to the north; and  
West: 6 storey loft conversion.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in certain instances may exist to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. With respect to these lands, a need does exist. Low scale residential uses abut the site on both the north and east frontages. To the west there is a 6 storey loft conversion that is entirely residential. Should the *Employment Area* designation remain, there is the possibility of a future land use incompatibility. Under the current zoning uses such as industrial workshops and certain manufacturing uses would be permitted. Such uses may not be compatible to the sensitive residential uses currently abutting the site.

Currently used for an auto dealership, the site is an isolated parcel on the north side of Eastern Avenue that is surrounded on the north, east and west sides by residential uses. Eastern Avenue represents the boundary between an *Employment District* that is reserved for heavier employment uses on the south and a primarily residential area to the north. In City Planning staff's opinion, allowing the conversion request would not have a negative

impact on the overall viability of the employment area within the South of Eastern *Employment District*. Furthermore, a *Mixed Use Areas* designation featuring an appropriately scaled and transitioned development could serve as a buffer/transition zone between the *Neighbourhoods* to the north and the *Employment Area* on the south side of Eastern Avenue. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however some do require the crossing of a major street (i.e., Queen Street East).

### **Conclusion**

It is staff's opinion that while the conversion request should be granted, there is a need to ensure employment uses are maintained on the site. Furthermore, the site is approximately 225 metres away from the Enbridge natural gas distribution facility at 405 Eastern Avenue. The operation of this facility occasionally requires the controlled venting of natural gas potentially releasing an odour that may be detected as far north as Broadview Avenue and O'Connor Drive. As such an environmental study is required, in addition to an assessment regarding the introduction of sensitive uses in proximity to industrial facilities as described in the Province's D-6 guidelines. Also, the site is within the Lower Don Special Policy Area (SPA). As such the proponent is required to meet all flood protection requirements as set out by the Toronto and Region Conservation Authority and the Province. Staff recommend a Site and Area Specific Policy be introduced for the lands that sets out these requirements.

It should be noted that due to the location of the site within the SPA, Provincial policy requires the approval of this conversion request and associated Official Plan Amendment from both the Minister of Natural Resources and the Minister of Municipal Affairs and Housing. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
21 Broadview Avenue**

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 414 for the lands known municipally in 2012 as 21 Broadview Avenue, as follows:

**"414. 21 Broadview Avenue**

Before any zoning by-law permitting the development of residential uses on the subject site is enacted the owner shall:

- a) Provide a minimum, net of required setbacks, of 1 FSI of employment space on the ground floor;
- b) Undertake an environmental study in addition to a feasibility analysis and impact assessment as required under Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses to the satisfaction of the City in consultation with the Ministry of Environment; and
- c) Be subject to all conditions and requirements as set by the City, the Toronto Region Conservation Authority and the province regarding the site's location within the Lower Don Special Policy Area."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

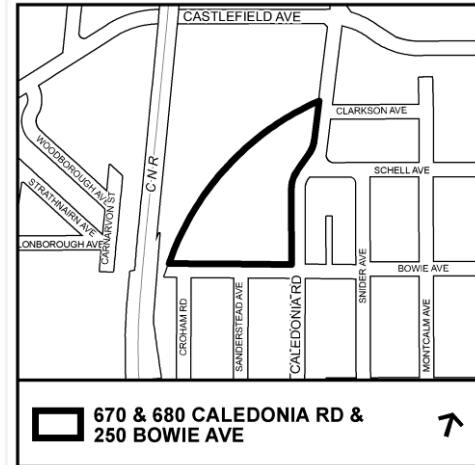
670 and 680 Caledonia Road  
and 250 Bowie Avenue

#### Major Intersection

Caledonia Road and Castlefield Avenue

#### Community Council / Ward

North York / Ward 15 – Eglinton Lawrence



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 670 and 680 Caledonia Road and 250 Bowie Avenue as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

250 Bowie Holdings Inc. (agent and owner)

#### Request / Development Proposal

Request by letter dated June 8, 2012 for a re-designation to *Mixed Use Areas*, including residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of York By-law No. 1-83 zones the site as Prestige Employment, Exception 16(429) (PE), permitting industrial, office, retail and arts studio uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / PE S16(429) - Prestige Employment

South: *Neighbourhoods* / R2 - Residential Two

East: *Employment Areas* and *Neighbourhoods* / PE S16(429) - Prestige Employment and R2 - Residential Two

West: *Parks and Open Spaces Areas - Parks, Employment Areas* and *Utility Corridors / T - Transportation & Utilities Districts*, PE S16(429) - Prestige Employment and T - Transportation & Utilities Districts

### **Site and Surrounding Area**

The lands are approximately 2.4 hectares in area, and as of July 2013 contained Canada Goose Inc. offices, Bonnie Gordon College of Confectionary Arts, distribution, retail and restaurant uses. In fall 2013, Canada Goose is relocating some of its light manufacturing uses to the site, and will occupy renovated space within an existing building on the lands.

As of July 2013, the following uses surrounded the site:

North: clothing manufacturing (Canada Goose Inc.);

South: surface parking and low scale residential;

East: medical offices, retail showroom and low scale residential; and

West: beltline park; Castlefield Yard - City of Toronto road operations yard, fleet services facility and interdepartmental fuel station; and rail corridor.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 670 and 680 Caledonia Road and 250 Bowie Avenue to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential and sensitive non-residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are only provided for within *Employment Areas*. The site is currently undergoing significant development to facilitate the intensification of employment and employment uses on site. The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands located south of the beltline park, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between the proposed residential and sensitive non-residential uses and existing impactful industries, including the City of Toronto's Castlefield Yard. The City's Castlefield Yard is located approximately 20 metres north and northwest of the lands. Functions at this yard include outdoor storage of waste collected from public streets; outdoor storage of waste collected from public street catch basins; storage of hazardous waste; the storage and retrieval of road repair vehicles; the storage and retrieval of various snow removal vehicles and equipment; and an interdepartmental fuel station. Staff are concerned that functions at this yard may have noise, odour and fume related impacts upon the proposed residential uses on the site. As well, staff have concerns that the proposed conversion of the site would adversely affect operations at the City yard.

The site is not in proximity to much of the existing or planned community infrastructure necessary to accommodate the proposed residential conversion. There are no cross-jurisdictional issues related to the lands.

At its meeting on June 11, 12 and 13, 2013, City Council requested the Chief Planner to conduct additional analysis of the site and several other conversion request sites where staff had presented Preliminary Assessments concluding that the lands should be retained as *Employment Areas*. The criteria by which staff were asked to conduct further analysis included: the owner demonstrating that a significant portion of the lands would include employment uses; that the employment uses would be constructed as part of the first phase of development; and that proposed residential uses are designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon new residents.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

The owner submitted correspondence and concept plans to staff in summer 2013. The owner advises that the first phase of development would comprise a new tower with both residential and office uses at the southwest corner of the site. A later development phase would involve adding more residential and office space within the existing building on the site, and also within an addition on top of the building.

Data was not provided to enable staff to determine whether a significant portion of the lands would ultimately contain employment uses.

The owner advises that a single tower with both residential and office uses would be constructed as part of a first phase of development. The remainder of the employment uses would not be constructed as part of the initial development phase. As indicated in the Chief Planner's report, there are no immediate tools at the City's disposal to absolutely ensure that the proposed employment gross floor area is constructed or phased in any particular way.



The proposed residential uses of the first phase would be located in a tower building at the west perimeter of the lands, south of the beltline park and roughly 25 to 30 metres south of the City's Castlefield Yard. Residential uses that are proposed in the second phase are to be located within and above the existing building on the lands, potentially displacing a significant manufacturer. Depending upon where the residential uses are to be located within the existing building and/or addition, the residential uses could be as close as approximately 35 metres from the City's Castlefield Yard. Insufficient detail was provided to enable staff to determine the degree to which future residents of the two proposed development phases would suffer adverse impacts from ongoing operations at the City's Castlefield Yard, nor to what extent if any such impacts would be mitigated.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, inclusive of the further analysis by staff as requested by City Council, it is recommended that City Council retain the lands at 670-680 Caledonia Road and 250 Bowie Avenue as *Employment Areas* and designate them as *General Employment Areas*.

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See also related requests to convert lands at the following addresses:

- 900, 916 and 920 Caledonia Road
- 76 Miranda Avenue

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

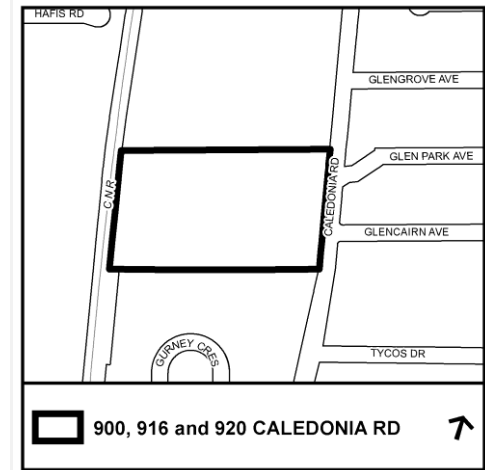
900, 916 and 920 Caledonia Road

#### Major Intersection

Caledonia Road and Castlefield Avenue

#### Community Council / Ward

North York / Ward 15 – Eglinton Lawrence



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 900, 916 and 920 Caledonia Road as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

900 Caledonia Road Limited (agent) / 900 Caledonia Road Limited (owner) and 920 Caledonia Road Investments (owner)

#### Request / Development Proposal

Request by letter dated August 27, 2012 for a re-designation to permit ground-related residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the lands as an *Employment District* on Map 2: Urban Structure Map and they are designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13).

The former City of North York Zoning By-law zones the lands as Industrial Zone One (M1), permitting light manufacturing, office, retail/showroom, business service,

restaurant and recreational uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Light Industrial Zone (EL 1.0) which permits light manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the lands:

North: *Apartment Neighbourhoods* / RM6 - Multiple-Family Dwellings Six Density  
South: *Employment Areas* / M1 – Industrial Zone One and M2 – Industrial Zone Two  
East: *Neighbourhoods* / R7 - One-Family Detached Dwelling Seventh Density Zone  
West: *Employment Areas* / M2 – Industrial Zone 2 and M3(5) – Industrial Zone 3

### **Site and Surrounding Area**

The lands are approximately 1.1 hectares in area, and as of July 2013 contained vehicle servicing, office, service, warehousing, wholesaling and place of worship uses.

As of July 2013, the following uses surround the site:

North: low scale residential and apartment buildings;  
South: warehousing, manufacturing and office;  
East: retail showroom, public park and low scale residential;  
West: private waste transfer, recycling and concrete crushing facilities; City of Toronto - Ingram Waste Transfer Station (Solid Waste Management Services) and Snow Camp/Salt Depot (Transportation Services); automobile repair; store fixture sales; and place of worship.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 900, 916 and 920 Caledonia Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are only provided for within *Employment Areas*. As of 2012, 110 people were employed by 13 firms on the lands. Between 2006 and 2011, levels of employment on the lands ranged annually between 113 and 151 persons.

The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between the proposed sensitive use (residential) and existing impactful industries, such as the City of Toronto's Ingram Yard (waste transfer station), Optimum Disposal Services Incorporated (a private waste transfer station, including recycling and concrete crushing facilities) and Jaytex Group (a distribution and warehouse facility).

The City's Ingram Yard (Waste Transfer Station) is located west of the site. Functions at this yard include but are not limited to the Ingram Waste Transfer Station and a snow camp/salt depot where various snow removal vehicles and equipment are stored and retrieved and salt is stored and loaded onto vehicles for distribution onto public streets.

Optimum Disposal Services Incorporated operates a private waste transfer station, that also includes recycling and concrete crushing facilities, on a site approximately 25 metres west of the lands (at 105-111 Ingram Drive).

Jaytex Group operates a distribution and warehouse facility on lands that abut the lands to the south (at 29 and 33 Gurney Crescent).

Staff are concerned that functions at these nearby industrial facilities may have noise, odour and dust related impacts upon the proposed residential uses on the lands. As well, staff have concerns that the proposed conversion of the lands would adversely affect the abilities of these impactful industries to continue operating.

In addition, the Industrial Zone Two of the zoning by-law provides as-of-right land use permissions for impactful industrial uses on those lands located south and west of the site, including motor vehicle body repairs shops and various manufacturing uses. As well, the zoning by-law provides through the Industrial Zone Three, as-of-right land use permissions for impactful industrial uses on lands approximately 25 metres west of the site. Staff are concerned that future uses on these lands near the site may have noise, odour, traffic and/or other adverse impacts upon the proposed residential uses.

The site is not in proximity to some of the existing or planned community infrastructure that would accommodate the proposed residential conversion. There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 900, 916 and 920 Caledonia Road as *Employment Areas* and designate them as *General Employment Areas*.

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See also related requests to convert lands at the following addresses:

- 670-680 Caledonia Road and 250 Bowie Avenue
- 76 Miranda Avenue

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

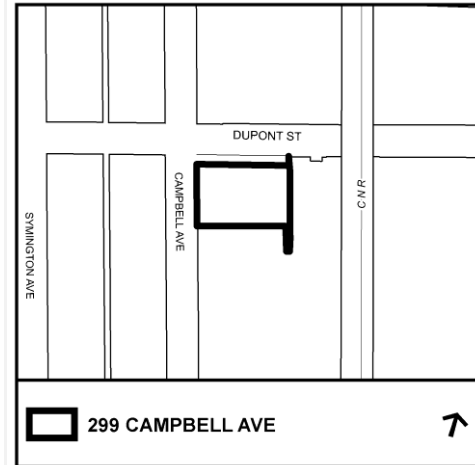
299 Campbell Avenue

#### Major Intersection

Campbell Avenue and Dupont Street

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that Council retain the lands at 299 Campbell Avenue as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to limit employment uses to those compatible with adjacent residential areas and permit uses including arts training facilities, studios and entertainment and recreation facilities.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Urban Strategies (applicant) / TAS Design Build (owner)

#### Request / Development Proposal

Request by letter dated April 25, 2012 from Urban Strategies to convert the lands to *Mixed Use Areas* in order to permit development of an 18 storey residential tower with 3,252 square metres of non-residential space.

#### Application File No. and Status

Application No. 12 236801 STE 18 OZ was submitted on August 28, 2012. A Preliminary Report dated October 5, 2012 was adopted by Planning and Growth Management Committee on November 8, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.7>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The Former City of Toronto Zoning Code as amended zones the property as I1 D2, Height 14 metres. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site as of May 2012:

North: *Employment Areas* / Industrial (I) 2 D2  
South: *Neighbourhoods* / Residential (R) 2 Z 0.6  
East: *Employment Areas* / Industrial (I) 2 D2  
West: *Employment Areas* / Industrial (I) 2 D2

### **Site and Surrounding Area**

The property is approximately 2,550 square metres in area, and is occupied by a single storey commercial building the majority of which is vacant.

The following uses surround the site as of May 2012:

North: industrial multiple condominiums;  
South: low scale residential (townhouses);  
East: single storey commercial building (Cash and Carry at 1453 Dupont Street, which is subject to a conversion request); and  
West: 2-3 storey multi-tenanted commercial building (300 Campbell Avenue, which is subject to a conversion request).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan.

It is also City Planning staff's opinion that by granting the conversion request a destabilizing precedent would be set for the employment lands located directly east of the site at 1453 Dupont Street and west of the site at 300 Campbell Avenue. Although not

fully occupied, 300 Campbell Avenue is a building containing a number of small scale studio, office and commercial uses. Furthermore, City Planning staff have recently received a zoning application from the owners to permit a 1395 square metre (15,000 square foot) digital media school on the site. Furthermore, the owners of 300 Campbell Avenue have withdrawn a request to convert the site to permit residential uses in favour of maintaining the lands for employment uses. It is clear that the site and building are fulfilling a market need for smaller sized commercial and educational operations. This is a need that 299 Campbell Avenue could potentially fill as well.

A conversion request has also been received for the lands located immediately east of the site at 1453 Dupont Street (this request was received too late to be reported on through a Final Assessment). Currently the location of a commercial wholesale operation, the conversion of 299 Campbell Avenue would likely serve as a precedent for the conversion of 1453 Dupont Street. Although within 30 metres of a rail corridor, the 1453 Dupont Street lands would be severely constrained as viable employment lands given the lack of direct access to Dupont Street and the restricted access to Campbell Avenue that would likely occur as a result of granting the conversion request for 299 Campbell Avenue. Based on these considerations, it is City Planning's opinion that granting the request would negatively impact the overall viability of the surrounding employment area.

### **Conclusion**

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is staff's opinion that there is no need for the requested conversion to either meet the City's population forecasts as provided by the Growth Plan. In City Planning staff's opinion, granting the conversion request would undermine the viability of the surrounding employment lands. As such, City Planning recommends that Council retain the lands at 299 Campbell Avenue as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced to limit employment uses to those that are compatible with adjacent residential areas and to permit uses including arts training facilities, studios and entertainment and recreation facilities. The recommended Official Plan amendment is shown below.



**Recommended Official Plan Amendment –  
299 Campbell Avenue**

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 421 for the lands known municipally in 2012 as 299 Campbell Avenue, as follows:

**"421. 299 Campbell Avenue**

- a) Only those employment uses that are compatible to the nearby low scale residential dwellings fronting onto Campbell Avenue such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted; and
- b) Arts training facilities, studios and entertainment and recreation facilities are permitted."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

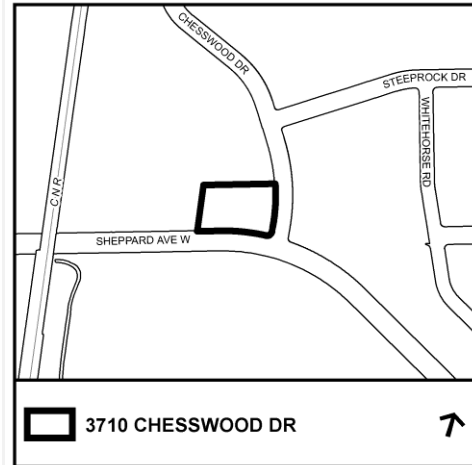
3710 Chesswood Drive

#### Major Intersection

Chesswood Drive and  
Sheppard Avenue West

#### Community Council / Ward

North York / Ward 8 – York West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 3710 Chesswood Drive as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

MHBC Planning Consultants (agent) / Montecassino Hospitality Group Inc. (owner)

#### Request / Development Proposal

Request from the owner by letter dated August 30, 2012 for a re-designation to allow for "full residential redevelopment". The agent expanded the owner's request to seek a mix of land uses during a deputation to the Planning and Growth Management Committee on May 16, 2013.

At the time of the writing of this report, the agent submitted material to City Planning staff describing a proposed "mixed employment and residential complex" including retail, residential, hotel and office uses on both the lands and an abutting property located at 3750 Chesswood Drive. The abutting property at 3750 Chesswood Drive was not subject to a conversion request and is therefore not analysed in this report.

Proposed are four buildings ranging in height from 6 to 27 storeys.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).

The former City of North York Zoning By-law zones the property as Industrial-Commercial Zone [MC(55)(H)], permitting a hotel, limited institutional uses and a range of manufacturing, office and retail uses. The lands are also subject to Schedule D, the Airport Hazard Map that limits building heights at this location to 15.2 metres. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / M3 – Industrial Zone Three

South: *Employment Areas* / A – Airport Hazard Area Zone

East: *Employment Areas* / M3 – Industrial Zone Three and MC(100)(h) – Industrial-Commercial Zone

West: *Employment Areas* / M3 – Industrial Zone Three

### **Site and Surrounding Area**

The property is approximately 8,900 square metres in area, and as of July 2013 contained hotel, conference centre and office uses.

As of July 2013, the following uses surround the site:

North: office and ice arena;

South: airport runway;

East: office and restaurant; and

West: business and personal services.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 3710 Chesswood Drive to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential and sensitive non-residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are only provided for within *Employment Areas*.

The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the close proximity of the nearby airport runway that terminates south of the site and the potential for compatibility issues between residential and sensitive non-residential uses and the use of this airport runway by Bombardier Aerospace Incorporated, the Royal Canadian Mounted Police and the Department of National Defence. Bombardier is one of Toronto's largest employers; in 2012 they employed nearly 3,900 people at the Downsview plant. Staff have concerns that use of the airport runway may have safety, noise and emission related impacts upon the proposed sensitive uses on the site. As well, staff have concerns that the proposed conversion of the site would adversely affect the operations of Bombardier.

The maximum permitted building height in the zoning by-law for this site is limited to only 15.2 metres given the close proximity of the site to the end of the airport runway. Bombardier has submitted a letter to the City to advocate a reduction to the maximum building height permitted in this location, to 9 metres.

In addition, the Industrial Zone Three of the zoning by-law provides as-of-right land use permissions for impactful industrial uses on lands located west, north and northeast of the site. Staff are concerned that future uses on these lands near the site may have noise, odour, traffic and/or other adverse impacts upon the proposed residential uses on the site.

The site is isolated from existing or planned community infrastructure such as libraries and schools to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

At its meeting on June 11, 12 and 13, 2013, City Council requested the Chief Planner to conduct additional analysis of the site and several other conversion request sites where staff had presented Preliminary Assessments concluding that the lands should be retained as *Employment Areas*. The criteria by which staff were asked to conduct further analysis included: the owner demonstrating that a significant portion of the lands would include employment uses; that the employment uses would be constructed as part of the first phase of development; and that proposed residential uses are designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon new residents.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

At the time of the writing of this report, the agent submitted material for staff's consideration. The submission relates to a proposed "*mixed employment and residential complex*" to be located on both the lands and the abutting property located at 3750 Chesswood Drive.

The abutting property at 3750 Chesswood Drive was not subject to a conversion request and is therefore not analysed in this report. The proposal envisions the lands at 3710 Chesswood Drive being combined with the abutting lands as a "*comprehensively planned mixed use block*" and the descriptions and statistics of the proposal reflect this perspective. Staff are therefore unable to conduct the additional analysis of the conversion site on its own.

It is noteworthy, however, that Bombardier staff have reviewed this proposal of 6 to 27 storey buildings and have advised Planning staff that Bombardier strongly objects to the proposed development. They object because the proposal would affect Bombardier's operations by constructing within the air space necessary for their flight operations.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 3710 Chesswood Drive as *Employment Areas* and designate them as *General Employment Areas*.

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See also related request to convert lands at the following address:

- 1140 Sheppard Avenue West

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

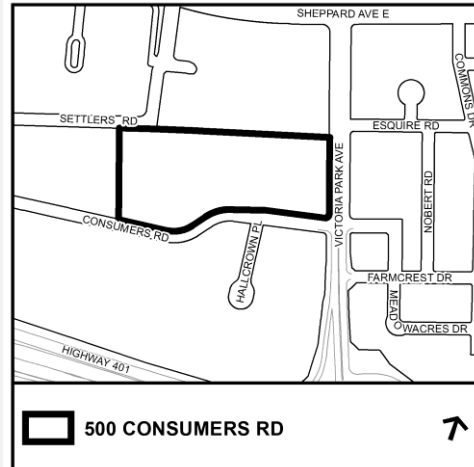
500 Consumers Road

#### Major Intersection

Victoria Park Avenue and  
Sheppard Avenue East

#### Community Council / Ward

North York / Ward 33 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the part of the lands at 500 Consumers Road fronting Victoria Park Avenue from employment lands by designating it as *Mixed Use Areas*; and retain the remainder of the lands at 500 Consumers Road as *Employment Areas* and designate it as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area on either the *Mixed Use Area* or *Employment Area* lands, to prohibit major retail uses in the *Employment Area* and to allow an implementation plan to be established for the area which encourages office development and amenities to serve offices, and establishes new densities, streets and blocks.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields (agent) / Enbridge Gas Distribution Inc. (owner)

#### Request / Development Proposal

Request by letter dated April 11, 2013 to re-designate lands fronting Victoria Park Avenue to *Mixed Use Areas* to permit residential uses, and to maintain the Consumers Road portion of the site for employment purposes. The agent also seeks flexibility to provide replaced and increased non-residential gross floor area on either the *Mixed Use Area* and/or the *Employment Area* portions of the site.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates it as *Employment Areas* (Section 4.6, Land Use Plan Map 19). The east part of the site fronting Victoria Park Avenue is also shown as an *Avenue* on Map 2: Urban Structure Map.

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone (MO), permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / MO - Industrial-Office Business Park Zone
- South: *Employment Areas* / MO - Industrial-Office Business Park Zone
- East: *Mixed Use Areas* / HC - Highway Commercial and NC - Neighbourhood Commercial (former City of Scarborough By-law)
- West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 6.44 hectares in area, and contains a five-storey office building with an attached single-storey annex. A free-standing single-storey building is located to the rear of the site.

The following uses surround the site:

- North: multi-storey office buildings (from 2-12 storeys) including restaurants at grade;
- South: multi-storey office building;
- East: commercial plaza across Victoria Park Avenue; and
- West: single storey industrial multiple complex and offices.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 500 Consumers Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Sheppard Victoria Park employment lands ("the SVP lands") are part of the Consumers Road Business Park *Employment Area* and they include the site and other lands fronting the south side of Sheppard Avenue East (from Yorkland Road to Victoria Park Avenue) and

the west side of Victoria Park Avenue (from Sheppard Avenue to the north edge of the Highway 401/Victoria Park interchange).

A conversion of part of the site and the surrounding SVP lands to *Mixed Use Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the SVP lands are characterized by all of the following distinguishing traits.

The SVP lands are part of the Consumers Road Business Park *Employment Area* and represent sites located at the north and east peripheries of the *Employment Area* on two major streets. Two major residential developments with high-rise residential towers have been approved on Sheppard Avenue East by the Ontario Municipal Board (at 2025-2045 and 2205-2255 Sheppard Avenue). These major residential developments are having a significant transformative impact upon the edge conditions of the Business Park. The interior of the Business Park is comprised of primarily office uses (94 per cent in 2010), has significant opportunities for office intensification and does not include impactful industries that are incompatible with residential uses. The SVP lands will be well served by rapid transit. Two LRT stops associated with the funded Sheppard East LRT are planned at the Business Park edges, at Consumers Road and at Victoria Park Avenue. Much of the community infrastructure needed to accommodate proposed residential uses is in proximity to the SVP lands in adjacent residential communities to the north and east.

The conversion of part of the site and surrounding SVP lands would therefore not adversely affect the overall viability of the *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally; required additional community infrastructure will be planned for through further analysis of the SVP lands. There are no cross-jurisdictional issues related to the lands.

The SVP lands are strategically located on the route of the funded Sheppard East LRT, with two planned stops abutting these lands. These lands are therefore highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with rapid transit. As well, these lands have important vehicle access due to the Highway 401/Victoria Park Avenue and the Highway 404/Sheppard Avenue interchanges located at either end of the Business Park.

Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the SVP area. The site and abutting site at 2550 Victoria Park Avenue are particularly large, deep sites that are recommended to be split designated with the front portion designated *Mixed Use Area* and the rear portion designated *General Employment Area*. With respect to these two sites, it is fitting to provide flexibility as to where the non-residential gross floor area is replaced on the large sites when residential development occurs in the *Mixed Use Area*. Staff recommend these two sites be subject to a site specific policy enabling the increase in non-residential gross floor area to occur in either the *Mixed Use Area* or the *General Employment Area* portions of the sites or a combination thereof, and be an employment use compatible with nearby residential uses.



Staff recommend that the Consumers Road Business Park interior be designated as *General Employment Areas*. The Business Park interior is characterized as having large areas of surplus parking lots and other opportunities for development and intensification of *Employment Area* uses, in particular office uses. Because of the significant opportunities for office intensification, the size of the Business Park and SVP lands, the size of parcels, and the introduction of rapid transit and residential uses on the SVP lands, it is recommended that an implementation plan be developed for both the overall Business Park and the SVP lands to address:

- incentives to encourage new office development;
- the provision of amenities to create an attractive office environment;
- development densities; and
- the creation of new streets and blocks.

As well, staff recommend a Site and Area Specific Policy be introduced with respect to the interior of the Business Park to:

- limit *Employment Area* uses to those compatible with adjacent existing and planned residential uses in the abutting *Mixed Use Area*;
- prohibit major retail uses; and
- permit restaurants, recreation and entertainment facilities, and small and medium scale retail stores and services only when these uses are located within multi-storey buildings that include *Core Employment Area* uses, particularly office uses.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the part of the site fronting Victoria Park Avenue and the surrounding Sheppard Avenue and Victoria Park Avenue employment lands to *Mixed Use Areas*, subject to policy conditions regarding intensification is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert part of the lands at 500 Consumers Road from employment lands and re-designate it to *Mixed Use Areas* and retain part of the lands as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area on either the *Mixed Use Areas* or *Employment Areas* lands, to prohibit major retail uses in the *Employment Area* and to allow an implementation plan to be established for the area which encourages office development and amenities to serve offices, and establishes densities, new streets and blocks. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 2075-2111 Sheppard Avenue East
- 2135 Sheppard Avenue East / 299 Yorkland Boulevard
- 2450 Victoria Park Avenue
- 2550 Victoria Park Avenue

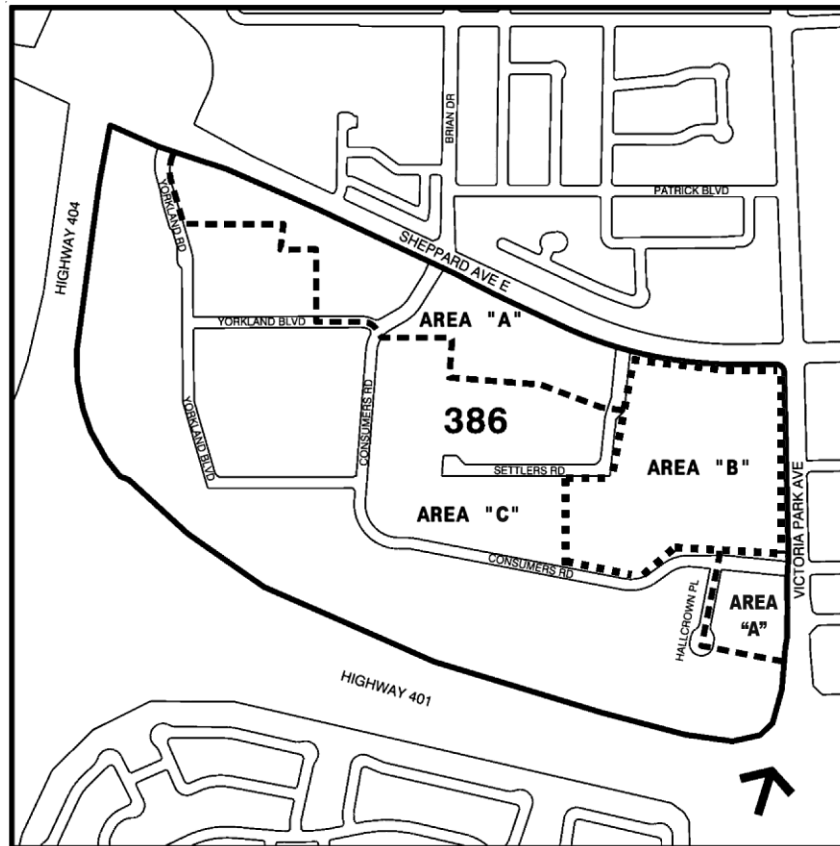
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**Recommended Official Plan Amendment –  
500 Consumers Road and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

**"386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404**



- a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
- i) an incentive program for Council adoption to encourage office development;

- ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
- iii) development densities; and
- iv) the creation of new streets and blocks.

#### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

#### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

#### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

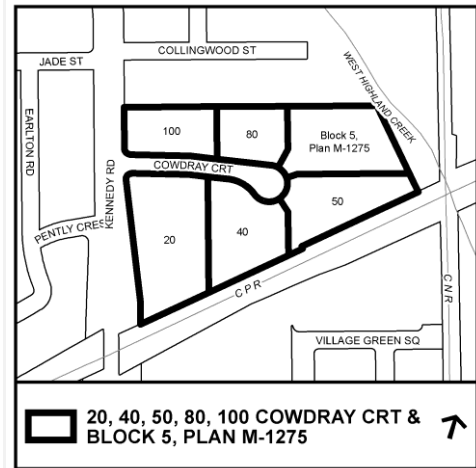
20, 40, 50, 80 and 100 Cowdray Court and lands between 50 and 80 Cowdray Court

#### Major Intersection

Sheppard Avenue East and Kennedy Road

#### Community Council / Ward

Scarborough/ Ward 40 – Scarborough-Agincourt



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 20, 40, 50, 80 and 100 Cowdray Court and lands between 50 and 80 Cowdray Court (Block 5, Plan M 1275) by designating them as *Mixed Use Areas*.
2. City Council amend existing Site and Area Specific Policy No. 4 in the Agincourt Secondary Plan by deleting and replacing it with a new Site and Area Specific Policy to require the provision of: an increase in the non-residential gross floor area as part of development; a future road connection between Sheppard Avenue and Village Green Square, if required; lands for the future expansion of Collingwood Park if required, and to ensure that development provides for an appropriate transition to, and limits impacts on the abutting low scale residential community to the north and that sensitive uses are to be located and developed to the satisfaction of the City and the Toronto and Region Conservation Authority.
3. City Council amend Map 1-2 of the Agincourt Secondary Plan to delete the maximum density provision.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Lorne Ross Planning Services Inc. (agent) / Transmetro Limited (owner)

## **Request / Development Proposal**

Request by letter dated December 21, 2012 to convert the lands from *Employment Areas* to *Mixed Use Areas*. No details or a concept plan for redevelopment have been submitted.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 19). Part of the lands is within the natural heritage system shown on Map 9. Section 3.4, Natural Environment, policies apply to the lands. The site is within the Agincourt Secondary Plan area. Site and Area Specific Policy No. 4 permits residential uses within *Neighbourhoods* on Block 5 if the land is not acquired by the City for park purposes. General Policy 6 in the Agincourt Secondary Plan in the former City of Scarborough Official Plan, which continues to apply to the lands, provides the policy basis for potential development within the Highland Creek (west branch) floodplain and abutting lands.

The former City of Scarborough Employment Districts By-law No. 24982 zones 20 and 100 Cowdray Court as Office Uses (OU); 40 and 80 Cowdray Court and Block 5 as Industrial (M); and 50 Cowdray Court as Recreational (RU). New citywide Zoning By-law No. 569-2013 does not apply to 20, 50 and 100 Cowdray Court. New citywide Zoning By-law No. 569-2013 zones 40 and 80 Cowdray Court and Block 5 as Employment Industrial Zone (E 0.7) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

- North: *Mixed Use Areas, Neighbourhoods, Parks* / Office Uses (OU), Single-Family Residential (S), Major Open Spaces (O)
- South: *Utility Corridors (CPR)* beyond *Employment Areas, Apartment Neighbourhoods/ CPR - General Industrial (MG)* , beyond Office Uses (OU), Multiple-Family Residential (MF), Commercial/Residential (CR), Special District Commercial (SDC) and Public Utilities (PU)
- East: *Natural Areas* / Industrial (M), General Industrial (MG), Special Industrial (MS)
- West: *Neighbourhoods* / Single-Family Residential (S)

### **Site and Surrounding Area**

The properties collectively are approximately 6.63 hectares in area, and as of March 2013 contain the following uses: a car dealership at 20 Cowdray Court; a private school at 40 Cowdray Court; courier services at 80 Cowdray Court and offices at 100 Cowdray Court. Lands at 50 Cowdray Court and Block 5 are vacant.

The following uses surround the site:

- North: low scale residential, Collingwood Park, commercial fronting Kennedy Road;

South: CP Railway, beyond office building and high rise residential buildings, vacant private and public lands;  
East: vacant public land, Highland Creek (west branch); and  
West: low scale residential community west of Kennedy Road.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the Provincial population forecast for Toronto, a need exists to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The entire property is divided into six lots, of which two lots are vacant. The remaining four blocks accommodate service and commercial uses, offices and a private Montessori school. No traditional industrial uses exist on the lands and the surrounding properties are developed with residential, office and open space/park uses. The existing policies in the Agincourt Secondary Plan provide for a possible future provision of residential uses on a portion of the lands.

Furthermore, the employment area immediately south of the CPR corridor has in recent years been redeveloped with townhouse and high rise apartment buildings following the Ontario Municipal Board's approval of a largely residential subdivision despite City opposition. Given the nature of the surrounding development and the underlying policy framework, it is City Planning staff's opinion that a conversion to permit a mix of uses including residential and residentially compatible employment uses is appropriate to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. As there are no more traditional industrial uses between Kennedy Road to the west and the GO Transit corridor to the east, it is City Planning staff's opinion that the requested conversion will not adversely affect the overall viability of the larger *Employment Area* located east of the GO Transit Corridor or an office development at the north-east corner of Kennedy Road and Village Green Square.

A portion of the land is identified as being located within the regional storm floodplain of the Highland Creek (West Branch) which is within the Toronto and Region Conservation Authority's (TRCA) jurisdiction in accordance with the Ontario Regulation 166/06 and the Authority's mandate to implement the natural hazards policies of the Provincial Policy Statement. In their preliminary comments, the TRCA staff indicated concern with the proposed conversion to *Mixed Use Areas* and indicated that the change of use to allow for residential cannot be supported within the portion of the lands that is within an erosion or floodplain hazard. The applicant was advised to submit a topographic survey of the lands to allow the TRCA staff to ascertain the extent of the floodplain and to begin discussions of where new development may locate. The Site and Area Specific Policy

therefore provides that all new development is to be located and developed to the satisfaction of the TRCA and the City.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed conversion is within the area, however some do require the crossing of a major street (i.e., Kennedy Road, Sheppard Avenue East). There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

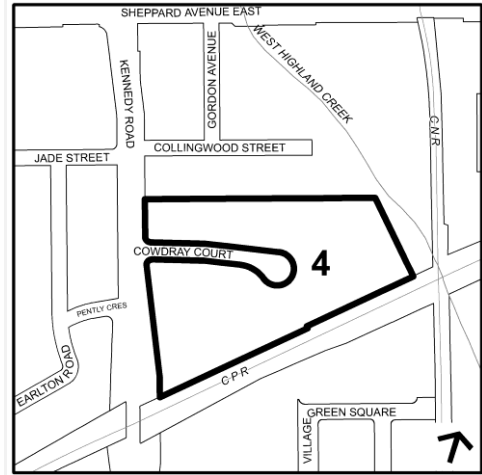
It is staff's opinion that although there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan, the conversion of the lands addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that Council designate 20, 40, 50, 80 and 100 Cowdray Court and lands between 50 and 80 Cowdray Court (Block 5, Plan M 1275) as *Mixed Use Areas*. It is also recommended that Site and Area Specific Policy No. 4 in the Agincourt Secondary Plan be replaced with a new Site and Area Specific Policy No. 4 requiring the provision of: an increase in the non-residential gross floor area as part of development; future road connection between Sheppard Avenue and Village Green Square, if required; lands for the future expansion of Collingwood Park if required, and to ensure that development provides for appropriate transition to and limits impacts on the abutting low scale residential community to the north and that any sensitive uses, including residential, are to be located and developed to the satisfaction of the Toronto and Region Conservation Authority and the City. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
20, 40, 50, 80 and 100 Cowdray Court and lands between 50 and 80 Cowdray Court**

Chapter 6, Section 1, Agincourt Secondary Plan, is amended by deleting Site and Area Specific Policy No. 4 and replacing it with the new Site and Area Specific Policy No. 4, as follows:

**"4. 20, 40, 50, 80, 100 Cowdray Court and lands between 50 & 80 Cowdray Court**

- a) Development of lands for residential use will provide a net gain of employment floor area on the site.
- b) Development of the lands will provide:
  - i) a future road connection between Sheppard Avenue East and Village Green Square, if required;
  - ii) lands for the future addition to Collingwood Park if required;
  - iii) appropriate transition to and limit impacts on the abutting low scale residential community to the north; and
- c) All new development is to be located and developed to the satisfaction of the Toronto and Region Conservation Authority and the City."



Chapter 6, Section 1, Agincourt Secondary Plan Map 1- 1, Urban Structure Plan, is amended to show the lands subject to the new Site and Area Specific Policy No. 4.

Chapter 6, Section 1, Agincourt Secondary Plan Map 1- 2, Maximum Densities Pre-Subway, is amended by deleting the existing density factors from the lands known municipally in 2012 as 20, 40, 50, 80, 100 Cowdray Court and lands between 50 & 80 Cowdray Court (Block 5, Plan M-1275) shown on the map above as Site and Area Specific Policy No. 4.



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

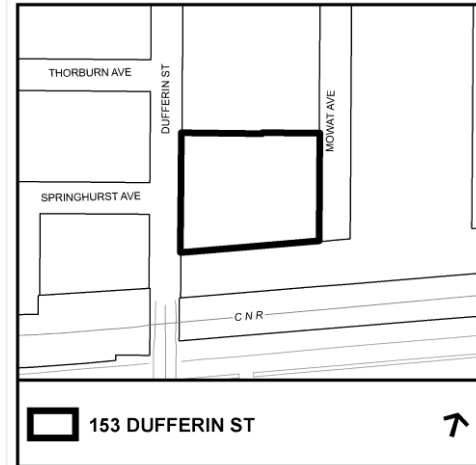
153 Dufferin Street

#### Major Intersection

South of Dufferin Street and  
King Street West

#### Community Council / Ward

Toronto East York/Ward 14 - Parkdale High Park



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 153 Dufferin Street as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council amend the Garrison Common North Secondary Plan by deleting Area 3, Site and Area Specific Policy and its map and replacing them with an amended map and policies.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Fred Dominelli (owner)

#### Request / Development Proposal

A request to convert the lands to *Mixed Use Areas* to permit "an appropriate amount of retail at grade, some limited employment uses and a high rise residential building".

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The lands are also subject to the Garrison Common North Secondary Plan and Area 3, Site and Area Specific Policy.

The former City of Toronto Zoning Code as amended zones the property as IC D3 N1.5 (Height 28m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial-Commercial ('IC') D 3 N1.5  
South: *Utility Corridors* / Transportation ('T')  
East: *Employment Areas* / Industrial-Commercial ('IC') D 3 N1.5  
West: *Neighbourhoods* and *Apartment Neighbourhoods* / Residential ('R') 2 Z1.0 & ('R') 3 Z2.0

### **Site and Surrounding Area**

The property is approximately 6,916 square metres in area, and as of September, 2013 contains a vacant 1-2 storey industrial building.

As of September, 2013, the following uses surround the site:

North: office, studio uses some small scale retail and restaurant uses;  
South: rail corridor;  
East: former Canada Bread factory; and  
West: low scale residential and apartment neighbourhoods.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The lands are located within Area 3, Site and Area Specific Policy in the Garrison Common North Secondary Plan. A conversion request has been submitted for all of the lands in Area 3 (see Liberty Village Area 3 Final Assessment). It is City Planning staff's opinion that there is no need for the conversion of lands within Area 3, including the lands at 153 Dufferin Street. City Planning staff are recommending an amendment to the eastern boundaries and text for Area 3 to strengthen its role as an employment precinct. The recommended Official Plan amendment is shown below.

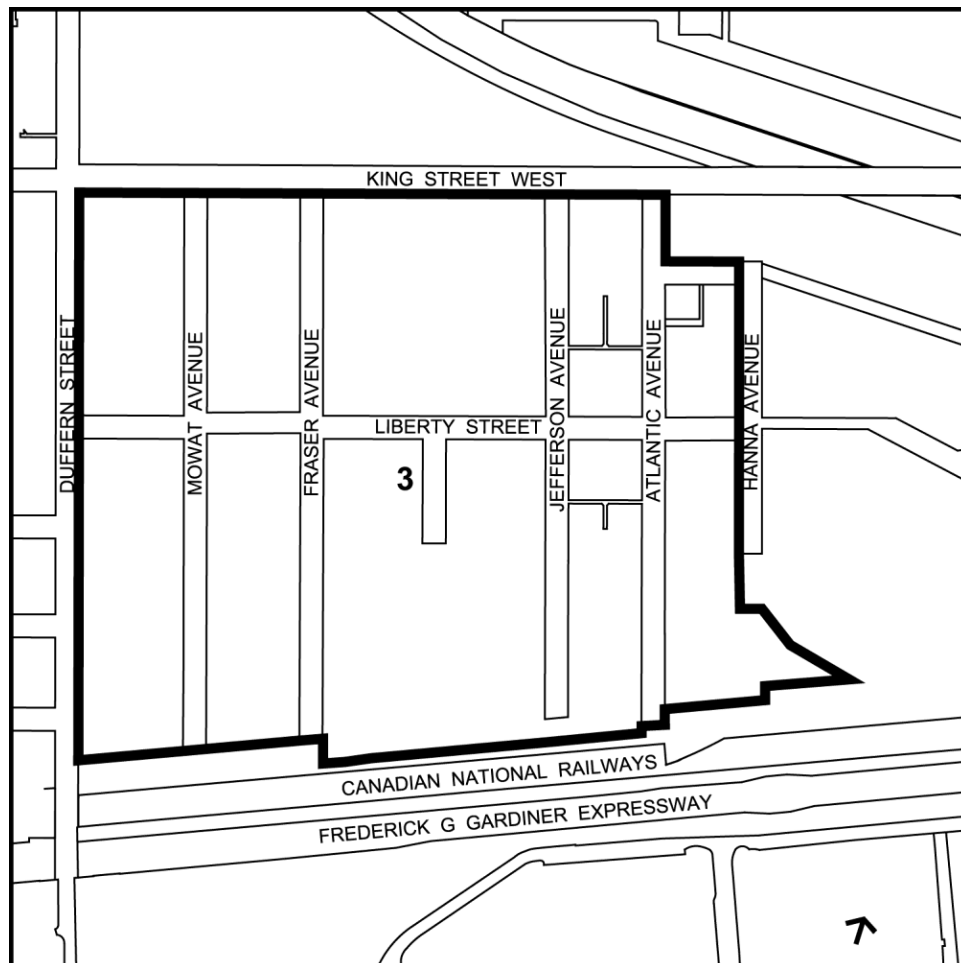
## Recommended Official Plan Amendment – Liberty Village Area 3

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Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting the map and policies for Site and Area Specific Policy No. 3 and replacing it with the following map and text:

### "3. Area 3

**Certain lands located in the Blocks Bounded by King Street West, Dufferin Street, Lakeshore Rail Corridor and Hanna Avenue**



- a) A healthy and vibrant employment precinct will be maintained and enhanced for this area of Liberty Village that is fully integrated and connected to the surrounding vicinity and encompasses a broad variety of non-residential land uses. Once the home to some of Canada's largest industrial manufacturers, this area of Liberty Village has reinvented itself as an important centre for the City's creative economy. Instead of factories, primary uses now include offices, studios, research and development facilities, utilities, post-secondary trade schools, and media facilities. Although all 'Employment Industrial' uses as defined under the

City's new zoning by-law (569-2013) are also permitted as primary uses, Area 3 is no longer an appropriate location for 'Employment Heavy Industrial' zone uses. Secondary uses include small scale service uses such as banks, hotels, parks, workplace ancillary daycares, small scale retail and restaurant uses along with recreational uses to support the viability of the site's primary office use and provide amenities for the Area's current and future employees.

- b) In addition to the criteria of the *Core Employment Areas* designation, small scale restaurants that are ancillary to and support the Area's primary employment uses are permitted provided they are located within the ground floor level of buildings that currently contain or are intended to accommodate primary employment uses.
- c) Small scale retail uses are permitted throughout Area 3 subject to the criteria of the *Core Employment Areas* designation. Larger retail uses up to a maximum retail floor area of 6,000 square metres may locate in the Area provided:
  - i) the retail use is not stand alone and is proposed to be incorporated into the ground floor of a multi-storey building that that currently contain or are intended to accommodate office uses;
  - ii) the proposed retail use fronts onto and has direct access to either King Street West, Dufferin Street, Liberty Street, Atlantic Avenue or Hanna Avenue; and
  - iii) all other relevant Official Plan policies and conditions for retail uses are met.
- d) Maintaining and enhancing Area 3 as a vibrant office employment area is a key policy objective of the City and Official Plan. In addition to all relevant policies and objectives of the Official Plan's policies for *Employment Areas* and the City of Toronto's Economic Development Strategy, the City will continue to work in partnership with local area landowners, businesses, associations and interested parties both public and private to ensure this area remains an attractive location for economic activity and business investment. With the exception of changing the underlying employment land use designation, amendments to this policy and Secondary Plan may be considered as required in order to incorporate and/or implement the conclusions, findings and/or recommendations of current or future studies particularly as they relate to the following:
  - i. built form improvements;
  - ii. enhanced transportation links including the addition of new roads, transit and rapid transit infrastructure, pedestrian pathways and connections;
  - iii. identifying locations for new open spaces, parks and plazas;

- iv. streetscape improvements;
- v. urban design guidelines;
- vi. infrastructure improvements; and
- vii. improved and/or additional community services and facilities."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

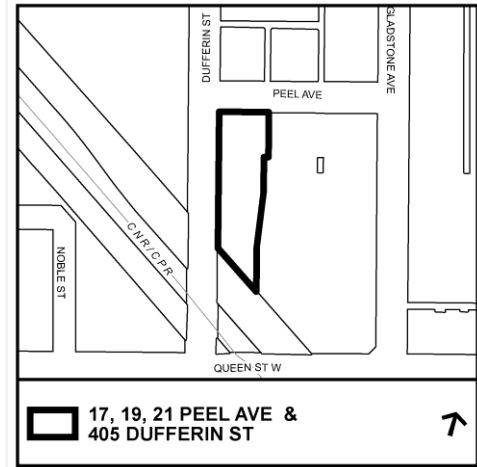
405 Dufferin Street

**Major Intersection**

Dufferin and Queen Street West

**Community Council / Ward**

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the City owned employment lands at 405 Dufferin Street by designating them as *Parks and Open Space Areas – Parks*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Joel D. Farber (agent) / Simcoe Group Properties Ltd. (owner of 17-21 Peel Avenue)

**Request / Development Proposal**

Request by letter dated November 2, 2012 seeking re-designation of lands at 17,19, 21 Peel Ave. from *Employment Areas* to *Mixed Use Areas* and seeking the conversion of the City owned lands at 405 Dufferin Street from *Employment Areas* to *Mixed Use Areas*.

In the report entitled "Planning for a Strong and Diverse Economy' submitted to the November 8, 2012 meeting of Planning and Growth Management Committee it was proposed that the lands at 17,19, 21 Peel Street be re-designated from *Employment Areas* to *Mixed Use Areas*. The City owned lands at 405 Dufferin Street were proposed to be re-designated from *Employment Areas* to *Parks and Open Space Areas – Parks*.

In subsequent correspondence dated November 29, 2012 the agent Mr. Joel Farber expressed his client's support for the proposed re-designation of the lands at 17,19,21 Peel Street, but maintained the City owned lands at 405 Dufferin Street should be converted to *Mixed Use Areas*. The conversion request therefore only pertains to the City owned lands at 405 Dufferin Street.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as I1 D2 Height 14m. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Residential ('R') 4 Z1.0

South: *Utility Corridors* / Transportation ('T')

East: *Employment Areas* / Industrial ('I') D2

West: *Employment Areas* / Industrial ('I') D2

### **Site and Surrounding Area**

The property is approximately 2,652 square metres in area, and as of May, 2013 is vacant. The lands are proposed as a City owned park.

As of May 2013, the following uses surround the site:

North: Low scale residential;

South: Metrolinx rail corridor;

East: Vacant industrial lands (NOTE: 11 Peel Avenue is currently subject to a conversion request); and

West: 1-2 storey industrial multi-tenanted building (NOTE: 440 Dufferin Street is currently subject to a conversion request).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although there is no need as described above to grant the requested conversion request, City Planning staff agree with the applicant that a re-designation from *Employment Areas* is desirable. The lands are located in an area of the City in which there is a pressing need to provide additional parkland. As the lands are fully owned by the City of Toronto and as City Parks and Recreation staff have stated they intend to build and operate a park on the site once funds become available, City Planning staff recommend that the lands be converted to *Parks and Open Space Areas – Parks*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

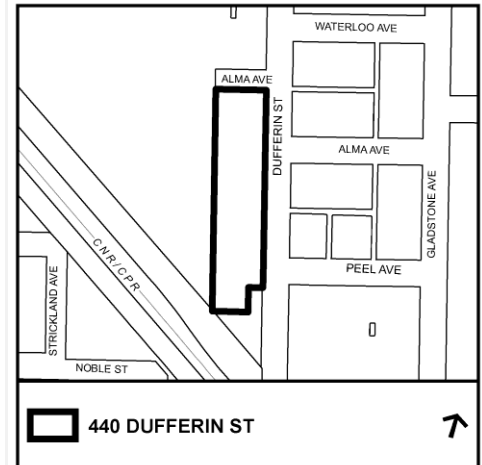
430, 436, 440-444 Dufferin Street and 41 Alma Avenue

#### Major Intersection

Dufferin Street and Queen Street West

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 430, 436, 440-444 Dufferin Street and 41 Alma Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird & Berlis (applicant) / Siteline 390 Dufferin Street Inc. (owner)

#### Request / Development Proposal

Request by way of application to convert the lands from *Employment Areas* to permit the development of 3 buildings ranging in height from 8 to 24 storeys with a 4-storey podium. The ground and second floors, a total of 5,385 square metres, would be non-residential gross floor area, and proposed above are 399 residential units with a total gross floor area of 32,253 square metres.

#### Application File No. and Status

Application No. 11-320041 STE 18 OZ was submitted on December 2, 2011. A Preliminary Report dated February 17, 2012 was adopted by Planning and Growth Management Committee with amendments on March 22, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG12.7>



## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as I1 D2 (height 14m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial ('I') 1 D2

South: *Utility Corridors* / Transportation ('T')

East: *Neighbourhoods* and *Employment Areas* / Residential ('R') 4 Z1.0 & Industrial ('I') 1 D2

West: *Employment Areas* / Industrial ('I') 1 D2

### **Site and Surrounding Area**

The property is approximately 6,847 square metres in area, and as of August, 2013 contains various small scale start-up operations including studios, workshops and media production uses.

As of August, 2013, the following uses surround the site:

North: 450 Dufferin Street – 1 storey industrial building (this property is also subject to a conversion request);

South: rail corridor;

East: 405 Dufferin Street – City owned open space (this property is also subject to a conversion request), low scale residential north of Peel Avenue; and

West: produce warehouse/distribution.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in certain instances may exist to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. In the case of these lands, allowing the conversion request to permit residential uses would introduce incompatible sensitive uses on a site that directly abuts an ongoing employment operation to the west. This operation located at 50

Alma Avenue is a produce warehouse and distribution centre and at certain times can handle up to 15-20 trucks per day. This operation can also be a source of both noise and dust; as such its operation is incompatible with sensitive residential uses. It should also be noted that the zoning bylaw for 50 Alma Avenue permits other industrial uses that are also not compatible with residential dwellings including manufacturing.

City Planning staff are also concerned that permitting the conversion request would result in the loss of the type of employment space that can support small-scale start up and entrepreneurial enterprises. Currently, the site is being used for small scale studios, artist spaces and workshops. Also, by permitting the conversion of the lands a precedent would be established leading to the conversion of the employment lands north of the site at 450 Dufferin Street. In City Planning's opinion, the conversion of both 440 and 450 Dufferin Street would destabilize the broader employment area eventually leading to future conversions and a significant loss of additional employment land.

City Planning staff did not identify any cross-jurisdictional issues related to the conversion request of lands.

City Planning staff have identified that existing or planned community infrastructure is within the area, however some do require the crossing of a major street (i.e., Dufferin Street).

### **Conclusion**

Based on the criteria in the Growth Plan, the Provincial Policy Statement it is City Planning staff's opinion that there is no need for the requested conversion. Granting the conversion, in City Planning's opinion would force out existing employment users, undermine the viability of the area for employment and ultimately result in the unacceptable loss of both employment space and limited employment land. As such City Planning recommends that City Council retain the lands at 430, 436, 440-444 Dufferin Street and 41 Alma Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

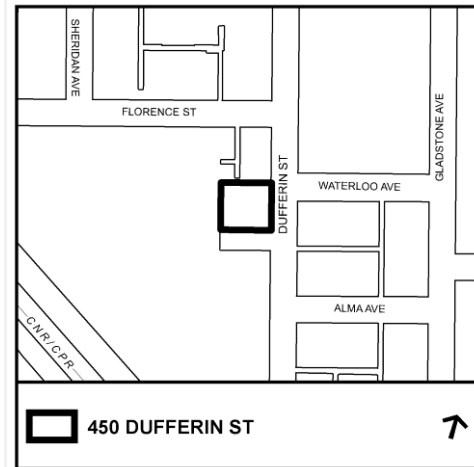
450 Dufferin Street

#### Major Intersection

Dufferin Street and Queen Street West

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 450 Dufferin Street as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Topana Investments (owner)

#### Request / Development Proposal

Request by letter dated June 13, 2012 to review the lands in the context of the Municipal Comprehensive Review.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as I1 D2 (height 14m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial ('I') 1 D2  
South: *Employment Areas* / Industrial ('I') 1 D2  
East: *Neighbourhoods* / Residential ('R') 4 Z1.0  
West: *Employment Areas* / Industrial ('I') 1 D2

### **Site and Surrounding Area**

The property is approximately 1,496 square metres in area, and as of August, 2013 contains a picture frame studio.

As of August, 2013, the following uses surround the site:

North: low scale residential and house form business;  
South: 440 Dufferin Street (this property is also subject to a conversion request);  
East: low scale residential; and  
West: produce warehouse/distribution.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in certain instances may exist to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. In the case of the lands at 450 Dufferin Street, allowing the conversion request to permit residential uses would introduce incompatible sensitive uses on a site that directly abuts a significant ongoing employment operation to the west. This operation located at 50 Alma Avenue is a produce warehouse and distribution centre and at certain times can handle up to 15-20 trucks per day. This operation can also be a source of both noise and dust; as such its operation is incompatible with sensitive residential uses. It should also be noted that the zoning bylaw for 50 Alma Avenue permits other industrial uses, including manufacturing, that are also not compatible with residential uses.

City Planning staff are also concerned that permitting the conversion request would result in the loss of the type of employment space that can support small-scale start up and entrepreneurial enterprises. In fact, the current user of the space, "The Picture Frame Factory", located to 450 Dufferin Street within the past year. Also, by permitting the conversion of the lands a precedent would be established leading to the conversion of the employment lands south of the site at 440 Dufferin Street. In City Planning's opinion, the

conversion of both 440 and 450 Dufferin Street would destabilize the broader employment area eventually leading to future conversions and a loss of additional employment land.

There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure is within the area, however some do require the crossing of a major street (i.e., Dufferin Street).

### **Conclusion**

Based on the criteria in the Growth Plan, the Provincial Policy Statement it is City Planning staff's opinion that there is no need for the requested conversion. Granting the conversion, in City Planning's opinion would force out existing employment users, undermine the viability of the area for employment and ultimately result in the unacceptable loss of both employment space and limited employment land. As such City Planning recommends that City Council retain the lands at 450 Dufferin Street as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

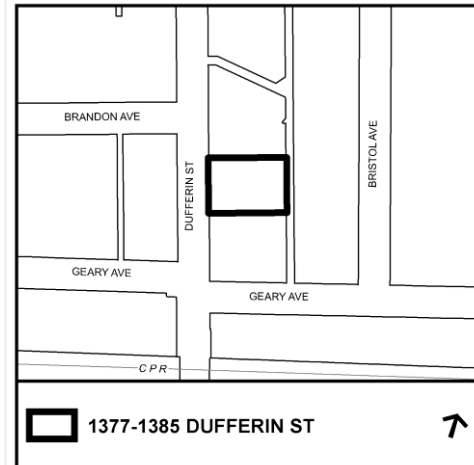
1377 and 1381 Dufferin Street

#### Major Intersection

Dufferin Street and Dupont Street

#### Community Council / Ward

Etobicoke York / Ward 17 - Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 1377 and 1381 Dufferin Street by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to permit up to a maximum of eleven residential units on the second floor, and to permit a winemaking and supply operation.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

David Brown Associates (agent) / David Macedo (owner).

#### Request / Development Proposal

Request by letter dated March 6, 2012 to include residential uses on the site. The owner proposes a mix of uses which will include a self storage business, a beauty salon and a winemaking operation on the ground floor, office uses of approximately 149 square metres in area, and 11 residential dwelling units.

#### Previous Application File No. and Status

Committee of Adjustment applications (A480/10EYK) and (A481/10EYK) were submitted to the City and deferred sine die on November 18, 2010.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of Toronto Zoning By-law No. 438-86 zones the property as I2 D2 (Height 14m) Exceptions Section 12 (1) 307, Section 12 (2) 270 and Section 12 (2) 299. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 2.0 (x312)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Residential R2 Z0.6

South: *Employment Areas* / Industrial I2 D2

East: *Neighbourhoods* / Residential R2 Z0.6

West: *Employment Areas* / Industrial I2 D2 and Residential R2 Z1.0

### **Site and Surrounding Area**

The property is approximately 1,300 square metres in area, and as of August 2013 contained a self-storage use, a beauty shop and Macedo Wine Grape Juice company.

As of August 2013, the following uses surround the site:

North: low scale residential under construction;

South: auto body shop;

East: low scale residential; and

West: Dufferin Street, then heating and air conditioning repair, auto repair, textile manufacturer and residential.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The lands currently contain a beauty salon, a self-storage facility and a winemaking supply store and operation. This portion of Dufferin Street has a true mix of residential and commercial uses, but manufacturing uses are found only on the opposite side of the street. The major impediment to residential uses would have been the auto collision centre to the immediate south, but the collision centre has closed.

In 2010 the applicant had applied to the Committee of Adjustment for second storey residential units, but the application was adjourned until a Municipal Comprehensive Review could deal with the issue of converting these employment lands. The second storey residential units would overlook a schoolyard to the east, and residential dwellings and a hydro corridor to the north. The mixed use development would be similar to many others along major streets in this part of the City with commercial uses at grade and residential units above. The preliminary assessment of the conversion request considered by City Council was to retain the lands in an *Employment Areas* designation and create a Site and Area Specific Policy to permit the residential units on the second floor. Because of the mix of uses in the area, a *Mixed Use Areas* designation is proposed with the Site and Area Specific Policy restricting the residential development to 11 units on the second floor, and grandparenting the winemaking and supply operation in the event it was challenged as a permitted commercial use.

The site was among a group of conversion request sites where City Council requested further analysis to assure a commercial component be included. As residential uses are only proposed to be permitted on the second floor, the ground floor would remain as a commercial employment use.

Dufferin Street is a busy arterial road and the creation of second floor residential units on this site would not undermine the viability of a shoelace factory on the west side of Dufferin Street, or small scale industries further east and west on Geary Avenue. There are no cross-jurisdictional issues related to the lands.

Community infrastructure exists to accommodate the new residential units within the area, although access to some do require crossing Dufferin Street.

### **Conclusion**

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the employment lands at 1377-1381 Dufferin Street by designating them as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to permit up to 11 dwelling units on the second floor and to permit the existing winemaking and supply operation. The recommended Official Plan amendment is shown below.



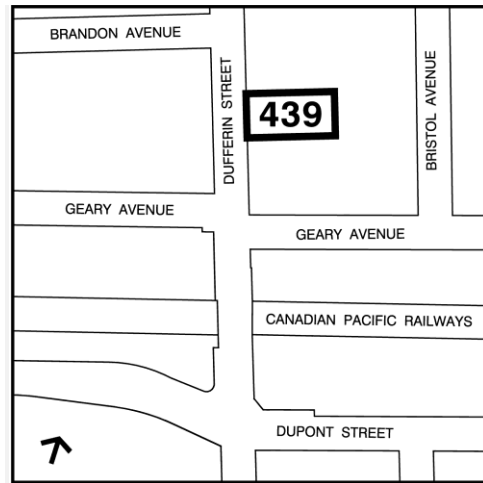
**Recommended Official Plan Amendment –  
1377 and 1381 Dufferin Street**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 439 for the lands known municipally in 2012 as 1377 and 1381 Dufferin Street, as follows:

**"439. 1377 and 1381 Dufferin Street**

- a) Up to a maximum of 11 residential units is permitted on the second floor.
- b) A winemaking supply and operation is permitted on a portion of the ground floor."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

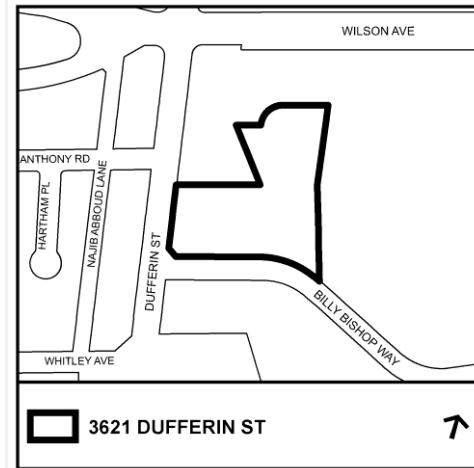
3621 Dufferin Street

#### Major Intersection

Dufferin Street and  
Wilson Avenue

#### Community Council / Ward

North York / Ward 9 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 3621 Dufferin Street by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to require that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including a land use buffer to separate residential uses from the abutting *Employment Area* and Highway 401, a street and block plan and a requirement to provide a net gain in employment gross floor area with re-development.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Canada Lands Company (agent and owner)

#### Request / Development Proposal

Proposal by way of application to convert the site from *Employment Areas* to *Mixed Use Areas* to permit an 11-storey mixed use building, 186 townhouse units and a public park.

#### Application File No. and Status

Application No. 11 259406 NNY 09 OZ was submitted on August 18, 2011. A Preliminary Report dated October 24, 2011 was adopted by Planning and Growth Management Committee on November 8, 2011.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG9.3>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).

The former City of North York Zoning By-law zones the property as Airport Hazard Area Zone (A) and Industrial-Commercial Zone [MC(H)], permitting a range of manufacturing, office and retail uses and limited institutional uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(H) and MC(29)(H) – Industrial-Commercial Zone  
South: *Employment Areas* / MC(H) – Industrial-Commercial Zone  
East: *Employment Areas* / MC(93)(H) – Industrial-Commercial Zone  
West: *Mixed Use Areas* / C1 – General Commercial Zone One

### **Site and Surrounding Area**

The property is approximately 1.7 hectares in area, and is a vacant parcel of land.

As of July 2013, the following uses surround the site:

North: a mid-rise office building, a gasoline station and vacant lands;  
South: vacant lands with new vehicle storage;  
East: a retail power centre; and  
West: a mid-rise office building, commercial and low scale residential.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 3621 Dufferin Street to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is however part of an *Employment Area* that manifests particular characteristics. The Dufferin Wilson employment lands ("the DW lands") include the site and surrounding lands bounded to the north by Wilson Avenue, to the east by a retail power centre, to the south by the Highway 401/Dufferin Street interchange and to the west by Dufferin Street.

A conversion of the site and the surrounding DW lands to *Regeneration Areas*, subject to a development framework outlined in a Site and Area Specific Policy is supportable because the DW lands are characterized by all of the following distinguishing traits.

The DW lands are a relatively small pocket of employment lands situated at the very southwest periphery of the *Employment Area*, being bounded to the north by Wilson Avenue and to the east by 13 hectares of land containing a large retail power centre and a TTC parking lot with Official Plan permissions for retail uses. The DW lands are 3.63 hectares in size, and over 80 per cent of these lands are vacant (2.95 hectares), including the site. Employment in the DW lands is low. The area had only 357 employees in 2011, with almost all employees working in one office building. The DW lands are well served by the Yonge-University-Spadina subway, with the Wilson station located in proximity to the area. These employment lands abut a residential community that includes most of the community infrastructure needed to accommodate proposed residential uses.

The conversion of the site and surrounding DW lands would therefore not adversely affect the overall viability of a broader *Employment Area*. Most of the community infrastructure needed to accommodate the proposed residential conversion is located locally, and any required additional community infrastructure will be planned for through further study of the DW lands. There are no cross-jurisdictional issues related to the lands.

At the eastern edge of the DW lands are the loading bays and service areas of two large scale retail stores. These functions have noise and adverse impacts that are not compatible with residential and sensitive non-residential uses. As well, the presence of the Highway 401/Dufferin Street interchange and Highway 401 to the south of these lands may have noise impacts that are not compatible with residential and sensitive non-residential uses. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of land use buffers to appropriately separate residential and sensitive non-residential uses from the power centre to the east and Highway 401 and the interchange to the south.

The DW lands are strategically located in proximity to the Wilson subway station. These lands are highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with higher order transit. These lands are also highly suitable for the intensification of other non-residential uses appropriate to complement and serve proposed residential uses on the DW lands so that a balanced and whole community can develop and thrive. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of requiring residential development in this area to also increase the non-residential gross floor area in the DW area.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and surrounding Dufferin Wilson employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 3621 Dufferin Street and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including a land use buffer to separate residential uses from both the abutting *Employment Area* to the east and the Highway 401/Dufferin Street interchange and Highway 401 to the south, a street and block plan, and requiring residential development to also increase the non-residential gross floor area. The recommended Official Plan amendment is shown below.

### Recommended Official Plan Amendment – 3621 Dufferin Street and nearby lands

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 388 for the lands south of Wilson Avenue, east of Dufferin Street and north of the Highway 401/Dufferin Street Interchange, as follows:

**"388. Lands Southeast of Wilson Avenue and Dufferin Street**

Instead of a Secondary Plan, a Site and Area Specific Policy is required to set out a framework for new development on the lands to address those matters identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) Land use buffers to appropriately separate residential and sensitive non-residential uses from the abutting *Employment Area* lands directly to the east and from the Dufferin Street/Highway 401 interchange and Highway 401 to the south.
- b) The design of any residential uses and buildings containing sensitive non-residential uses to mitigate noise and vibration from the *Employment Area* lands directly to the east and from the Dufferin Street/Highway 401 interchange and Highway 401 to the south.
- c) A street and block plan that includes a public street to connect Billy Bishop Way to Wilson Avenue and other appropriate connections; and
- d) A requirement that development including residential units also increase the non-residential gross floor area."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

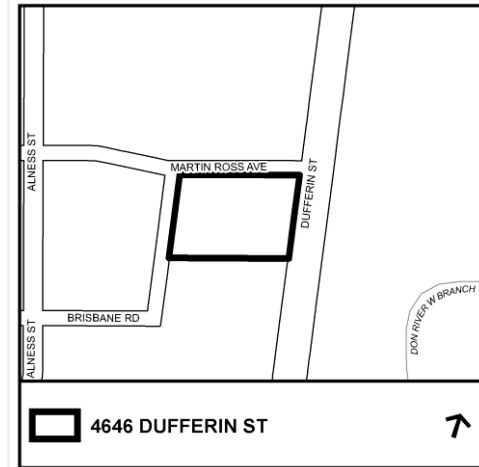
4646 Dufferin Street

#### Major Intersection

Dufferin Street and  
Finch Avenue West

#### Community Council / Ward

North York / Ward 8 – York West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 4646 Dufferin Street as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Wood Bull LLP (agent) / 2129152 Ontario Inc. (owner)

#### Request / Development Proposal

Request by letter dated August 24, 2012 for a re-designation to *Mixed Use Areas* to permit two 20-storey residential buildings, two 7-storey "*seniors' transitional housing*" buildings and a private community centre, in addition to medical office uses which are permitted by the Plan.

The agent submitted a revised proposal dated September 30, 2013 with six buildings and described it as "*a variety of medical facilities including medical office space, a pharmacy, medical clinics, a laboratory, extended care facilities as well as outpatient housing, assisted and/or seniors affordable housing and residential condominiums which will be marketed towards seniors. There will also be some service commercial-type uses intended to provide service to the project and nearby facilities, including a restaurant or café use.*"

The plans show three residential towers (9, 15 & 15 storeys) with a community centre use, and a tower labelled "*Extendicare*" (10 storeys) on the centre and east parts of the site. On the west part of the site, two office buildings (6 & 11 storeys) are shown.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).

The former City of North York Zoning By-law zones the lands as Industrial-Commercial Zone [MC(H)], permitting manufacturing, office and retail uses and limited institutional uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(H)-Industrial-Commercial Zone and M3 - Industrial Zone Three

South: *Employment Areas* / MC(H) – Industrial-Commercial Zone

East: *Parks and Open Space Areas – Parks* / O1 - Open Space Zone

West: *Employment Areas* / M3 - Industrial Zone Three

### **Site and Surrounding Area**

The site is approximately 0.97 hectares in area, and as of July 2013 contained office, medical office, personal service shop, fitness centre, restaurant, private school/training and auto service uses.

As of July 2013, the following uses surround the site:

North: office, food catering, restaurant and retail showroom;

South: warehouse/distributor, office and service uses;

East: public park; and

West: chemical manufacturing and furniture manufacturing.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 4646 Dufferin Street to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential and sensitive non-residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are only provided for within *Employment Areas*. The proposed conversion of the site would create a precedent for further conversions for

residential and sensitive non-residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between residential and sensitive non-residential uses and impactful industries, including but not limited to a chemical manufacturer (Toronto Research Chemicals at 2 Brisbane Road), a furniture manufacturer (Mother Hubbard's Cupboards at 14 Brisbane Road) and a warehouse/distributor (Construction Distribution & Supply Company at 4630 Dufferin Street). The warehouse/distributor abuts the site to the south. The chemical manufacturer and furniture manufacturer are located 20 metres west of the site. Toronto Research Chemicals currently has plans to expand their chemical manufacturing operations at their present location.

The Ministry of the Environment (MOE) has issued Toronto Research Chemicals an Environmental Compliance Approval respecting noise from their operations. The MOE noise screening process for this chemical manufacturing operation establishes 300 metres as the minimum separation distance from residential uses. No portion of the site is located a distance of 300 metres or greater from Toronto Research Chemicals.

Staff are concerned that functions at Toronto Research Chemicals, Mother Hubbard's Cupboards and Construction Distribution and Supply may have various emissions related impacts upon the proposed residential and sensitive non-residential uses on the site, such as noise, odour and health and safety issues. Staff are concerned that the proposed residential and sensitive non-residential uses on the site may impact upon the ability of these impactful industries to continue operating at their current locations.

In addition, the Industrial-Commercial Zone of the zoning by-law provides as-of-right land use permissions for impactful industrial uses on lands located north and south of the site, including motor vehicle body repairs shops and various manufacturing uses.

The zoning by-law also provides through the Industrial Zone Three, as-of-right land use permissions for impactful, heavy industrial uses on lands roughly 20 metres to the north and to the west of the site. Staff are concerned that future uses on these lands near the site may have noise, odour, traffic and/or other adverse impacts upon the proposed residential and sensitive non-residential uses on the site.

Existing or planned community infrastructure such as libraries, public schools and recreation centres to accommodate the proposed residential conversion is isolated from this site given its location. There are no cross-jurisdictional issues related to the lands.

### **Additional Analysis**

At its meeting on June 11, 12 and 13, 2013, City Council requested the Chief Planner to conduct additional analysis of the site and several other conversion request sites where staff had presented Preliminary Assessments concluding that the lands should be retained as *Employment Areas*. The criteria by which staff were asked to conduct further analysis are: the owner demonstrating that a significant portion of the site would include employment uses; that the employment uses would be constructed as part of the first



phase of development; and that proposed residential uses are designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon new residents.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

At the time of the writing of this report, the owner submitted a revised proposal, a phasing plan, assessments of noise and vibration and an economic impact study. Staff have reviewed this material in consideration of Council's direction.

#### *Criterion One*

With respect to the agent demonstrating that a significant portion of the site will include employment uses, the submitted statistics show that proposed employment uses represent 42 per cent of the total gross floor area proposed on the site (38,410 of 91,441 square metres). Not included in this employment space calculation is the gross floor area of much of the *Extendicare* building described by the agent as an "*extended care residential building*". The majority of the site is proposed to be developed with residential and community centre uses.

#### *Criterion Two*

With respect to a phasing plan to articulate that the employment uses will be constructed as a part of the first phase of any development, the phasing plan shows the 6-storey office tower would be constructed in the first phase. This represents only 32 per cent of the proposed employment gross floor area (12,411 of 38,410 square metres). The phasing plan shows that much of the remaining proposed employment space would then be constructed in a second phase in conjunction with the construction of two residential towers. As indicated in the Chief Planner's report, the City has no immediate tools at its disposal that would absolutely ensure the proposed employment gross floor area is constructed or phased in any particular way.

#### *Criterion Three*

The agent submitted two studies related to Council's third criterion for the further analysis requested of staff. The criterion required that "*Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.*"

The following relevant information was not submitted to City Planning staff for consideration:

- a traffic impact study;
- a study of air quality and odour matters associated with the operations of Mother Hubbard's Cupboards, a furniture manufacturer 20 metres west of the site; and
- a study of air quality and odour matters associated with the operations of Toronto Research Chemicals, a chemical manufacturer 20 metres west of the site (the agent advises that this analysis has yet to be conducted because emissions records are not yet available and the records will be forthcoming in November 2013).

The agent submitted an RWDI Air Inc. study dated September 27, 2013 that assessed vibration. The study concluded that ground-borne vibration is not anticipated to have a noticeable effect upon any proposed sensitive uses on the site.

Regarding noise matters, the agent submitted a Final Report by RWDI Air Inc. dated September 25, 2013. RWDI analysed Construction Distribution & Supply that abuts the site and Toronto Research Chemicals that is located 20 metres west of the site.

RWDI based their assessment of noise from Toronto Research Chemicals (TRC) on a determination that TRC is a "Class I Industrial Facility" according to the MOE D Series Guidelines.

Staff note that the MOE guidelines cite organic chemicals manufacturing as an example of a Class III Industrial Facility. The guidelines state that Class III facilities should be separated by a minimum distance of 300 metres from residential and other sensitive uses. The guidelines also state that Class III Industrial Facilities have a 'potential influence area' of up to a distance of 1.0 kilometre. Staff also note that the MOE issued TRC an Environmental Compliance Approval regarding noise from their operations and the MOE noise screening process establishes 300 metres as the minimum separation distance of this operation from residential uses. No portion of the 4646 Dufferin Street site is located 300 metres or more from TRC.

Should residential and community centre uses be introduced on the 4646 Dufferin Street lands, TRC could be obligated to alter their operations and mitigate any noise and possibly other emissions, or move their operations if that was not possible or financially practical.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, inclusive of the further analysis by staff as requested by City Council, it is recommended that City Council retain the lands at 4646 Dufferin Street as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

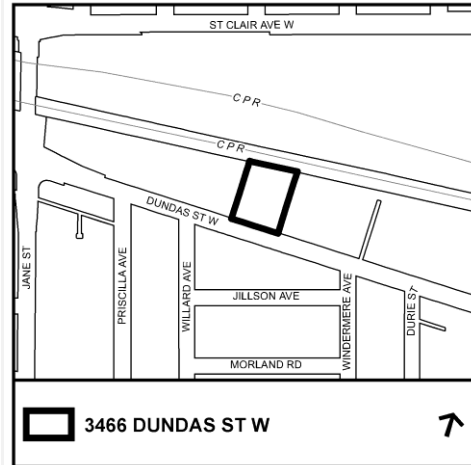
3466 Dundas Street West

#### Major Intersection

Jane Street and Runnymede Road

#### Community Council / Ward

Etobicoke York Ward 13 – Parkdale-High Park



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 3466 Dundas Street West as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Henry Chiu (agent / owner)

#### Request / Development Proposal

Request by letter dated May 5, 2011 to re-designate the site from *Employment Areas* to *Mixed Use Areas*. A submitted proposal indicates a ground floor commercial area of 1,115 square metres (12,000 sq. ft.) with approximately 70 surface parking spaces and 12 residential floors with 144 units and a total area of approximately 8,000 square metres.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as *Avenues* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 14). Site and Area Specific Policy No. 307 permits retail and services uses on the lands.

The former City of York Zoning By-law No. 1-83 zones the property as CE – Commercial Employment Zone. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Utility Corridors* / SI - Strategic Industrial Employment Zone  
South: *Mixed Use Areas* / CE - Commercial Employment Zone  
East: *Employment Areas* / CE - Commercial Employment Zone  
West: *Employment Areas* / CE - Commercial Employment Zone

### **Site and Surrounding Area**

The property is approximately 4,050 square metres in area, and as of August 2013 contains a gas bar and one storey retail plaza.

As of August 2013, the following uses surround the site:

North: Canadian Pacific Railway tracks and a shunting yard;  
South: across Dundas Street West mixed uses including auto repair, residential and a social and cultural centre;  
East: retail; and  
West: vacant property.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The site is located in an employment area on the north side of Dundas Street West that is largely retail in nature but includes CINTAS uniforms company with a large industrial laundry, and a metal recycling yard. To the north is a rail corridor and rail shunting yard which is a source of considerable noise and vibration.

The conversion of the site for residential purposes could undermine the viability of the larger employment area, on the north side of Dundas Street West, a healthy area of retail and industrial activity. The *General Employment Area* designation encourages this mix of employment uses.

The City does not need to convert any employment lands to meet the Growth Plan population forecasts. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is to the south of the area, however access to some of the infrastructure requires the crossing of a major street (i.e., Dundas Street West).

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, of greater concern is that conversion of this site given its location in the centre of the employment area could undermine the viability of the larger *Employment Area* and be a precedent for further conversions along Dundas Street. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 3466 Dundas Street West as *Employment Areas* and designate them as *General Employment Areas*.

**5 Year Official Plan and Municipal Comprehensive Reviews:  
Final Assessment – Request To Convert Employment Lands**

**LOCATION**

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**Address**

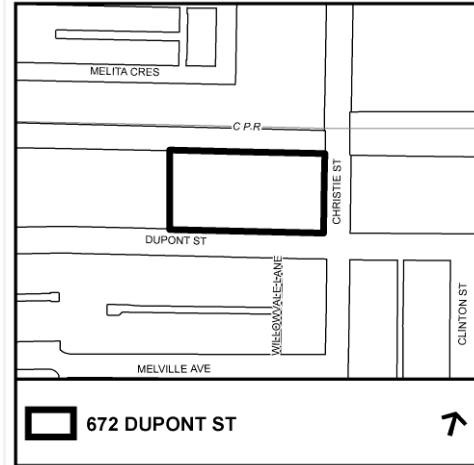
672 Dupont Street

**Major Intersection**

Christie Street and Dupont Street

**Community Council / Ward**

Ward 19 – Trinity-Spadina



**RECOMMENDATIONS**

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council:
  - a. retain the lands north of Dupont Street between Kendal and Ossington Avenues that are within 30 metres of the abutting railway corridor as *Employment Areas* and designate them as *General Employment Areas*;
  - b. retain the heritage building at 672 Dupont Street for employment uses and designate it as *General Employment Areas*; and
  - c. with the exception of the heritage building at 672 Dupont Street, convert all the employment lands north of Dupont Street between Kendal and Ossington Avenues that are outside the 30 metre setback from the rail corridor and designate them as *Regeneration Areas*.
2. City Council delete and replace Site and Area Specific Policy No. 212 to require the creation of a Secondary Plan or a Site and Area Specific Policy (SASP) for the Dupont Street Corridor for that part of the lands which are designated as *Regeneration Areas*, to set out matters to be addressed during the process to create the Secondary Plan or SASP and to set out interim development criteria including a prohibition on development that includes residential uses until the study is complete and the Secondary Plan or SASP is in-force.

**CONVERSION REQUEST DETAILS**

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**Agent / Owner**

Weston Consulting (agent) / 1109345 Ontario Ltd. (owner)

## **Request / Development Proposal**

Request by letter dated December 20, 2012 to convert the site to *Mixed Use Areas*.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the lands as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as IC D2 N1 (Height 18m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Utility Corridors* / Transportation ('T')

South: *Neighbourhoods* / Residential ('R') 2 Z0.6 (south side of Dupont Street), MCR T 2.5 C 1.0 R 2.0 (SW corner of Christie and Dupont Streets)

East: *Employment Areas* / Industrial Commercial ('IC') D2 N1

West: *Employment Areas* / Industrial Commercial ('IC') D2 N1

### **Site and Surrounding Area**

The lands are approximately 7,686 square metres in area, and as of September, 2013 contain a 5-storey heritage listed, office building.

As of September, 2013, the following uses surround the site:

North: rail corridor;

South: low scale residential (south side of Dupont Street);

East: grocery retail (Loblaws); and

West: auto Retail (Grand Touring Auto)

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The conversion site is currently occupied by a 5-storey building that was built in 1914 by the Ford Motor Company. Originally used to manufacture automobiles, the building was acquired by Planter's Peanuts, which used the building for its peanut production until 1987. Since that time the building was converted for office uses and was listed in the City

of Toronto's Heritage Inventory in 1990. The subject lands northern boundary also abuts Canadian Pacific's North Toronto rail corridor, which is a major transportation route for freight including hazardous goods with up to 39 trains per day, each consisting of between 64-150 railcars travelling between 56-72 kilometres per hour.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan. Since the site abuts the rail corridor, it is City Planning staffs' opinion that permitting sensitive uses, including residential uses within 30 metres of a major rail corridor would not be appropriate or compatible given the safety, noise and vibration issues associated with a major freight line. As such it is recommended that the conversion request be refused for portions of the lands that are within 30 metres of the rail corridor and be designated as *General Employment Areas*. It is also recommended that the existing 5-storey listed building also be retained for employment uses and be designated as *General Employment Areas* given the need for office space in the City and the heritage status of the structure.

Although it is not recommended that lands within 30 metres of the rail corridor be converted to permit sensitive land uses, it is desirable to convert portions of the site that are outside the 30 metre rail corridor setback requirement to *Regeneration Areas*. This is required to address broader planning and city building issues associated with the future redevelopment and revitalization of the northern frontage along Dupont Street and improvements to the public realm and streetscaping on both the north and south sides between Kendal and Ossington Avenues as described below.

At the November 2012 meeting of the Planning and Growth Management Committee, City Planning staff were directed to undertake a review of the Dupont Street corridor from Davenport to Dovercourt Roads and report back to PGM regarding the following:

- Consider converting the lands along the northern side from the proposed employment designation to *Regeneration Areas*; and
- Measures, such as urban design guidelines, intended to improve the streetscaping, public realm and overall appearance of Dupont Street.

The motion (City Council Decision Item 7) can be found at this link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.5>

In response to this direction, staff from City Planning and Economic Development determined that there were a number of lots between Kendal and Ossington Avenues that had depths greater than 30 metres that could potentially accommodate setbacks required for streetscape improvements. Additionally, there is also the potential opportunity to achieve the policy objectives of protecting employment lands, ensuring adequate buffering to the rail corridor and providing sufficient transition to the low scale residential dwellings located along the southern frontage of Dupont Street.

City Planning staff also considered two current in-force Site and Area Specific Policies. The first, Site and Area Specific Policy No. 163 applies to 918 Palmerston Avenue and "grandparents" residential uses within a building that is within the 30 metre rail corridor setback requirement. The second, Site and Area Specific Policy No 212, permits



residential uses provided they are no more than 3.0 FSI and not within the 30 metre setback zone along the northern frontage of Dupont Street between Bathurst and Christie Streets. Both policies pre-date amalgamation and were incorporated into the Official Plan in 2002.

After due consideration, City Planning staff have concluded that further study that includes input from the community and area businesses is warranted for this stretch of the Dupont corridor. The ultimate result of this process would be the creation and enactment of a Secondary Plan or SASP between Kendal and Ossington Avenues, which would establish the policy framework that would achieve among other policy and city building goals; the preservation of employment lands, ensuring adequate buffering and protection to the adjoining rail corridor and guide the streetscape and public realm revitalization of Dupont Street.

It is City Planning staff's opinion that the best way to achieve these multiple policy objectives is to redesignate the northern frontage outside the 30 metre rail corridor setback requirement to *Regeneration Areas*. Section 4.7 of the Official Plan requires that for every *Regeneration Area*, a Secondary Plan or SASP setting out the framework for development and revitalization be created. Urban design guidelines and greening strategies are among the matters that are to be developed as part of the process. Additional matters that need to be addressed along the corridor include among other issues ensuring accessibility to the employment designated lands within adjacent to the rail corridor is maintained, interim development criteria, rail safety measures and policies to ensure there is a net gain of employment space. It is also proposed that until the Secondary Plan or SASP process is complete, that residential and/or other sensitive uses not be permitted within the study area. All of the above issues have been addressed in the recommended Site and Area Specific Policy.

It is also recommended that to maintain space for employment uses in the area and ensure sensitive uses are not introduced within close proximity of the rail corridor, that all lands within the 30 metre railway corridor setback requirement be maintained for employment uses and be designated as *General Employment Areas*. Additional uses such as parking, roads and utilities and rail safety measures are also proposed. These additional uses have also been included within the recommended Site and Area Specific Policy.

Although the study area is just north of a residential neighbourhood with community infrastructure available, the proposed Secondary Plan or SASP process will develop a community services strategy as required under the *Regeneration Areas* policies of Section 4.7 of the Official Plan.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion at 672 Dupont Street to meet the City's population forecasts as provided by the Growth Plan. The site is located along the northern edge of Dupont Street and abuts a major rail corridor to the north. In addition to protecting employment lands and preserving space for economic uses along Dupont Street there is an opportunity to achieve additional policy goals such

as improving the streetscape and public realm along the Dupont corridor. It is recommended that City Council retain lands that are within 30 metres of the rail corridor for employment uses and designate them as *General Employment Areas*. It is also recommended that the current heritage building located at 672 Dupont Street also be designated *General Employment Areas*. It is further recommended that with the exception of the above noted heritage building at 672 Dupont Street, City Council designate lands that are outside the 30 metre setback zone along the Dupont corridor between Kendal and Ossington Avenues as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands that sets out the requirement for a Secondary Plan or SASP and that certain matters in addition to those set out in Section 4.7 of the Official Plan be considered during the study process. The recommended Official Plan amendment is shown below.

### **Recommended Official Plan Amendment – Dupont Street, between Kendal Avenue and Ossington Avenue**

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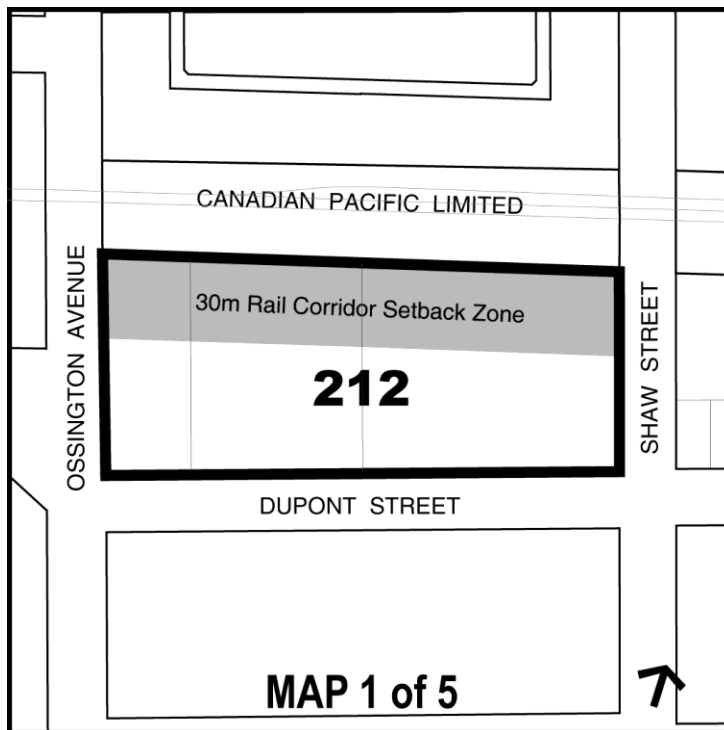
Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 212 and replacing it with the following for the lands shown on the attached map.

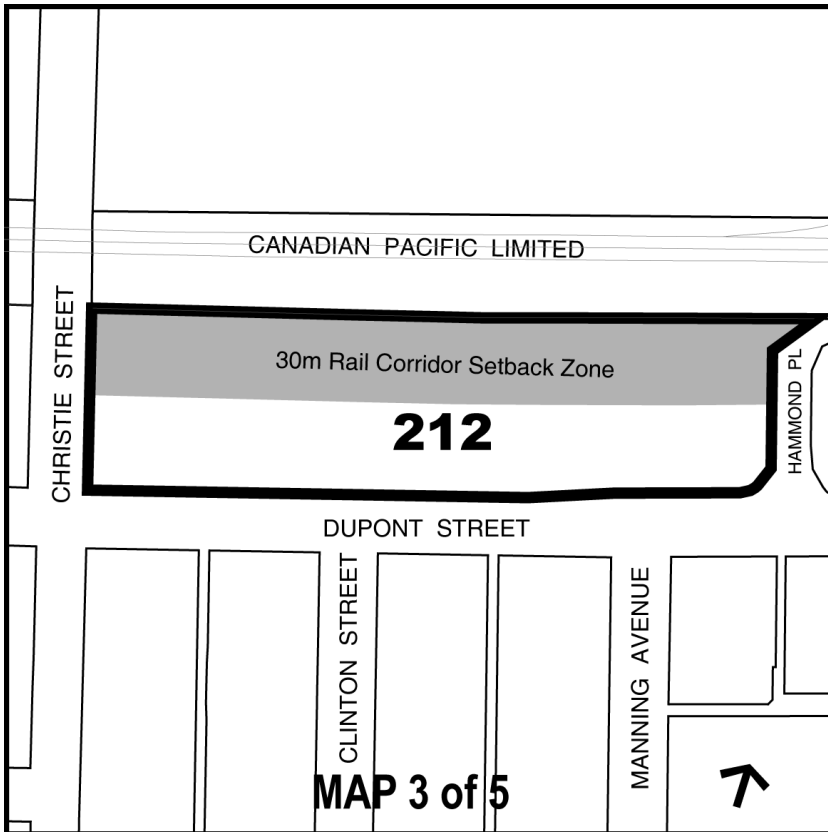
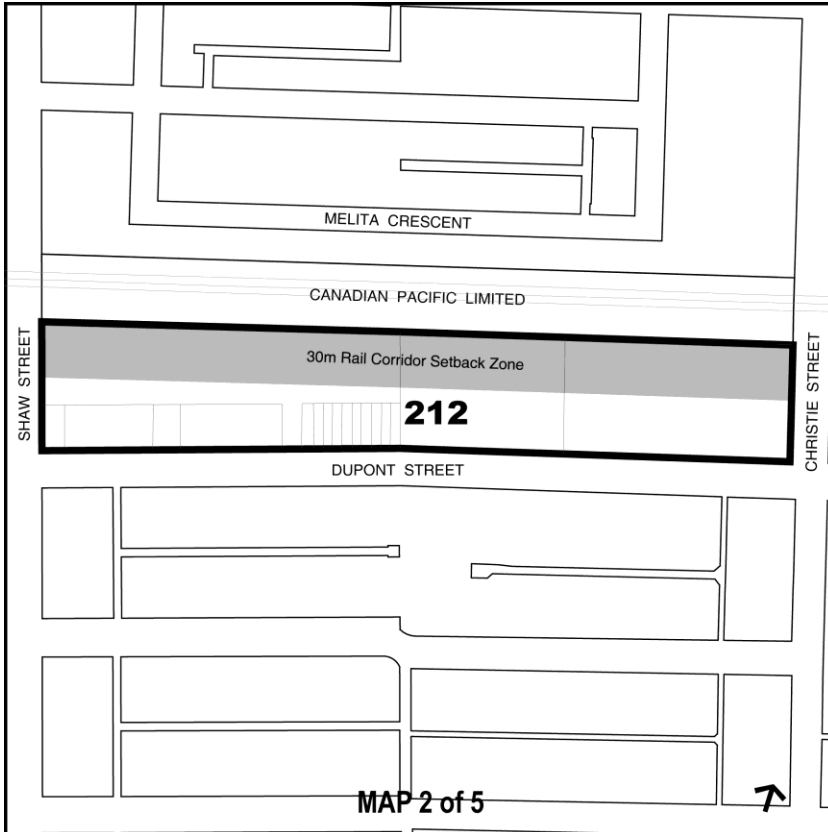
#### **"212. Dupont Street Corridor**

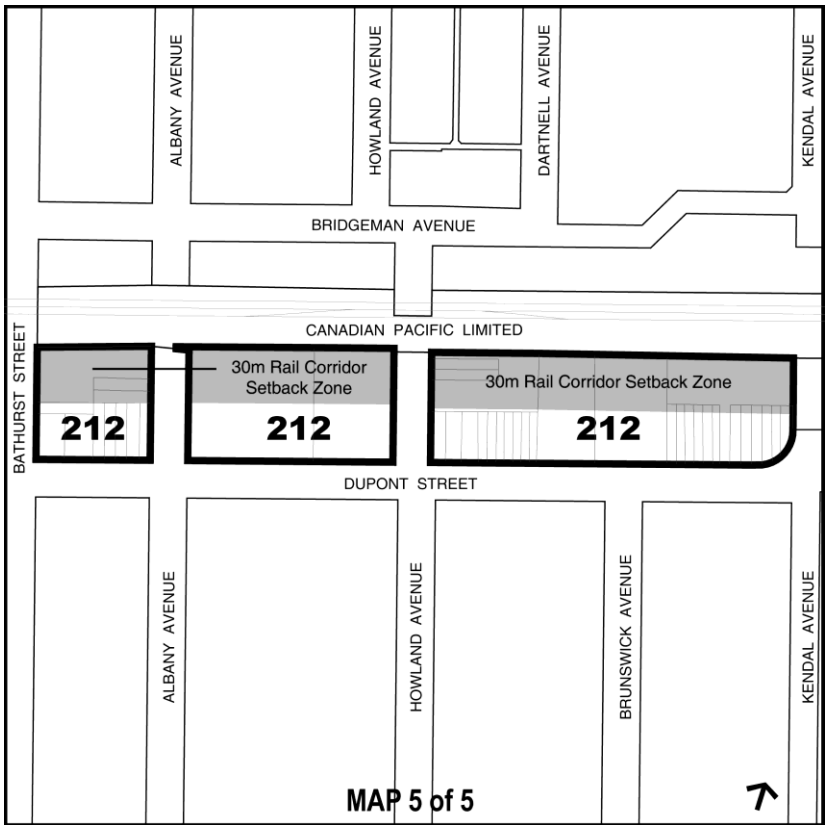
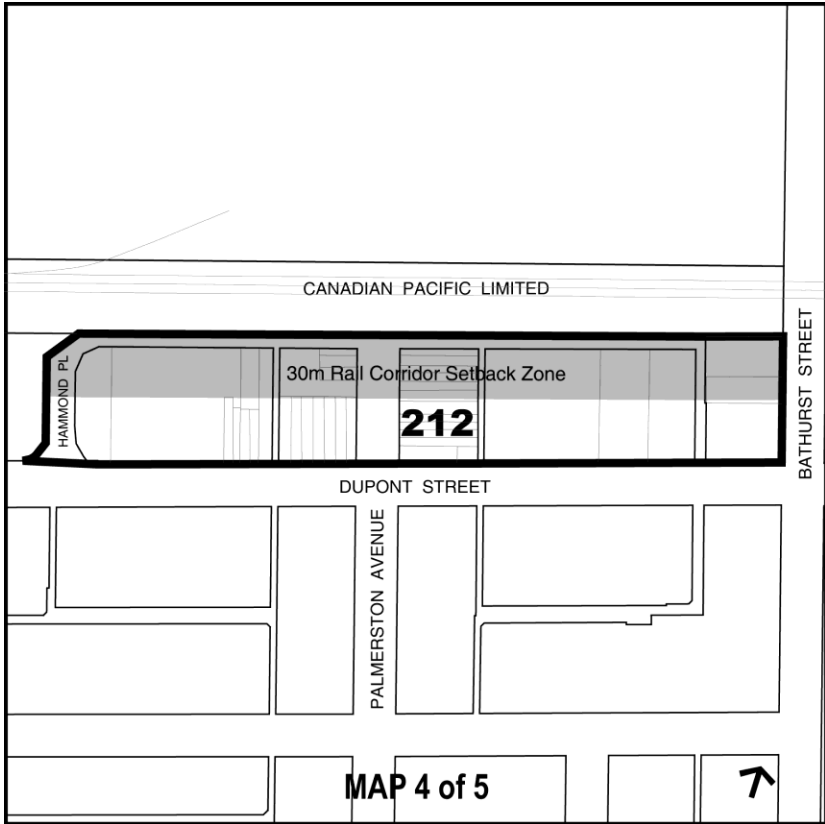
- 1) A Secondary Plan or Site and Area Specific Policy (SASP) to guide the revitalization of Dupont Street between Kendal and Ossington Avenues will be enacted for lands that are located 30 metres south from the Toronto North Subdivision rail corridor and are designated *Regeneration Areas* on Map 17 of the Official Plan. In addition to the matters identified in Policy 2 of Section 4.7 of the Official Plan, the area study leading to the Secondary Plan or SASP will:
  - a) Apply the mid-rise guidelines for development and provide appropriate scale transition to the low scale residential uses along the southern frontage of Dupont Street and to the lands designated *General Employment Areas* to the rear as well as consider possible impacts on any low scale residential uses located north of the rail corridor;
  - b) Explore the use of a Development Permit system within the lands along the northern frontage of Dupont Street;
  - c) Assess and where appropriate establish maximum limits on the size of retail developments and floor plates within the study area;
  - d) Identify transportation and transit options and policies for the Dupont corridor;

- e) Assess the feasibility of locations for mixed use development. Any mixed use development that proposes to introduce sensitive and/or non-employment uses shall only occur on sites that can accommodate the appropriate buffering and/or rail safety measures as may be required along with any required set-backs from Dupont Street in order to accommodate streetscaping initiatives;
  - f) Ensure there is a net gain in employment floor space for any developments that include residential units;
  - g) Identify and enact any required polices and/or measures to ensure appropriate access from Dupont Street to the lands designated *General Employment Areas* is maintained;
  - h) Identify appropriate rail corridor buffering measures to the satisfaction of the relevant railway authorities;
  - i) Identify potential locations for additional pathways and pedestrian links between the low scale residential uses to the south and the employment and rail corridor to the north within the study area;
  - j) Identify the appropriate location for new parks, open space and green corridors including exploring the opportunity of locating a greenway recreational path along the southern edge of the abutting rail corridor;
  - k) Identify strategies to enhance the public realm and streetscaping on both the north and south side of Dupont Street within the Secondary Plan or SASP area;
  - l) Explore and identify measures to improve the overall business environment of the area; and
  - m) Bring forward an enacting zoning by-law or development permit system for the study area.
- 2) Until the study is completed and the Secondary Plan or SASP is in force, development that includes residential and/or other sensitive uses is not permitted.
  - 3) Uses provided for in *General Employment Areas* that are compatible with nearby residential uses are permitted on all sites and lands along the northern side of Dupont Street between Kendal and Ossington Avenues. Additional uses are permitted in the *General Employment Areas* designated lands within the 30 m rail corridor setback zone as follows:

- a) Parking that supports the employment uses of the area either at grade or in a structure;
  - b) Roads and utilities; and
  - c) Rail safety measures (i.e.: berms, crash walls etc.).
- 4) Until the Secondary Plan or SASP is in force, any proposals for employment use development will:
- a) Provide appropriate buffering and rail safety measures as required to the satisfaction of the appropriate rail authorities and the City;
  - b) Be sufficiently set-back from Dupont Street to accommodate streetscaping improvements and initiatives; and
  - c) Contribute to streetscaping improvements along both the north and south sides of Dupont Street.







## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

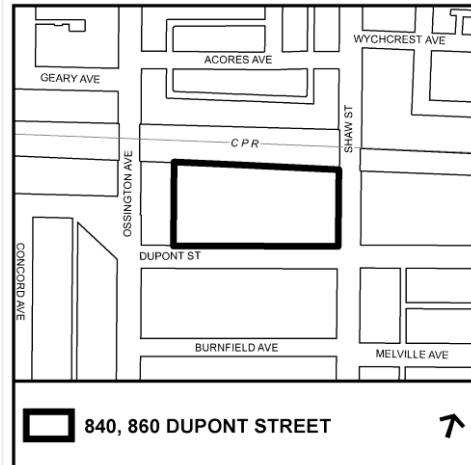
840 & 860 Dupont Street

#### Major Intersection

Dupont Street and Ossington Avenue

#### Community Council / Ward

Ward 19 – Trinity-Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council:
  - a. retain the lands north of Dupont Street between Kendal and Ossington Avenues that are within 30 metres of the abutting railway corridor as *Employment Areas* and designate them as *General Employment Areas*;
  - b. retain the heritage building at 672 Dupont Street for employment uses and designate it as *General Employment Areas*; and
  - c. with the exception of the heritage building at 672 Dupont Street, convert all the employment lands north of Dupont Street between Kendal and Ossington Avenues that are outside the 30 metre setback from the rail corridor and designate them as *Regeneration Areas*.
2. City Council delete and replace Site and Area Specific Policy No. 212 to require the creation of a Secondary Plan or a Site and Area Specific Policy (SASP) for the Dupont Street Corridor for that part of the lands which are designated as *Regeneration Areas*, to set out matters to be addressed during the process to create the Secondary Plan or SASP and to set out interim development criteria including a prohibition on development that includes residential uses until the study is complete and the Secondary Plan or SASP is in-force.

### CONVERSION REQUEST DETAILS

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#### Agent / Owner

Tony Volpentesta, Bousfields (agent) / Sobeys Capital Inc. (owner)

### **Request / Development Proposal**

Request by letter dated October 23, 2012 to convert the lands to *Mixed Use Areas* to allow a mixed-use development including residential uses.

### **Application File No. and Status**

Application No. 13 203675 STE 19 OZ Official Plan and Rezoning Application was submitted on July 12, 2013 and is under review.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the lands as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as IC D2 N1 (Height 18m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Utility Corridors* / Transportation ('T')
- South: *Neighbourhoods* / Residential ('R') 2 Z0.6 (south side of Dupont Street)
- East: *Employment Areas* / Industrial Commercial ('IC') D2 N1
- West: *Employment Areas* / Industrial Commercial ('IC') D2 N1

### **Site and Surrounding Area**

The lands are approximately 10,792 square metres in area, and as of September, 2013 contain a 1-storey grocery store and gas bar.

As of September, 2013, the following uses surround the site:

- North: rail corridor;
- South: low scale residential (south side of Dupont Street);
- East: retail (New Canadian Lumber); and
- West: illegal residential uses.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The conversion site is currently occupied by a single storey grocery store located to the rear of the property. A gas bar is also located closer to the Dupont Street frontage. The subject lands northern boundary also abuts Canadian Pacific's North Toronto rail



corridor, which is a major transportation route for freight including hazardous goods with up to 39 trains per day, each consisting of between 64-150 railcars travelling between 56-72 kilometres per hour.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan. Since the site abuts the rail corridor, it is City Planning staffs' opinion that permitting sensitive uses, including residential uses within 30 metres of a major rail corridor would not be appropriate or compatible given the safety, noise and vibration issues associated with a major freight line. As such it is recommended that the conversion request be refused for portions of the subject lands that are within 30 metres of the rail corridor and be designated as *General Employment Areas*.

Although it is not recommended that lands within 30 metres of the rail corridor be converted to permit sensitive land uses, it is desirable to convert portions of the site that are outside the 30 metre rail corridor setback requirement to *Regeneration Areas*. This is required to address broader planning and city building issues associated with the future redevelopment and revitalization of the northern frontage along Dupont Street and improvements to the public realm and streetscaping on both the north and south sides between Kendal and Ossington Avenues as described below.

At the November 2012 meeting of the Planning and Growth Management Committee, City Planning staff were directed to undertake a review of the Dupont Street corridor from Davenport to Dovercourt Roads and report back to PGM regarding the following:

- Consider converting the lands along the northern side from the proposed employment designation to *Regeneration Areas*; and
- Measures, such as urban design guidelines, intended to improve the streetscaping, public realm and overall appearance of Dupont Street.

The motion (City Council Decision Item 7) can be found at this link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.5>

In response to this direction, staff from City Planning and Economic Development determined that there were a number of lots between Kendal and Ossington Avenues that had depths greater than 30 metres that could potentially accommodate setbacks required for streetscape improvements. Additionally there is also the potential opportunity to achieve the policy objectives of protecting employment lands, ensuring adequate buffering to the rail corridor and providing sufficient transition to the low scale residential dwellings located along the southern frontage of Dupont Street.

City Planning staff also considered two current in-force Site and Area Specific Policies. The first, Site and Area Specific Policy No. 163 applies to 918 Palmerston Avenue and "grandparents" residential uses within a building that is within the 30 metre rail corridor setback requirement. The second Site and Area Specific Policy No 212, permits residential uses provided it's no more than 3.0 FSI and not within the 30 metre setback

zone along the northern frontage of Dupont Street between Bathurst and Christie Streets. Both policies pre-date amalgamation and were incorporated into the Official Plan in 2002.

After due consideration, City Planning staff have concluded that further study that includes input from the community and area businesses is warranted for this stretch of the Dupont corridor. The ultimate result of this process would be the creation and enactment of a Secondary Plan or Site and Area Specific Policy (SASP) between Kendal and Ossington Avenues, which would establish the policy framework that would achieve among other policy and city building goals; the preservation of employment lands, ensuring adequate buffering and protection to the adjoining rail corridor and guide the streetscape and public realm revitalization of Dupont Street.

It is City Planning staff's opinion that the best way to achieve these multiple policy objectives is to redesignate the northern frontage outside the 30 metre rail corridor setback requirement to *Regeneration Areas*. Section 4.7 of the Official Plan requires that for every *Regeneration Area*, a Secondary Plan setting out the framework for development and revitalization be created. Urban design guidelines and greening strategies are among the matters that are to be developed as part of the process. Additional matters that need to be addressed along the corridor include among other issues ensuring accessibility to the employment designated lands within adjacent to the rail corridor is maintained, interim development criteria, rail safety measures and policies to ensure there is a net gain of employment space. It is also proposed that until the study is complete and the Secondary Plan or SASP is in-force, residential and/or other sensitive uses not be permitted within the study area. All of the above issues have been addressed in the recommended Site and Area Specific Policy.

It is also recommended that to maintain space for employment uses in the area and ensure sensitive uses are not introduced within close proximity of the rail corridor that all lands within the 30 metre railway corridor setback requirement be maintained for employment uses and be designated as *General Employment Areas*. Additional uses such as parking, roads and utilities and rail safety measures are also proposed. These additional uses have also been included within the recommended Site and Area Specific Policy.

Although the study area is just north of a residential neighbourhood with community infrastructure available, the proposed Secondary Plan process will develop a community services strategy as required under the *Regeneration Areas* policies of Section 4.7 of the Official Plan.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion at 840 and 860 Dupont Street to meet the City's population forecasts as provided by the Growth Plan. The site is located along the northern edge of Dupont Street and abuts a major rail corridor to the north. In addition to protecting employment lands and preserving space for economic uses along Dupont Street there is an opportunity to achieve additional policy goals such as improving the streetscape and public realm along the Dupont

corridor. It is recommended that City Council retain lands that are within 30 metres of the rail corridor for employment uses and designate them as *General Employment Areas*. It is also recommended that City Council designate lands that are outside the 30 metre setback zone along the Dupont corridor between Kendal and Ossington Avenues as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced that sets out the requirement for a Secondary Plan or SASP and that certain matters in addition to those set out in Section 4.7 of the Official Plan be considered during the study process. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
Dupont Street, between Kendal Avenue and Ossington Avenue**

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Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 212 and replacing it with the following for the lands shown on the attached map.

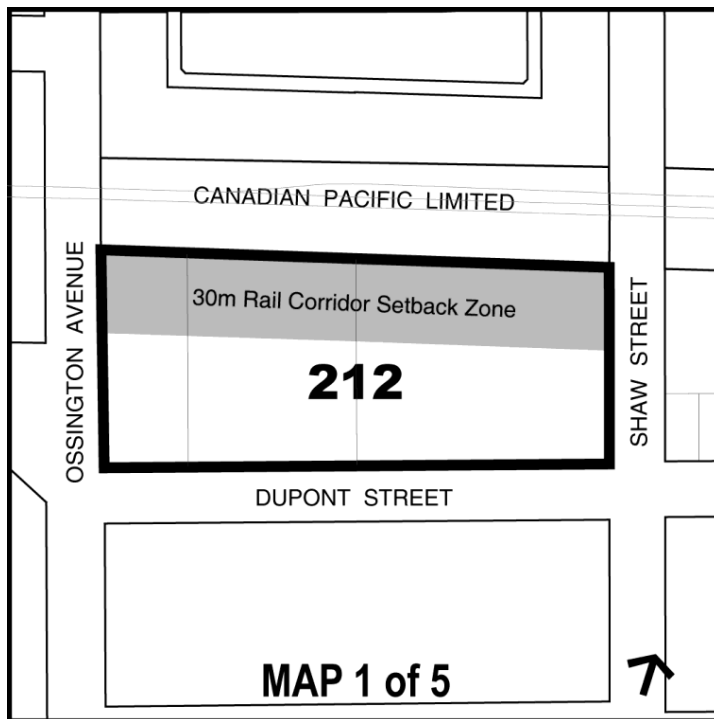
**"212. Dupont Street Corridor**

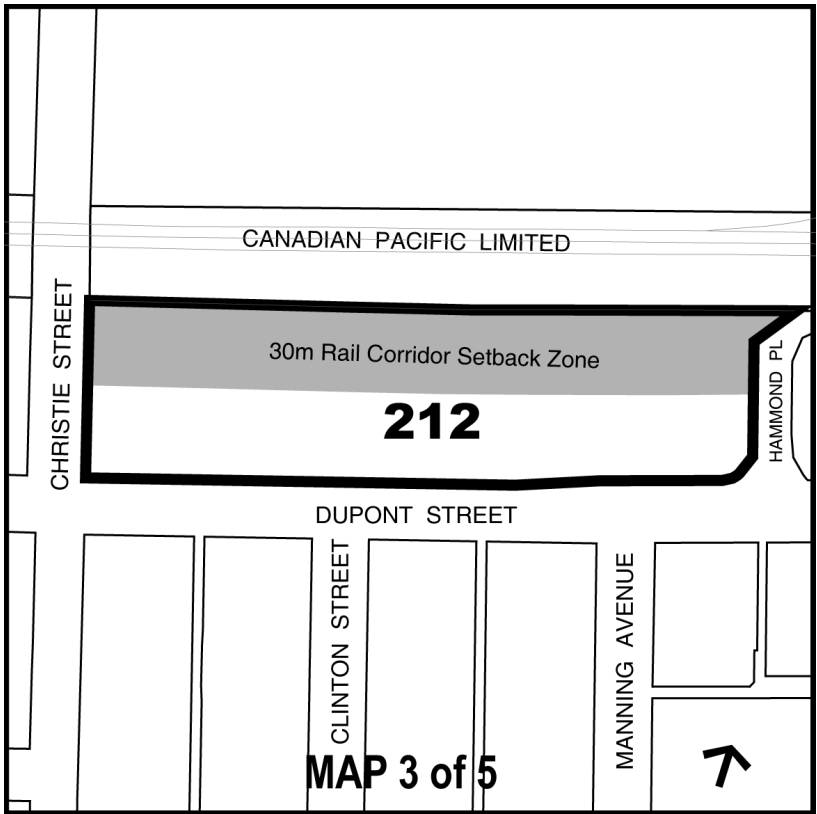
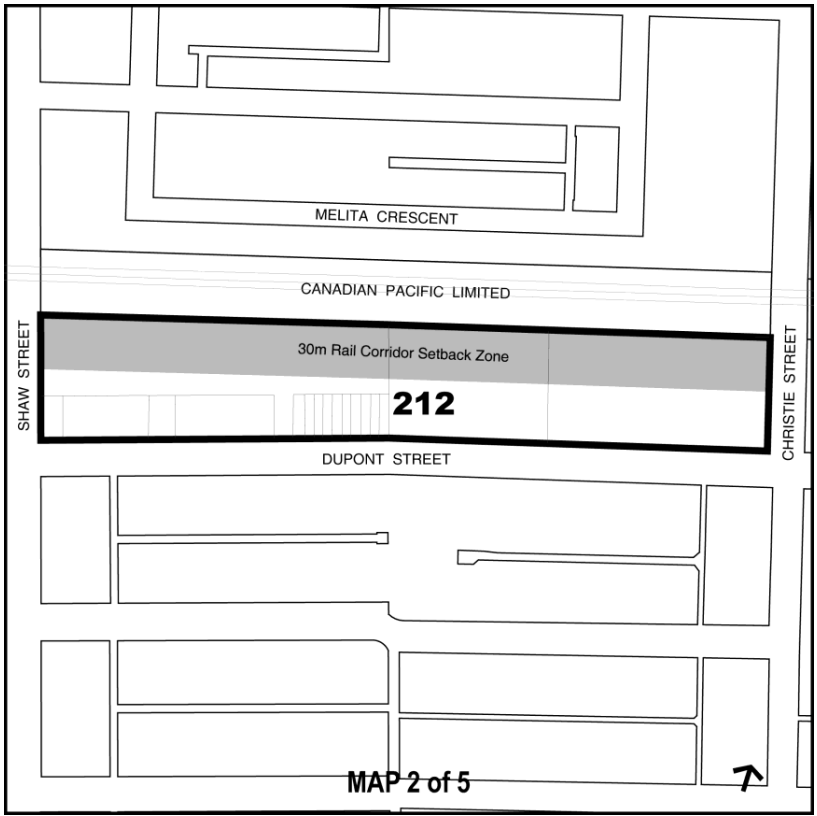
- 1) A Secondary Plan or Site and Area Specific Policy (SASP) to guide the revitalization of Dupont Street between Kendal and Ossington Avenues will be enacted for lands that are located 30 metres south from the Toronto North Subdivision rail corridor and are designated *Regeneration Areas* on Map 17 of the Official Plan. In addition to the matters identified in Policy 2 of Section 4.7 of the Official Plan, the area study leading to the Secondary Plan or SASP will:
  - a) Apply the mid-rise guidelines for development and provide appropriate scale transition to the low scale residential uses along the southern frontage of Dupont Street and to the lands designated *General Employment Areas* to the rear as well as consider possible impacts on any low scale residential uses located north of the rail corridor;
  - b) Explore the use of a Development Permit system within the lands along the northern frontage of Dupont Street;
  - c) Assess and where appropriate establish maximum limits on the size of retail developments and floor plates within the study area;
  - d) Identify transportation and transit options and policies for the Dupont corridor;
  - e) Assess the feasibility of locations for mixed use development. Any mixed use development that proposes to introduce sensitive and/or non-employment uses shall only occur on sites that can accommodate the appropriate buffering and/or rail safety measures as may be

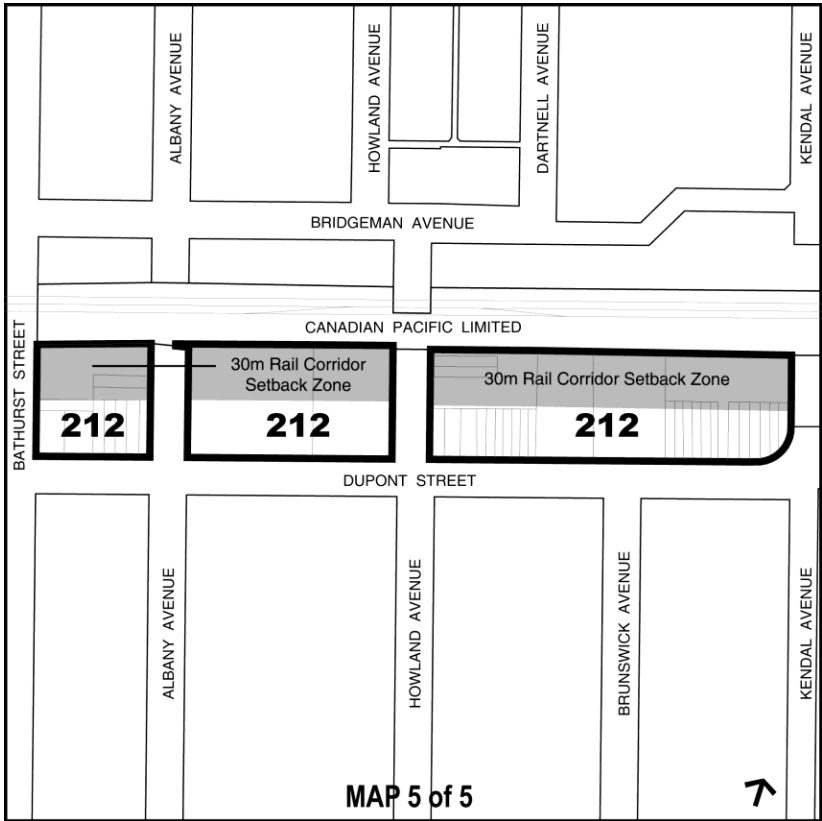
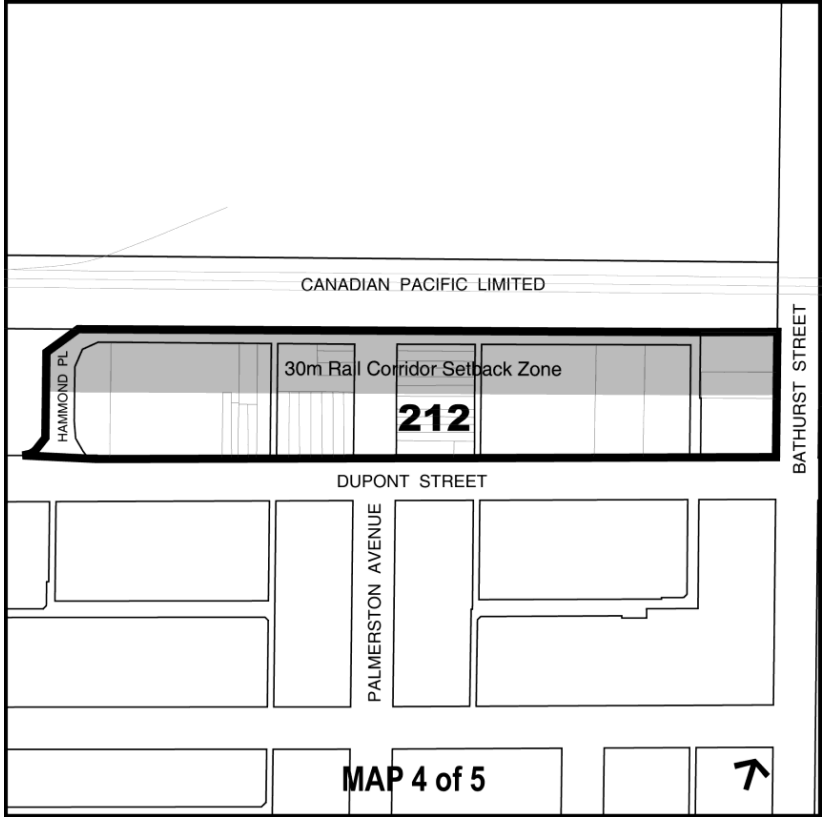
required along with any required set-backs from Dupont Street in order to accommodate streetscaping initiatives;

- f) Ensure there is a net gain in employment floor space for any developments that include residential units;
  - g) Identify and enact any required polices and/or measures to ensure appropriate access from Dupont Street to the lands designated *General Employment Areas* is maintained;
  - h) Identify appropriate rail corridor buffering measures to the satisfaction of the relevant railway authorities;
  - i) Identify potential locations for additional pathways and pedestrian links between the low scale residential uses to the south and the employment and rail corridor to the north within the study area;
  - j) Identify the appropriate location for new parks, open space and green corridors including exploring the opportunity of locating a greenway recreational path along the southern edge of the abutting rail corridor;
  - k) Identify strategies to enhance the public realm and streetscaping on both the north and south side of Dupont Street within the Secondary Plan or SASP area;
  - l) Explore and identify measures to improve the overall business environment of the area; and
  - m) Bring forward an enacting zoning by-law or development permit system for the study area.
- 2) Until the study is completed and the Secondary Plan or SASP is in force, development that includes residential and/or other sensitive uses is not permitted.
- 3) Uses provided for in *General Employment Areas* that are compatible with nearby residential uses are permitted on all sites and lands along the northern side of Dupont Street between Kendal and Ossington Avenues. Additional uses are permitted in the *General Employment Areas* designated lands within the 30 m rail corridor setback zone as follows:
- a) Parking that supports the employment uses of the area either at grade or in a structure;
  - b) Roads and utilities; and
  - c) Rail safety measures (i.e.: berms, crash walls etc.).

- 4) Until the Secondary Plan or SASP is in force, any proposals for employment use development will:
- a) Provide appropriate buffering and rail safety measures as required to the satisfaction of the appropriate rail authorities and the City;
  - b) Be sufficiently set-back from Dupont Street to accommodate streetscaping improvements and initiatives; and
  - c) Contribute to streetscaping improvements along both the north and south sides of Dupont Street.







## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

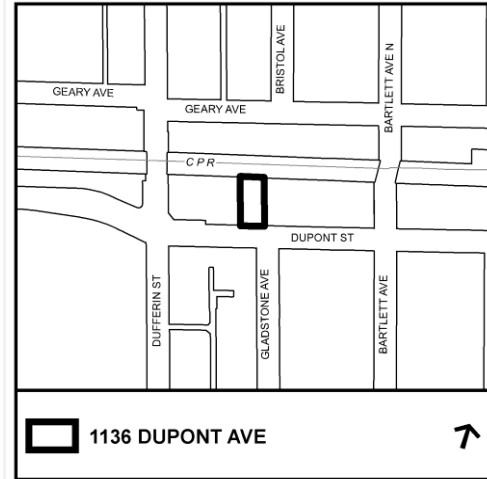
1136 Dupont Street

**Major Intersection**

Dufferin Street and Dupont Street

**Community Council / Ward**

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1136 Dupont Street as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Randal Dickie Planning Services (applicant) / 1358023 Ontario Ltd. (owner)

**Request / Development Proposal**

Request by letter dated March 29, 2012 to include the lands in the MCR and in conjunction with a rezoning application to "legalize" existing on-site residential units.

**Application File No. and Status**

Application No. 12 146110 STE 18 OZ was submitted on March 30, 2012. A Preliminary Report dated May 15, 2012 was adopted without amendment by the Planning and Growth Management Committee on June 18, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG16.2>



## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as I1 D2 (height 18m) Exceptions s12(1)307, BL 138/03. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Utility Corridors* / Transportation ('T')  
South: *Neighbourhoods* / Residential ('R') 2 Z0.6  
East: *Employment Areas* / Industrial ('I')1 D2  
West: *Employment Areas* / Industrial ('I')13D2

### **Site and Surrounding Area**

The property is approximately 1,058 square metres in area, and as of May 2012 contains a place of worship on the ground floor and illegal residential units on floors 2 and 3.

As of May 2012, the following uses surround the site:

North: rail corridor;  
South: low scale residential across Dupont Street;  
East: auto repair shops, Casa Do Alentejo Community Centre; and  
West: former Newport Fish Warehouse (vacant), auto related businesses and one storey strip retail plaza.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan. In the case of the lands granting the conversion request would allow the continuation of the current illegal sensitive uses (residential and place of worship) on a site that is adjacent to a major rail corridor that is used to transport hazardous goods along with other materials. The north side of Dupont Street is an important employment area, allowing the conversion request could have a negative impact on existing business in the vicinity of the site and potentially increase the risk of losing additional valuable and limited employment lands.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. The request should be refused to address an existing land use incompatibility of illegal residential dwellings adjacent to a major rail corridor. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 1136 Dupont Street as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

459 Eastern Avenue

#### Major Intersection

Eastern Avenue and Booth Avenue

#### Community Council / Ward

Toronto East York / Ward 30 - Toronto-Danforth



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 459 Eastern Avenue as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands restricting future employment uses to those that are compatible with the low scale residential uses located to the east of the site such as offices, parks, small scale restaurants, retail and service uses.

### CONVERSION REQUEST DETAILS

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Bousfields (applicant) / Weston Bakeries Canada Ltd. (owner)

#### Request / Development Proposal

Conversion by way of application that proposes a mixed-use development with 71 residential live-work units and 7,883 square metres of floor area dedicated to retail, office and "employment flex-space" uses.

#### Application File No. and Status

Application No. 12 148264 STE 30 OZ was submitted on March 30, 2012. A Preliminary report dated May 15, 2012 was adopted by the Planning and Growth Management Committee on June 18, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG16.4>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure map and designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The Former City of Toronto Zoning Code as amended zones the property as I1D3 Exceptions s12(1)307, (2)270, BL 138/03. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial ('I') 2 D3 (across Eastern Avenue)

South: *Employment Areas* / Industrial ('I') 2 D3

East: *Employment Areas* / Residential ('R') 2 Z0.6

West: *Employment Areas* / Industrial ('I') 2 D5

### **Site and Surrounding Area**

The property is approximately 6,342 square metres in area, and is currently vacant.

The following uses surround the site as of May 2012:

North: low scale residential;

South: studios, industrial/commercial uses;

East: low scale residential as permitted by Site and Area Specific Policy No. 190; and

West: City works yard.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, in certain situations there may be a need to consider a conversion request to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. In the case of these lands, allowing the conversion request would introduce sensitive residential uses less than 20 metres from a major City Works yard located at 50 Booth Avenue. Booth Avenue serves as an access point for City trucks, sweepers and other vehicles thereby increasing the likelihood that potential residents could be exposed to excessive levels of noise and dust. Although City Planning staff recommend that the lands be retained as an *Employment Area*, it is recommended that a Site and Area Specific Policy be introduced restricting future employment uses to those that are compatible with low scale residential uses that abut the lands to the east and are permitted by Site and Area Specific Policy No. 190.

The site is also subject to potential flooding and is within the Lower Don Special Policy Area.

### **Conclusion**

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Planning recommends that City Council retain the lands as *Employment Areas*, designate them as *Core Employment Areas* and also introduce a Site and Area Specific Policy for the lands restricting future employment uses to those compatible with residential uses located to the east. The recommended Official Plan amendment is shown below.

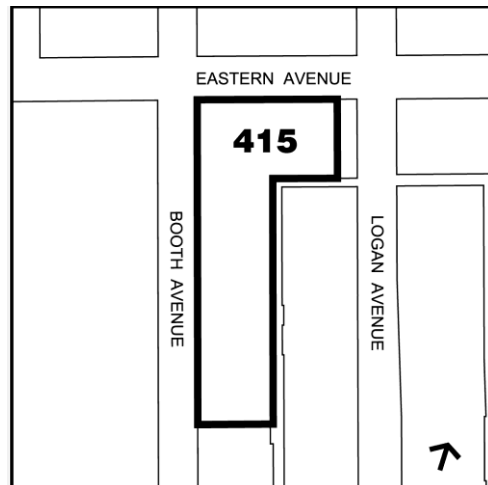
### **Recommended Official Plan Amendment – 459 Eastern Avenue**

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 415 for the lands known municipally in 2012 as 459 Eastern Avenue, as follows:

#### **"415. 459 Eastern Avenue**

- a) Only those employment uses such as offices, parks, small scale restaurants, retail and service uses that are compatible to the nearby low scale residential dwellings fronting onto Logan Avenue are permitted.



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

462 Eastern Avenue and  
176 and 182 Logan Avenue

#### Major Intersection

Eastern Avenue and Logan Avenue

#### Community Council / Ward

Toronto East York/Ward 30 - Toronto-Danforth



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 462 Eastern Avenue and 176 and 182 Logan Avenue by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands in order to retain employment as part of any development on the site and require studies related to the site's status within the Lower Don Special Policy Area and proximity to a major City Works yard at 50 Booth Avenue.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (applicant) / Weston Bakeries Canada Ltd. (owner)

#### Request / Development Proposal

Proposal by way of application dated March 30, 2012 to convert the site from *Employment Areas* to *Neighbourhoods* with a Site and Area Specific Policy to permit redevelopment of the Weston Bakery into a 7-storey, mixed-use development with 266 residential units.

#### Application File No. and Status

Application No. 12 148264 STE 30 OZ was submitted on March 30, 2012. A Preliminary report dated May 25, 2012 adopted by the Planning and Growth Management Committee on June 18, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG16.5>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The Former City of Toronto Zoning Code zones the property as I2D3 (Height 18m) Exceptions s12(1)307, BL 138/03. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site as of May 2012:

North: *Neighbourhoods*/ Residential ('R') 3 Z1.0

South: *Employment Areas* / Industrial ('I') 2 D3

East: *Neighbourhoods* / Residential ('R') 3 Z1.0

West: *Neighbourhoods* / Residential (' R') 3 Z1.0

### **Site and Surrounding Area**

The property is approximately 6,236 square metres in area, and contains a four-storey bakery.

The following uses surround the site as of May 2012:

North: low scale residential;

South: vacant site (parking and storage of trailers);

East: low scale residential; and

West: low scale residential.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need does exist to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The current bakery has been in operation since the early 1900's, however as production and transportation requirements have changed the site is no longer viable for industrial uses particularly given the adjacent, low scale residential uses on the north, east and western sides. As such it is City Planning staff's opinion that a conversion to permit a mix of uses including residential and residentially compatible employment uses is required to address both an ongoing and potential future land use incompatibility. As the

site is the only employment designated site on the north side of Eastern Avenue between Booth and Logan Avenues, it is City Planning staff's opinion that the requested conversion will not adversely affect the overall viability of the larger *Employment Area* to the south. There are no cross-jurisdictional issues related to the lands.

However, it is staff's opinion that while the conversion request should be granted there is a need to ensure employment uses are maintained on the site, particularly along the Eastern Avenue frontage between Booth and Logan Avenues. City Planning staff also have concerns with the proximity of a City Works and Emergency Services facility located at 433 Eastern Avenue and 50 Booth Street and the potential for compatibility issues with the potential introduction of additional sensitive land uses. As such it is recommended that the conversion request be granted on the condition that the proponent/applicant of the subject conversion request and application submits an impact assessment and mitigation strategy to the City's satisfaction as per Section 4.10.3 of the province's D-6 Guidelines for compatibility between industrial and sensitive land uses.

This site is approximately 300 metres east of Enbridge's natural gas distribution facility at 405 Eastern Avenue. Operation of this facility occasionally requires the controlled venting of natural gas, potentially producing an odour that may be detected as far east as Eastern and Pape Avenues. As such an environmental study in addition to an assessment regarding the introduction of sensitive uses in proximity to industrial facilities as described in the province's D-6 guidelines is required.

The site is also within the Lower Don Special Policy Area ("SPA"). As such the proponent is required to meet all flood protection requirements as set out by the TRCA and the province. Staff have prepared a Site and Area Specific Policy setting out these requirements along with the above noted requirements related to the City works yard, the Enbridge facility and the need to maintain employment on the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed conversion is within the area, however some do require the crossing of a major street (i.e., Queen Street East).

It should be noted that due to the location of the site within the SPA, provincial policy requires the approval of this conversion request and associated Official Plan Amendment from both the Minister of Natural Resources and the Minister of Municipal Affairs and Housing.

The recommended Official Plan amendment is shown below.



**Recommended Official Plan Amendment –  
462 Eastern Avenue**

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 416 for the lands known municipally in 2012 as 462 Eastern Avenue, as follows:

**"416. 462 Eastern Avenue and 176 & 182 Logan Avenue**

Before any zoning by-law permitting the development of residential uses on the subject site is enacted the owner shall:

- a) Provide employment space(s) along the Eastern Avenue frontage between Booth and Logan Avenues;
- b) Ensure the proposed development reflects appropriate performance standards for residential buildings and provides appropriate transition measures to the adjoining low scale *Neighbourhoods* to the north, east and west in accordance with the policies of the Official Plan;
- c) Undertake an environmental study in addition to a feasibility analysis and impact assessment as required under Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses to the satisfaction of the City in consultation with the Ministry of the Environment; and
- d) Be subject to all conditions and requirements as set by the City, the Toronto and Region Conservation Authority and the Province regarding the site's location within the Lower Don Special Policy Area."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

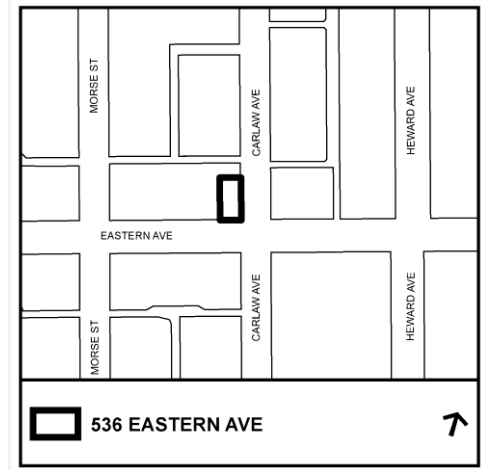
536 Eastern Avenue

#### Major Intersection

Eastern Avenue and Carlaw Avenue

#### Community Council / Ward

Toronto East York/Ward 30 - Toronto-Danforth



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 536 Eastern Avenue by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to retain employment uses compatible with residential units on-site as part of any development proposed for the lands.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Paul Stagl (agent) / Remington Group Inc (owner)

#### Request / Development Proposal

Request by letter dated November 9, 2011 to consider a conversion of the lands in order to permit redevelopment of the site to include residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code as amended zones the property as I1D2 (height 14m) Exceptions s12(1)307, (2)270. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Light Industrial Zone (EL 2.0) which permits light manufacturing, warehouse, wholesaling, production studio and office uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Residential ('R') 3 Z1.0

South: *Employment Areas* / Residential (as permitted by SASP 190) ('R') 2 Z0.6 across Eastern Avenue

East: *Employment Areas* / Industrial ('I') 1 D2

West: *Employment Areas* (adjacent site and NE corner of Morse Street and Eastern Avenue) and *Neighbourhoods* / Industrial ('I') 2 D2, Residential ('R') 3 Z1.0

### **Site and Surrounding Area**

The site is approximately 378 square metres in area, and as of August 2012 contains a graphic design firm (Parcel Design) and literary agents group (Canadian Writers Group).

As of August 2012, the following uses surround the site:

North: low scale residential;

South: mixed low scale residential and house form commercial uses (restaurant);

East: auto oriented retail; and

West: low scale residential.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need does exist in certain instances to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Although the current uses on the site are compatible with residential uses immediately to the north and west of the lands, maintaining an employment areas designation could potentially allow heavier employment uses to be introduced. As such a conversion would address a possible future land use incompatibility.

Currently used for office and service uses, the site is an isolated parcel on the north side of Eastern Avenue that is in close proximity to residential uses on the west and abutting residential uses to the north. Eastern Avenue represents the boundary between an employment district that is reserved for heavier employment uses on the south and a primarily residential area to the north. In City Planning's opinion the conversion is not

anticipated to have a negative impact on the overall viability of the broader employment area south of Eastern Avenue and may encourage a revitalization of the area along the north side of Eastern Avenue. Furthermore a *Mixed Use Areas* designation featuring an appropriately scaled and transitioned development could serve as a buffer/transition zone between the *Neighbourhoods* to the north and the Employment District on the south side of Eastern Avenue. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however some do require the crossing of a major street (i.e., Queen Street East).

### Conclusion

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of the site addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses and as such, the conversion is recommended based on the criteria of the Growth Plan. Staff also note that there is a need to ensure employment uses are retained on the site and recommend the introduction of a Site and Area Specific Policy for the lands to require the inclusion of employment uses compatible with residential units. The recommended Official Plan amendment is shown below.

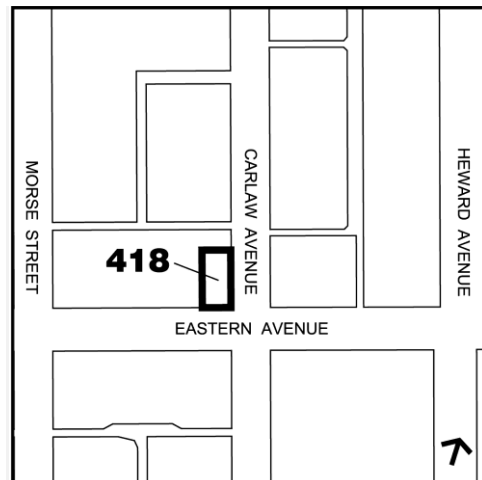
### Recommended Official Plan Amendment – 536 Eastern Avenue

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 418 for the lands known municipally in 2012 as 536 Eastern Avenue, as follows:

#### "418. 536 Eastern Avenue

Employment space that is compatible with on-site residential uses is required on the ground floor of any redevelopment proposed for the site."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

731 Eastern Avenue

#### Major Intersection

Leslie Street and Lakeshore Boulevard

#### Community Council / Ward

Toronto East York/Ward 30 - Toronto-Danforth



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 731 Eastern Avenue as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Leslie Lakeshore Developments (agent) / Leslie Lakeshore Developments (owner)

#### Request / Development Proposal

Request by letter dated May 7, 2012 to convert the site to either *Regeneration Areas* or *Mixed Use Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 21).

The former City of Toronto Zoning Code zones the property as I2 D5. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 5.0 (x314)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial ('I') 3 D2  
South: *Employment Areas* / Industrial ('I') 3 D2  
East: *Employment Areas* / Industrial-Commercial ('IC') D5 N1  
West: *Employment Areas* / Industrial ('I') 2 D5

### **Site and Surrounding Area**

The lands are approximately 1.44 hectares in area, and as of February 2012 contain a grocery store and fast food restaurant uses.

As of February 2012, the following uses surround the site:

North: multi-tenanted 2-3 storey building (20 Leslie Street, which is also a conversion request site);  
South: grocery store and fast food restaurant;  
East: grocery store; and  
West: former industrial site now used for studio film production.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in certain instances may exist to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. With respect to the lands no such need exists. The current retail and restaurant uses on the lands are generally compatible with and have minimal impacts on the low scale residential uses to the north.

City Planning staff are also of the opinion that allowing residential uses on the site by way of approving the conversion request would have a negative impact on the overall viability of the *Employment Area* within the South of Eastern *Employment District*. Conversion requests have also been received by City Planning staff for 459 Eastern Avenue and 20 Leslie Street (immediately abutting the lands to the north), demonstrating the beginning of a possible trend that could have significant destabilizing effects on the continued viability of this strategic *Employment District* along Eastern Avenue.

Furthermore, this site is within close proximity of heavy industrial uses south of Lakeshore Boulevard including a large concrete batching operation and roofing materials manufacturer. The introduction of residential uses on the site and on 20 Leslie Street would introduce land use conflicts into the area and undermine the viability of the

broader employment area. This result would negatively impact on the operations of the area's industrial users.

The site is also subject to potential flooding and is within the Lower Don Special Policy Area.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Incompatibilities would be introduced should the conversion request be granted and the likely result would be an overall destabilization of the employment area and the potential risk of a further loss of limited employment lands. As such, City Planning staff recommend that City Council retain the lands at 731 Eastern Avenue as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

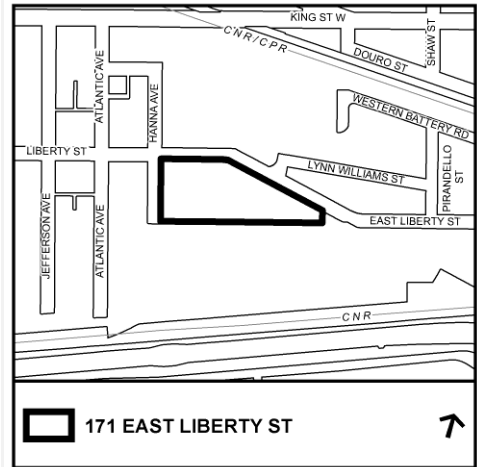
171 East Liberty Street

#### Major Intersection

Dufferin Street and King Street West

#### Community Council / Ward

Toronto East York/Ward 19 - Trinity Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council:
  - a. retain the majority of the lands at 171 East Liberty Street as *Employment Areas* and designate as *Core Employment Areas* the west portion of the lands that extends 125 metres eastward from Hanna Avenue; and
  - b. convert the remaining eastern portion of the employment lands by designating them as *Mixed Use Areas*.
2. City Council amend the Garrison Common North Secondary Plan by:
  - a. removing 171 East Liberty Street from Area 3, Site and Area Specific Policy; and
  - b. deleting and replacing Area 4, Site and Area Specific Policy to apply to the east portion of 171 East Liberty Street designated as *Mixed Use Areas* and require a minimum of 2,000 square metres of retail space and 12,000 square metres of office space, and also require the inclusion of community facilities within any proposed mixed use redevelopment.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Sherman Brown Dryer Karol/Bousfields (applicants) / Liberty Market Building Inc. (owner)



### **Request / Development Proposal**

Request by letter dated September 11, 2012 from Bousfields seeking "confirmation" of residential permissions to permit a 32-storey mixed-use building.

### **Application File No. and Status**

Rezoning application No. 12-246860 STE 19 OZ was submitted on September 14, 2012. A Preliminary Report dated December 19, 2012 was adopted with amendments by the Planning and Growth Management Committee on January 28, 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG20.6>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The site is also within Area 3 of the Garrison Common North Secondary Plan.

The former City of Toronto Zoning Code zones the site as IC D3 N1.5 (Height 28m).

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial Commercial ('IC') D3 N1.5

South: *Employment Areas* / Industrial Commercial ('IC') D3 N1.5

East: *Employment Areas* / Industrial ('I') 3 D3

West: *Employment Areas* / Industrial Commercial ('IC') D3 N1.5

### **Site and Surrounding Area**

The property is approximately 1.94 hectares in area, and as of August, 2013 contains commercial, retail, restaurant and office uses.

As of August, 2013, the following uses surround the site:

North: mid-rise live/work building at 43 Hanna Avenue ('Toy Factory Lofts') and a 30-storey residential building at 150 East Liberty Street;

South: 2 storey institutional building (Toronto Police Services);

East: high rise residential (3 towers); and

West: parking lot (across Hanna Avenue).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in certain instances may exist to convert a site to address ongoing and potential future land use incompatibilities. The lands at 171 East Liberty Street are located on the east side of Hanna Avenue within Area 3, Site and Area Specific Policy of the Garrison Common North Secondary Plan. Unlike the west side, the east side of Hanna Avenue has evolved into an area that while containing a mix of retail and some other employment uses is predominately a high rise residential neighbourhood. Although all the current uses on the site are non-residential, 171 East Liberty is within a transition zone in which residential uses are becoming more prevalent. The "Toy Factory" condominium located at 43 Hanna Avenue is directly north of the site and just east are high rise residential condominium towers. Given this surrounding context, it is City Planning staff's opinion that it is no longer appropriate to keep the site within Area 3, Site and Area Specific Policy.

It is City Planning's opinion that employment uses should be maintained on the site and incorporated into any proposed redevelopment of the easternmost portion of the lands. As well, it is recommended that the majority of the site within 125 metres of Hanna Avenue be retained for employment uses and be designated as *Core Employment Areas*.

In recognition of the transitional nature of the site between residential and employment, it is also recommended that the portion of the site beyond 125 metres east of Hanna Avenue be designated *Mixed Use Areas*. However, given the need to ensure space is provided for employment uses in this area, it is recommended that Council amend Area 4, Site and Area Specific Policy in the Secondary Plan to require the inclusion of 2,000 square metres of retail space and 12,000 square metres of office space within any mixed use redevelopment on these lands. It is further recommended that the remaining lands within Area 4 be removed to reflect the fact that most of the area has been developed and the land use pattern established.

City Planning staff have concerns regarding the lack of community infrastructure within the immediate area. Although Liberty Village Park is located approximately 300 metres to the east of the lands, other facilities are either lacking or a significant distance away. Niagara Street Junior Public School for example is nearly 2 kilometres away and other facilities such as daycares and libraries are similarly distant. It is recommended that any redevelopment of the eastern portion of 171 East Liberty Street should include space for community infrastructure.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, the site is located in a transition area between employment uses to the west and primarily high rise residential uses to the east and north. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council remove the lands at 171 East Liberty Street from Area 3, Site and Area Specific Policy in the Garrison Common North Secondary Plan.

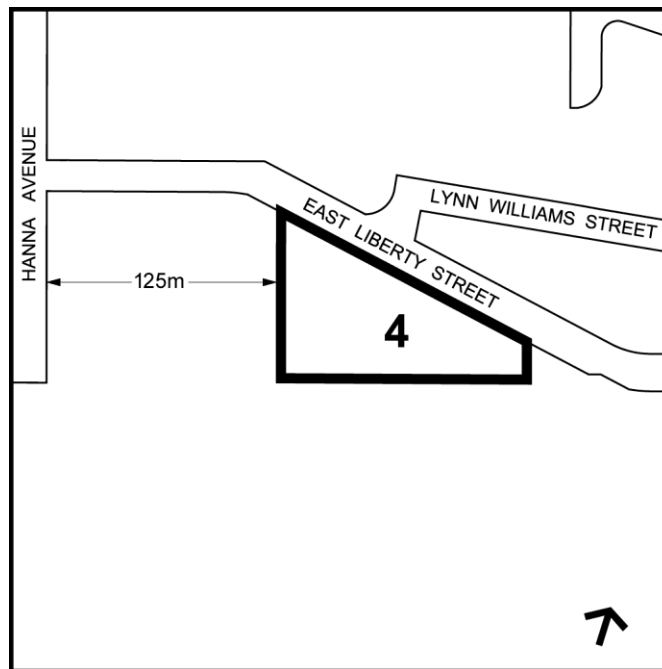
It is also recommended that the majority of the western portion of the site be retained for employment uses to reflect current and future employment land use possibilities and be designated as *Core Employment Areas*. It is further recommended that the eastern most portion of the site be designated as *Mixed Use Areas* and that Area 4, Site and Area Specific Policy in the Secondary Plan be amended to require employment uses on the site in addition to space for community facilities. The recommended Official Plan amendment is shown below.

### **Recommended Official Plan Amendment – 171 East Liberty Street**

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Chapter 6, Section 14: Garrison Common North Secondary Plan, is amended by deleting the map and policies for Area 4, Site and Area Specific Policy and replacing it with the following map and text:

#### **"4. East Portion of 171 East Liberty Street**



- a) The lands located at 171 East Liberty Street as shown on the attached map are within an area of Liberty Village that transitions from the envisioned office and employment centre located west of Hanna Avenue to the medium and higher density residential areas that have been built east of Hanna Avenue to Strachan Avenue. Although, the lands are surrounded on the north and east sides by high density residential and retail uses, it is the objective of this policy to ensure the lands retain a significant amount of space for employment uses and provide for needed community facilities.

- b) In accordance with paragraph 1, any redevelopment of the subject lands will include:
- i. A minimum of 2,000 square metres of retail space;
  - ii. A minimum of 12,000 square metres of office space; and
  - iii. Space for community facilities and services.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

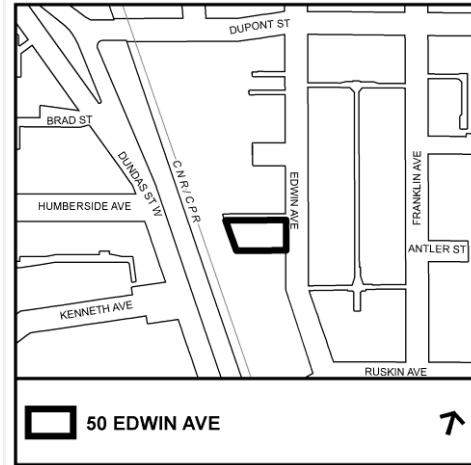
50 Edwin Avenue

#### Major Intersection

Edwin Avenue and Dupont Street

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the portion of 50 Edwin Avenue located within 30 metres of the West Toronto Railpath and rail corridor as *Employment Areas* and designate it as *General Employment Areas*; and convert the remainder of the employment lands by designating them as *Neighbourhoods*.
2. City Council introduce a Site and Area Specific Policy for the site to limit uses on the *General Employment Area* lands to those compatible with residential and sensitive non-residential uses and to permit parking ancillary to any residential development on the *Neighbourhoods* lands.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Jake Koseleci (owner)

#### Request / Development Proposal

Request by letter dated January 13, 2013 to convert the site from *Employment Areas* to *Mixed Use Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of Toronto Zoning Code as amended zones the property as I2 D2 Height 14 m. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Neighbourhoods* fronting Edwin Ave., *Employment Areas* to the rear backing onto the rail corridor / Residential ('R') 2 Z0.6 / Industrial ('I') 2 D2
- South: *Employment Areas* / Industrial ('I') 2 D2
- East: *Neighbourhoods* / Residential ('R') 2 Z0.6
- West: *Utility Corridors* / Transportation ('T')

### **Site and Surrounding Area**

The property is approximately 1,512 square metres in area, and as of May, 2012 contains studio and retail uses.

As of May, 2012 the following uses surround the site:

- North: low scale residential uses along Edwin Avenue frontage and warehouse/storage to the rear backing onto the rail corridor;
- South: Toronto Hydro lands/electrical sub-station;
- East: low scale residential; and
- West: Metrolinx rail corridor.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need, in certain instances may exist to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is surrounded on the east and north by low scale residential uses and the Official Plan designation and underlying zoning allow uses (i.e., industrial workshops, manufacturing) that may be incompatible with sensitive uses. Furthermore the site does not have direct access to a major street and access may only be obtained by passing through stable residential neighbourhoods. As such the conversion of the lands is recommended to prevent potential future land uses incompatibilities. As the surrounding land uses are either *Employment Areas* or *Neighbourhoods* and the site faces low scale residential on both the east and north there is a need to ensure that any residential development of the site is compatible with the character of the immediate area. As such *Neighbourhoods* is the recommended designation.

It is also City Planning staff's opinion that conversion of the majority of the site would not undermine the viability of the larger *Employment Area*. As noted above, access to the area can only be obtained by traversing through low scale residential neighbourhoods, thereby making the lands unsuitable for many industrial uses. The one remaining impactful employment use in the area is a scrap yard located at 26 Ernest Avenue, which is ceasing operations in the near future and is designated as *Neighbourhoods*. Lands formerly designated for employment uses located at 351 and 371 Wallace Avenue were previously converted for residential uses and are currently designated *Neighbourhoods*. The Toronto Hydro substation located south of the site at 26 Ruskin Avenue is not likely to seek a conversion and like other remaining employment uses in area (i.e., Canadian Red Cross offices at 21 Randolph Avenue) is generally compatible with surrounding residential uses. There are no cross-jurisdictional issues related to the lands.

Although the area is not viable for heavy employment uses such as manufacturing, there is still a need to ensure residentially compatible employment remains in the area. The City of Toronto has a limited stock of employment lands and there is a need to ensure an ample supply of employment lands is available to meet the Provincial forecasts as provided in the Growth Plan. Also, a major transportation rail corridor runs through the area and there is a need to ensure there is adequate buffering to the area's sensitive low scale residential uses. As such City Planning staff recommend that a strip of land along the boundary of the rail corridor on the western edge of the lands be retained for employment uses and be designated as *General Employment Areas*. A Site and Area Specific Policy is recommended for these lands that would limit employment uses to those compatible with residential uses. This is consistent to City Planning's approach to other conversion requests in the area (i.e., 362 Wallace Avenue, 45 Ernest Avenue). The proposed Site and Area Specific Policy would also permit parking on the *General Employment Areas* portion of the site that is ancillary to and supportive of any residential development on the portion of the lands to be designated as *Neighbourhoods*.

The site is within the Junction Triangle residential neighbourhood with community infrastructure such as parks, schools and community facilities required to accommodate the proposed residential conversion. With certain exceptions (i.e., secondary schools) most of the community infrastructure is within walking distance and does not require the crossing of a major street.

## **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of part of the site addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the front portion of the employment lands at 50 Edwin Avenue by designating it as *Neighbourhoods*; and retain a 30 metre portion at the rear of the site as an *Employment Area* by designating it as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy introduced for the lands limiting *Employment Area* uses to those

compatible with residential uses and permit ancillary parking on the *Employment Area* lands for any residential uses on the *Neighbourhoods* part of the site. The recommended Official Plan amendment is shown below.

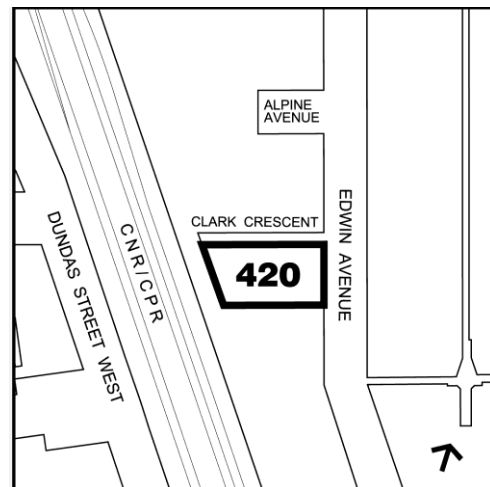
### Recommended Official Plan Amendment – 50 Edwin Avenue

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 420 for the lands known municipally in 2012 as 50 Edwin Avenue, as follows:

**"420. 50 Edwin Avenue**

For the portion of the site designated *General Employment Areas* only residentially compatible employment uses such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion."





## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

815-845 Eglinton Avenue East

#### Major Intersection

Eglinton Avenue East  
and Laird Drive

#### Community Council / Ward

North York / Ward 26 - Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the southerly 50 metre portion of 815-845 Eglinton Avenue East as *Employment Areas* and designate it as *General Employment Areas*; and convert the remainder of the employment lands by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands and nearby lands to limit *Employment Area* uses to those compatible with residential and sensitive non-residential uses; to require residential development in the *Mixed Use Area* to also increase the non-residential gross floor area on the lands; and to require a study of local impactful industries prior to residential development in the *Mixed Use Area*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Fogler, Rubinoff LLP (agent) / RioCan REIT (owner)

#### Request / Development Proposal

Request by letter submitted to City staff on September 20, 2012 to convert the site to *Mixed Use Areas*.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former Town of Leaside Zoning By-law No. 1916 zones the property as Light Industrial Zone [M1(7)], permitting warehouse format retail, office, bank, service and restaurant uses. New citywide Zoning By-law No. 569-2013 does not apply to the lands.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* and *Neighbourhoods* / C.2 - Commercial Local Zone and R3A - Residential 3A Density Zone  
South: *Employment Areas* / M1(12)-Light Industrial Zone & M2-General Industrial Zone  
East: *Employment Areas* and *Mixed Use Areas* / M1(10) - Light Industrial Zone and BC-H - Business Centre Zone  
West: *Mixed Use Areas* and *Neighbourhoods* / C.1 - Commercial General Zone and R1A - Residential 1A Density Zone

### **Site and Surrounding Area**

The property is approximately 3.5 hectares in area and contains retail uses.

As of July 2013, the following uses surround the site:

North: low rise apartment;  
South: plastics manufacturing, bank and vacant lands approved for large scale retail;  
East: office, retail, service and automotive dealership; and  
West: low rise residential and commercial plaza.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 815-845 Eglinton Avenue East to meet the 2031 Provincial population forecast for Toronto.

The site is, however, part of an *Employment Area* that manifests particular characteristics. The Eglinton Laird employment lands ("the EL lands") are part of the Leaside Industrial Park and include the site and nearby lands collectively bounded to the north by Eglinton Avenue East, to the east by Brentcliffe Road, to the south by Vanderhoof Avenue and to the west by Laird Drive.

A conversion of the portion of the EL lands fronting Eglinton Avenue East to *Mixed Use Areas* is supportable, subject to a development framework being outlined in a Site and Area Specific Policy because the EL lands are characterized by all of the following distinguishing traits.

The EL lands are a relatively small pocket of employment lands situated at the very northwest periphery of the Leaside Industrial Park *Employment Area*. The EL lands are bounded to the south by a major cluster of large scale retail uses on the east side of Laird Drive and a plastics manufacturer. Directly east of the EL lands are 6.13 hectares of lands designated as *Mixed Use Areas* and located on the south side of Eglinton Avenue, from Brentcliffe Road east to E.T. Seton Park. These lands were formerly part of the Leaside Industrial Park and a significant residential development was approved at this location by the Ontario Municipal Board. Residential uses have been recently established along this corridor, with the construction of a 12-storey residential tower, a 16-storey residential tower and 408 stacked townhouse units. Construction of an 18-storey residential tower is in progress. This major residential development is having a significant transformative impact upon the edge condition of the Leaside Industrial Park. The EL lands are largely developed with major retail, service and automobile related uses, including large areas of surface parking. The EL lands will be well served by rapid transit. An LRT station serving the funded Eglinton Crosstown LRT is planned to abut the EL lands. Community infrastructure to accommodate the proposed residential conversion of the site is within the area, located east, west and north of the EL lands. Additional required community infrastructure to accommodate the proposed residential uses will be assessed as part of the Eglinton Connects Planning Study and any future applications on the lands.

The conversion of the northern portions of the site and the two other lots of the EL lands would therefore not adversely affect the overall viability of the *Employment Area*. There are no cross-jurisdictional issues related to the lands.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and Clearmount Plastics which manufactures plastics south of the EL lands on Vanderhoof Avenue. It is therefore recommended that the southerly 50 metres of the site and the other two lots of the EL lands be retained for employment purposes, designated as *General Employment Areas* and subject to a Site and Area Specific Policy limitation on uses to ensure compatibility with future residential and sensitive non-residential uses on the proposed *Mixed Use Area* portion of the EL lands. Given the existence of this and other industries located further south and southeast of the lands, staff recommend that a study of noise, dust, odour and other impacts be required before residential development and/or sensitive non-residential uses are approved on the *Mixed Use Area* portion of the EL lands so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses

The EL lands are strategically located on the route of the funded Eglinton Crosstown LRT, with a planned station abutting the lands. The EL lands are therefore highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with rapid transit. Staff therefore recommend that the

development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the EL area.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. A conversion of the part of the site fronting Eglinton Avenue to *Mixed Use Areas*, subject to policy conditions regarding intensification is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the southerly 50 metre portion of 815-845 Eglinton Avenue East as an *Employment Area* by designating it as *General Employment Areas* and convert the portion of the employment lands fronting Eglinton Avenue by designating it as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to limit *Employment Area* uses to those compatible with residential and sensitive non-residential uses, to require residential development in the *Mixed Use Area* to also increase the non-residential gross floor area on either the *Mixed Use Area* or *Employment Area* lands, and to require a study of local impactful industries prior to residential development in the *Mixed Use Area*. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 939 Eglinton Avenue East

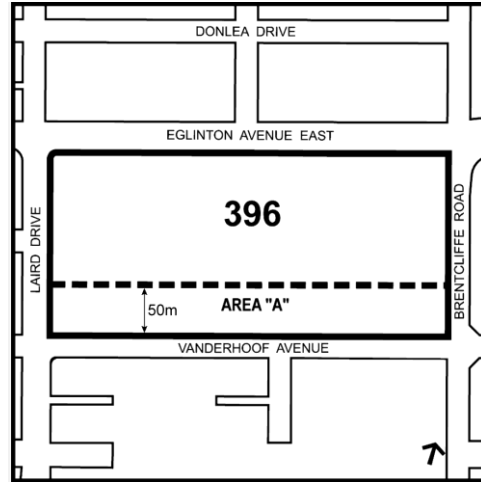
**Recommended Official Plan Amendment –  
815-845 Eglinton Avenue East and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 396 for the lands bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue and Laird Drive, as follows:

**"396.Lands bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue and Laird Drive**

- a) *General Employment Area* uses in Area "A" are limited to those that are compatible with residential and sensitive non-residential uses permitted in the adjacent *Mixed Use Areas* and *Neighbourhoods*.
- b) Major retail developments with 6,000 square metres or more of retail gross floor area are not permitted in Area "A".
- c) Development on the *Mixed Use Area* land that includes residential units is required to also increase the non-residential gross floor area on the lands shown as Site and Area Specific Policy No. 396.
- d) Given the presence of industries to the south and southeast of the lands, a study of noise, dust, odour and other industrial related impacts is required prior to the approval of residential development and/or sensitive non-residential uses on the *Mixed Use Area* lands so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

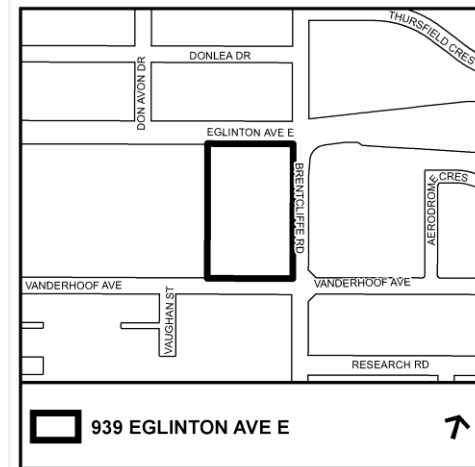
939 Eglinton Avenue East

#### Major Intersection

Eglinton Avenue East  
and Laird Drive

#### Community Council / Ward

North York / Ward 26 - Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the southerly 50 metre portion of 939 Eglinton Avenue East as *Employment Areas* and designate it as *General Employment Areas*; and convert the remainder of the employment lands by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands and nearby lands to limit *Employment Area* uses to those compatible with residential and sensitive non-residential uses; to require residential development in the *Mixed Use Area* to also increase the non-residential gross floor area on the lands; and to require a study of local impactful industries prior to residential development in the *Mixed Use Area*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Sherman Brown Dryer Karol (applicant) and 939GP Inc. (owner)

#### Request / Development Proposal

Proposal by way of application to convert the site from *Employment Areas* to *Mixed Use Areas* to permit 1,300 dwelling units, retail and office space.

#### Application File No. and Status

Application No. 13 107003 NNY 26 OZ was submitted on January 16, 2013. A Preliminary Report dated March 12, 2013 was adopted by Planning and Growth Management Committee on April 11, 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG23.1>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former Town of Leaside Zoning By-law No. 1916 zones the property as Light Industrial Zone [M1(3)], permitting light industrial, business service, office and retail uses. New citywide Zoning By-law No. 569-2013 does not apply to the lands.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / R3A – Residential 3A Density Zone

South: *Employment Areas* / M1 - Light Industrial Zone

East: *Mixed Use Areas* / BC-H - Business Centre Zone and MRC.2H – Mixed Residential Commercial Two

West: *Employment Areas* / M1(10) - Light Industrial Zone

### **Site and Surrounding Area**

The site is approximately 2 hectares in area, and contains retail, service and office uses.

As of July 2013, the following uses surround the site:

North: low rise residential;

South: plastics manufacturing, office, retail and service;

East: retail, then residential; and

West: office and automotive dealership.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 939 Eglinton Avenue East to meet the 2031 Provincial population forecast for Toronto.

The site is, however, part of an *Employment Area* that manifests particular characteristics. The Eglinton Laird employment lands ("the EL lands") are part of the Leaside Industrial Park and include the site and nearby lands collectively bounded to the north by Eglinton Avenue East, to the east by Brentcliffe Road, to the south by Vanderhoof Avenue and to the west by Laird Drive.

A conversion of the portion of the EL lands fronting Eglinton Avenue East to *Mixed Use Areas* is supportable, subject to a development framework being outlined in a Site and Area Specific Policy because the EL lands are characterized by all of the following distinguishing traits.

The EL lands are a relatively small pocket of employment lands situated at the very northwest periphery of the Leaside Industrial Park *Employment Area*. The EL lands are bounded to the south by a major cluster of large scale retail uses on the east side of Laird Drive and a plastics manufacturer. Directly east of the EL lands are 6.13 hectares of lands designated as *Mixed Use Areas* and located on the south side of Eglinton Avenue, from Brentcliffe Road east to E.T. Seton Park. These lands were formerly part of the Leaside Industrial Park and a significant residential development was approved at this location by the Ontario Municipal Board. Residential uses have been recently established along this corridor, with the construction of a 12-storey residential tower, a 16-storey residential tower and 408 stacked townhouse units. Construction of an 18-storey residential tower is in progress. This major residential development is having a significant transformative impact upon the edge condition of the Leaside Industrial Park. The EL lands are largely developed with major retail and service uses, including large areas of surface parking. The EL lands will be well served by rapid transit. An LRT station serving the funded Eglinton Crosstown LRT is planned to abut the EL lands. Some of the community infrastructure to accommodate the proposed residential conversion of the site is within the area, located east, west and north of the EL lands. Additional required community infrastructure to accommodate the proposed residential uses will be assessed as part of the development application and the Eglinton Connects Planning Study.

The conversion of the northern portions of the site and the two other lots of the EL lands would therefore not adversely affect the overall viability of the *Employment Area*. There are no cross-jurisdictional issues related to the lands.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and Clearmount Plastics which manufactures plastics south of the EL lands on Vanderhoof Avenue. It is therefore recommended that the southerly 50 metres of the site and the other two lots of the EL lands be retained for employment purposes, designated as *General Employment Areas* and subject to a Site and Area Specific Policy limitation on uses to ensure compatibility with future residential and sensitive non-residential uses on the proposed *Mixed Use Area* portion of the EL lands. Given the existence of this and other industries located further south and southeast of the lands, staff recommend that a study of noise, dust, odour and other impacts be required before residential development and/or sensitive non-residential uses are approved on the *Mixed Use Area* portion of the EL lands so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses

The EL lands are strategically located on the route of the funded Eglinton Crosstown LRT, with a planned station abutting the lands. The EL lands are therefore highly suitable for the intensification of offices consistent with the proposed Plan policy framework to



grow the office sector in areas with rapid transit. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the EL area.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. A conversion of the part of the site fronting Eglinton Avenue to *Mixed Use Areas*, subject to policy conditions regarding intensification is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the southerly 50 metre portion of 939 Eglinton Avenue East as an *Employment Area* and designate it as *General Employment Areas* and convert the portion of the employment lands fronting Eglinton Avenue by designating it as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to limit *Employment Area* uses to those compatible with residential and sensitive non-residential uses, to require residential development in the *Mixed Use Area* to also increase the non-residential gross floor area on either the *Mixed Use Area* or *Employment Area* lands, and to require a study of local impactful industries prior to residential development in the *Mixed Use Area*. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 815-845 Eglinton Avenue East

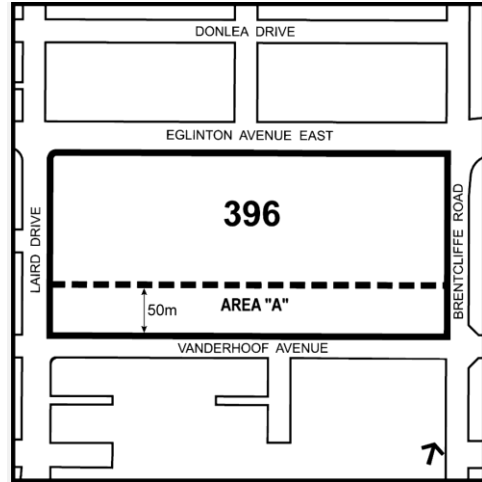
**Recommended Official Plan Amendment –  
939 Eglinton Avenue East and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 396 for the lands bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue and Laird Drive, as follows:

**"396.Lands bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue and Laird Drive**

- a) *General Employment Area* uses in Area "A" are limited to those that are compatible with residential and sensitive non-residential uses permitted in the adjacent *Mixed Use Areas* and *Neighbourhoods*.
- b) Major retail developments with 6,000 square metres or more of retail gross floor area are not permitted in Area "A".
- c) Development on the *Mixed Use Area* land that includes residential units is required to also increase the non-residential gross floor area on the lands shown as Site and Area Specific Policy No. 396.
- d) Given the presence of industries to the south and southeast of the lands, a study of noise, dust, odour and other industrial related impacts is required prior to the approval of residential development and/or sensitive non-residential uses on the *Mixed Use Area* lands so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

1150 Eglinton Avenue East  
and 844 Don Mills Road

#### Major Intersection

Eglinton Avenue East  
and Don Mills Road

#### Community Council / Ward

North York / Ward 26 – Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1150 Eglinton Avenue East and 844 Don Mills Road as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Urban Strategies (agent) / Celestica Inc. (owner)

#### Request / Development Proposal

Request by letter dated June 10, 2013 to expand upon an August 2012 request and seek a re-designation of the lands to *Mixed Use Areas* in order to permit residential uses.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones the lands as Industrial-Office Business Park Zone [MO(16)], permitting office, manufacturing, storage of Polychlorinated Biphenyl (PCB) waste generated on other lands, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Utility Corridors* and *Employment Areas* / M2 - Industrial Zone Two and MC(13)(H) - Industrial-Commercial Zone

South: *Parks and Open Space Areas - Natural Areas* and *Institutional Areas* / O3 – Semi-Public Open Space Zone

East: *Employment Areas*/MO, MO(17), MO(18) - Industrial-Office Business Park Zone

West: *Utility Corridors*, *Mixed Use Areas* and *Employment Areas* / C1(57) – General Commercial Zone and MC(13)(H) - Industrial-Commercial Zone

### **Site and Surrounding Area**

The property is approximately 22.9 hectares in area, and as of July 2013 contained the manufacturing, office and research and development uses of Celestica Inc.

As of July 2013, the following uses surround the site:

North: rail corridor, then automotive dealership and offices;

South: ravine and Ontario Science Centre;

East: grocery, fuel station, place of worship, public storage and vacant lands (at the northeast corner of Eglinton Avenue and Don Mills Road which is also a conversion site); and

West: rail corridor, then automotive dealership, multi-storey residential, vacant building (at 1121 Leslie Street which is also a conversion site) and manufacturing.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1150 Eglinton Avenue East and 844 Don Mills Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

There is a clustering of six conversion requests in this *Employment Area* bounded to the east by the Don Valley Parkway, to the north by the rail corridor and Barber Greene Road, to the west by Leslie Street and to south by Eglinton Avenue East. The area is 132.6 hectares in size. The six sites are at 1150 Eglinton Avenue East/844 Don Mills Road (the site), 1200 Eglinton Avenue East, the northeast corner of Eglinton Avenue and Don Mills Road, 15 Gervais Drive, 1121 Leslie Street and 39 Wynford Drive.

In 2011, there were 11,385 employees in 298 firms in this *Employment Area*. On the site, Celestica Inc. employed 1,722 employees in 2011. There are four major roadways providing access for traffic/deliveries both in and out of the area; Leslie Street, Don Mills Road, Eglinton Avenue East and the Don Valley Parkway.

Staff reviewed a total of six conversion requests in this area, all of which seek residential use permissions. The total area of the six conversion requests is 30.13 hectares (74.5 acres) of employment lands, of which the site represents a total of 22.87 hectares.

Staff have concerns with the potential impact of re-designating these lands from *Employment Areas* to *Mixed Use Areas* in order to permit residential uses. The requested introduction of residential uses on the lands will adversely affect the overall viability of the larger *Employment Area*, and potentially displace a major employer in a critically important industry. The proposed conversion of the lands would significantly reduce the inventory of lands designated *Employment Areas*. As well, the proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses in this *Employment Area*, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the potential for compatibility issues between sensitive land uses and impactful industries that are permitted as-of-right by the zoning by-law. The Industrial-Commercial Zone and the Industrial Zone Two of the zoning by-law provide as-of-right land use permissions for impactful industrial uses on lands located roughly 25 metres north and northwest of the site. Staff are concerned that future uses on these lands near the lands may have noise, odour, traffic and/or other adverse impacts upon the proposed residential and sensitive non-residential uses on the site.

These lands have access, across Eglinton Avenue East and Don Mills Road, to a residential neighbourhood with community infrastructure such as parks, schools and a library to serve new residents. It is noteworthy however that the right-of-way width of Eglinton Avenue East at this location is approximately 58 metres. There are no cross-jurisdictional issues related to the lands.

## **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 1150 Eglinton Avenue East and 844 Don Mills Road as *Employment Areas* by designating them as *General Employment*

*Areas.* It is also recommended that the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 1200 Eglinton Avenue East
- Eglinton Avenue and Don Mills Road - the northeast corner
- 15 Gervais Drive
- 1121 Leslie Street
- 39 Wynford Drive

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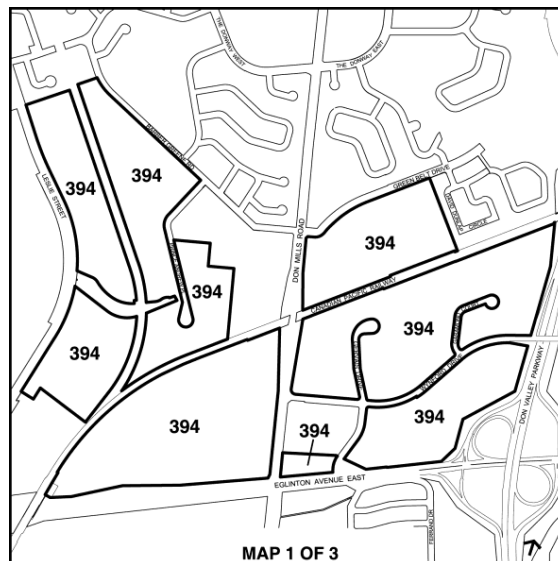
**Recommended Official Plan Amendment –  
1150 Eglinton Avenue East/844 Don Mills Road and other lands**

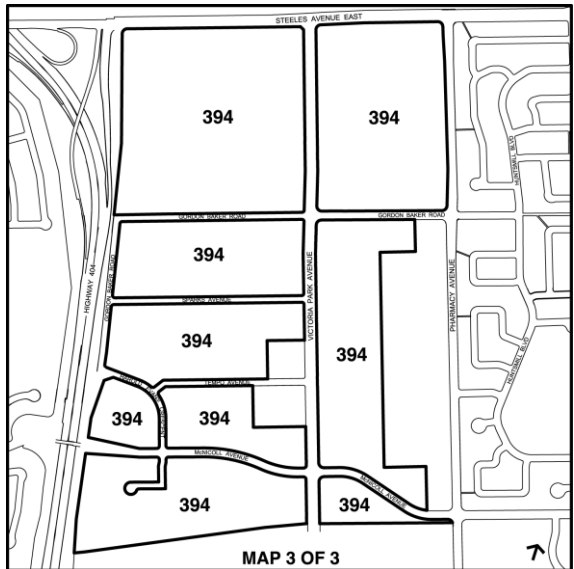
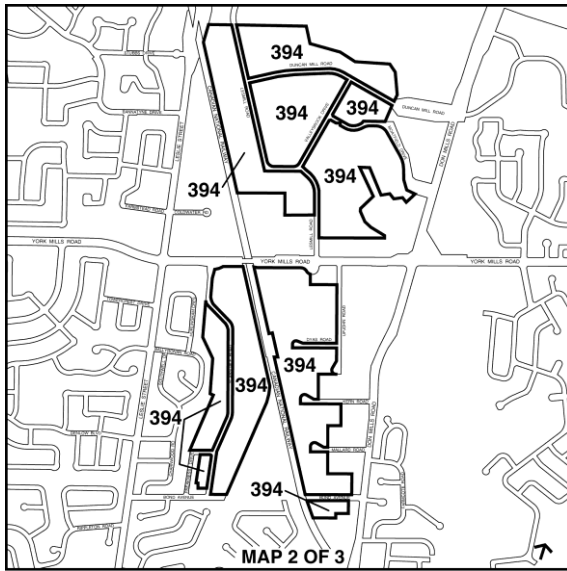
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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

**"394. Business Parks along the Don Valley Parkway Corridor**

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.





## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

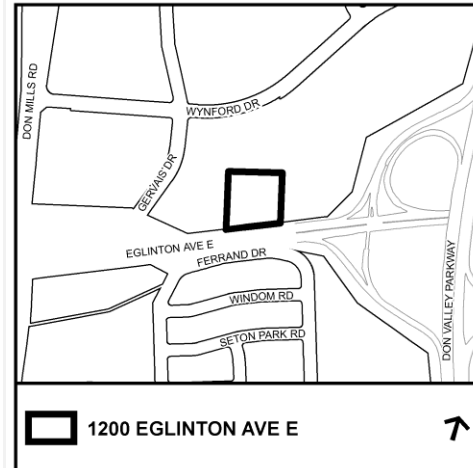
1200 Eglinton Avenue East

#### Major Intersection

Don Mills Road and  
Eglinton Avenue East

#### Community Council / Ward

North York / Ward 26 – Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1200 Eglinton Avenue East as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

McMillan LLP (agent)/Amexon Developments & Heritage York Holdings Inc.(owner)

#### Request / Development Proposal

Request by letter dated October 24, 2012 to convert the site from *Employment Areas* to *Mixed Use Areas* in order to permit residential uses mixed with other uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).



The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone (MO), permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MO - Industrial-Office Business Park Zone

South: *Neighbourhoods* / RM1(27) – Multiple-Family Dwellings First Density Zone

East: *Employment Areas* (Site and Area Specific Policy No. 245 allows a museum) / MO - Industrial-Office Business Park Zone

West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 8,400 square metres in area, and contains a nine-storey office/commercial building.

As of June, 2013, the following uses surround the site:

North: a 5-storey office building (at 39 Wynford Drive which is also a conversion request);

South: Eglinton Avenue and Ferrand Drive, then low rise residential;

East: Aga Khan museum and Ismaili cultural centre; and

West: an 8-storey office building (at 15 Gervais Dr. which is also a conversion request).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1200 Eglinton Avenue East to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

There is a clustering of six conversion requests in this *Employment Area* bounded to the east by the Don Valley Parkway, to the north by the rail corridor and Barber Greene Road, to the west by Leslie Street and to south by Eglinton Avenue East. The area is 132.6 hectares in size. The six sites are at 1150 Eglinton Avenue East/844 Don Mills Road, 1200 Eglinton Avenue East (the site), the northeast corner of Eglinton Avenue and Don Mills Road, 15 Gervais Drive, 1121 Leslie Street and 39 Wynford Drive.

In 2011, there were 11,385 employees in 298 firms in this *Employment Area*. In 2011, the site had 1,348 employees, including 950 employees of a security firm who mostly work at other locations. There are four major roadways providing access for traffic / deliveries both in and out of the area; Leslie Street, Don Mills Road, Eglinton Avenue East and the Don Valley Parkway.

Staff reviewed a total of six conversion requests in this area, all of which seek residential use permissions. The total area of the six conversion requests is 30.13 hectares (74.5 acres) of employment lands, of which the site represents 0.84 hectares.

Staff have concerns with the potential impact of re-designating these lands from *Employment Areas* to *Mixed Use Areas* in order to permit residential and sensitive non-residential uses. The introduction of residential and sensitive non-residential uses on this site will adversely affect the overall viability of the *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas*. The site is currently occupied entirely by a 9-storey office building and it is located within 500 metres of a planned station on the funded Eglinton Crosstown LRT route. The proposed Official Plan employment policy framework includes the promotion of office space within 500 metres of rapid transit stations, including along the LRT. Displacement of the office building on this site in close proximity to the LRT station would run counter to the policy direction of promoting office intensification near rapid transit.

In addition, the proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses in this *Employment Area*, thereby diminishing further the supply of employment land for *Employment Area* uses.

The site has access across Eglinton Avenue East and Ferrand Drive to a residential neighbourhood with community infrastructure such as parks, schools and a library to serve new residents. It is noteworthy, however, that the width of the right-of-way in this location is approximately 55 metres.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 1200 Eglinton Avenue East as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 1150 Eglinton Avenue East / 844 Don Mills Road
- Eglinton Avenue and Don Mills Road - the northeast corner
- 15 Gervais Drive
- 1121 Leslie Street
- 39 Wynford Drive

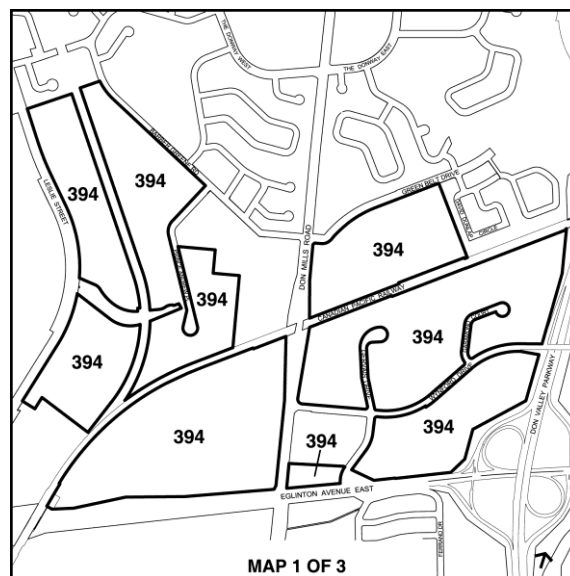
## Recommended Official Plan Amendment – 1200 Eglinton Avenue East and other lands

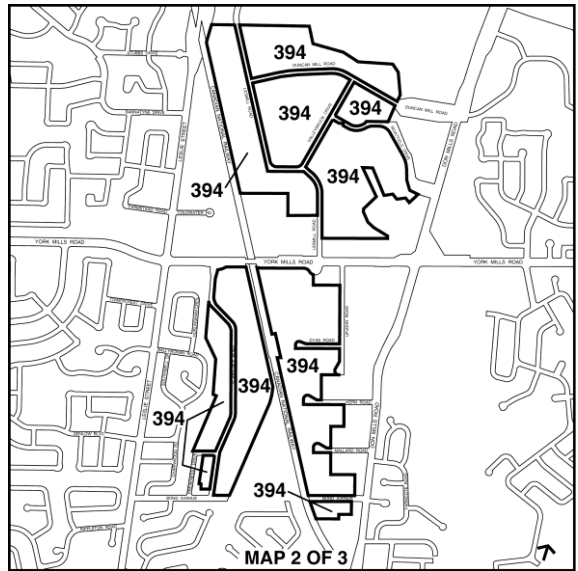
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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

### "394. Business Parks along the Don Valley Parkway Corridor

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.





## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

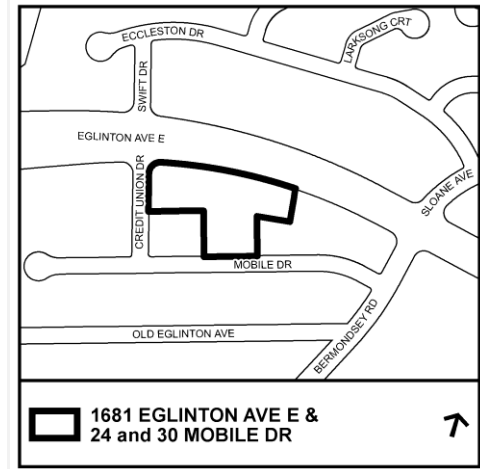
1681 Eglinton Avenue East  
and 24 and 30 Mobile Drive

#### Major Intersection

Eglinton Avenue East  
and Bermondsey Road

#### Community Council / Ward

North York / Ward 34 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1681 Eglinton Avenue East and 24 and 30 Mobile Drive as *Employment Areas*, and designate 1681 Eglinton Avenue East as *General Employment Areas* and 24 and 30 Mobile Drive as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Parkway Automotive Investment Ltd. (owner)

#### Request / Development Proposal

Request by letter dated October 17, 2012 to convert from *Employment Areas* the block bounded by Eglinton Avenue East, Bermondsey Road, Mobile and Credit Union Drives to *Mixed Use Areas* in order to permit residential/mixed-use uses. A letter dated November 19, 2012 clarifies that client Parkway Automotive owns the lands at 1681 Eglinton Avenue East and 24 and 30 Mobile Drive, and that permission has not been granted by owners of the other parcels in the larger land area originally identified as the lands subject to the conversion request. Request by letter dated June 19, 2013 to further consider that the client's lands be re-designated to *Mixed Use Areas* to permit a full range of uses including office and residential.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the lands as an *Employment District* on Map 2: (Urban Structure) and they are designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones the lands as Industrial-Commercial Zone [MC(H) and MC(19)(H)], permitting manufacturing, office and retail uses and limited institutional uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Apartment Neighbourhoods*/RM5-Multiple-Family Dwellings Fifth Density Zone

South: *Employment Areas* / MC(H) - Industrial-Commercial Zone

East: *Employment Areas* / MC(H) - Industrial-Commercial Zone

West: *Employment Areas* / MC(H) - Industrial-Commercial Zone

### **Site and Surrounding Area**

The lands are approximately 1.44 hectares in area, and as of August 2013 contain an automobile dealership, including associated parking and auto repair services.

As of August 2013, the following uses surround the site:

North: across Eglinton Avenue East are 4-storey apartments;

South: Abacus Montessori, offices and industrial printer;

East: automobile dealership and place of worship; and

West: Latvian Canadian Culture Centre, offices and a Montessori school.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1681 Eglinton Avenue East and 24 and 30 Mobile Drive to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

There are two conversion requests in this *Employment Area* that is bounded to the west by the Don Valley, to the north by Eglinton Avenue East and to the south and east by a utility corridor. The two conversion requests relate to these lands and to the property

abutting to the east at 1695 Eglinton Avenue East. Both conversion requests seek permissions for residential and sensitive non-residential uses.

The requested introduction of residential and sensitive non-residential uses on the lands will adversely affect the overall viability of the *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are provided for within *Employment Areas*. The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

In 2011, there were 1,164 employees in 29 firms in this *Employment Area*. The lands had 130 employees in 2011. Combined, the two conversion sites in this *Employment Area* represent approximately 2.5 hectares of land, and 221 employees (as of 2011). Two major roadways provide access for traffic/deliveries both in and out of the area; Eglinton Avenue East and Bermondsey Road. In addition, Mobile Drive provides access for traffic/deliveries by waste disposal vehicles both to and from the City's Bermondsey Yard and Bermondsey Waste Transfer Station. Along Mobile Drive, there is a variety of employment uses, including a carpet cleaner, industrial printer, wholesaler and offices.

Staff have concerns with the proximity of nearby impactful uses and the potential for compatibility issues between residential and sensitive non-residential uses and impactful industries, including but not limited to the following City of Toronto facilities: the Bermondsey Waste Transfer Station, the Bermondsey Yard and the emergency training centre operated by the HUSAR Unit (Heavy Urban Search and Rescue) of the Office of Emergency Management. Staff are concerned that functions at the waste transfer station, the yard and the training centre may have impacts upon the proposed residential and sensitive non-residential on these lands, such as odour, noise and traffic related impacts. As well, staff have concerns that the proposed conversion of the lands would adversely affect these impactful operations.

The site has access across Eglinton Avenue East to a residential neighbourhood with community infrastructure to serve new residents. It is noteworthy, however, that the width of the right-of-way in this location is approximately 60 metres.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 1681 Eglinton Avenue East and 24 and 30 Mobile Drive as *Employment Areas* and designate 1681 Eglinton Avenue East as *General Employment Areas* and 24 and 30 Mobile Drive as *Core Employment Areas*.

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See also related request to convert lands at the following address:

- 1695 Eglinton Avenue East and 15 and 23 Mobile Drive

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

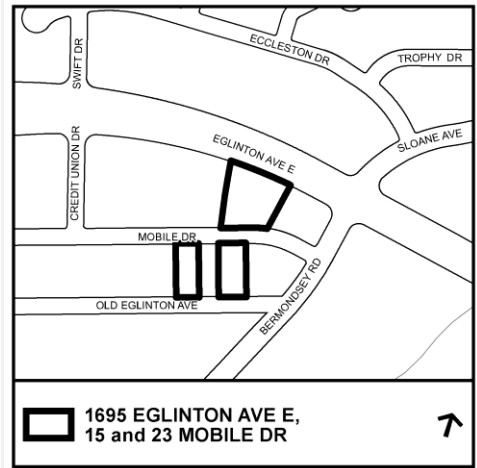
1695 Eglinton Avenue East  
and 15 and 23 Mobile Drive

#### Major Intersection

Eglinton Avenue East  
and Bermondsey Road

#### Community Council / Ward

North York / Ward 34 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1695 Eglinton Avenue East and 15 and 23 Mobile Drive as *Employment Areas* and designate 1695 Eglinton Avenue East as *General Employment Areas* and 15 and 23 Mobile Drive as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Dillon Consulting Limited (agent) / 1695 Eglinton Avenue East Inc. (owner)

#### Request / Development Proposal

Request by correspondence dated April 10, 2013 to convert the lands at 1695 Eglinton Avenue East to *Mixed Use Areas*, and that the *Retail / General Employment Areas* designation be considered for 15 and 23 Mobile Drive. A planning rationale in support of the request was submitted in July 2013.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).



The former City of North York Zoning By-law zones the lands as Industrial-Commercial Zone [MC(H)], permitting manufacturing, office and retail uses and limited institutional uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Apartment Neighbourhoods*/RM5-Multiple-Family Dwellings Fifth Density Zone  
South: *Employment Areas* / MC(H) - Industrial-Commercial Zone, and M3 and M3(23) - Industrial Zone Three  
East: *Employment Areas* / MC(H) and MC(4)(H) - Industrial-Commercial Zone  
West: *Employment Areas* / MC(H) and MC(19)(H) - Industrial-Commercial Zone

### **Site and Surrounding Area**

The lands are approximately 1.3 hectares in area, and as of August 2013 contain an automobile dealership, including associated parking and auto repair services.

As of August 2013, the following uses surround the site:

North: Eglinton Avenue East and further north 4-storey residential apartments;  
South: fire hall station and emergency training centre;  
East: fuel station, KBA Cash and Carry, and a carpet cleaner; and  
West: automobile dealership, cleaning services and carpet cleaning services.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1695 Eglinton Avenue East to meet the 2031 Provincial population forecast for Toronto or mitigate land use incompatibilities.

There are two conversion requests in this *Employment Area* that is bounded to the west by the Don Valley, to the north by Eglinton Avenue East and to the south and east by a utility corridor. The two conversion requests relate to these lands and to the properties that abut to the west at 1681 Eglinton Avenue East and 24 and 30 Mobile Drive. Both conversion requests seek permissions for residential and sensitive non-residential uses.

The requested introduction of residential and sensitive non-residential uses on the lands will adversely affect the overall viability of the *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are provided for within *Employment Areas*. The proposed conversion of the site would create a precedent for further conversions for

residential and sensitive non-residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

In 2011, there were 1,164 employees in 29 firms in this *Employment Area*. The lands had 91 employees in 2011. Combined, the two conversion sites in this *Employment Area* represent approximately 2.5 hectares of land, and 221 employees (as of 2011). Two major roadways provide access for traffic/deliveries both in and out of the area; Eglinton Avenue East and Bermondsey Road. In addition, Mobile Drive provides access for traffic/deliveries by waste disposal vehicles both to and from the City's Bermondsey Yard and Bermondsey Waste Transfer Station. Along Mobile Drive, there is a variety of employment uses, including a carpet cleaner, industrial printer, wholesaler and offices.

Staff have concerns with the proximity of nearby impactful uses and the potential for compatibility issues between residential and sensitive non-residential uses and impactful industries, including but not limited to the following City of Toronto facilities: the Bermondsey Waste Transfer Station, the Bermondsey Yard and the emergency training centre operated by the HUSAR (Heavy Urban Search and Rescue) Unit of the Office of Emergency Management. Staff are concerned that functions at the waste transfer station, the yard and the training centre may have impacts upon the proposed residential and sensitive uses on these lands, such as odour, noise and traffic related impacts. As well, staff have concerns that the proposed conversion of the lands would adversely affect these impactful operations.

The site has access across Eglinton Avenue East to a residential neighbourhood with community infrastructure to serve new residents. It is noteworthy, however, that the width of the right-of-way in this location is approximately 55 metres.

The request for a re-designation of the lands at 15 and 23 Mobile Drive to *Retail / General Employment Areas* is not supported by staff due to the location of these parcels in the *Employment Area* interior and on a street not shown as a major street on Map 3 of the Plan. There is a lack of visibility for retail uses at this location. In addition, staff have concerns with introducing retail uses on Mobile Drive since the uses may result in traffic conflicts with firms located in the *Employment Area*, including firms located on Mobile Drive and with waste disposal vehicles operated by the City's Solid Waste Division as they make deliveries in and out of the City's yard and waste transfer station.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 1695 Eglinton Avenue East and 15 and 23 Mobile Drive as *Employment Areas* and designate 1695 Eglinton Avenue East as *General Employment Areas* and 15 and 23 Mobile Drive as *Core Employment Areas*.

See also related request to convert lands at the following address:

- 1681 Eglinton Avenue East, 24 and 30 Mobile Drive

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

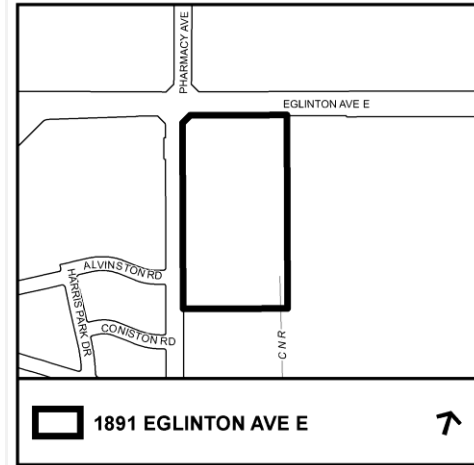
1891 Eglinton Avenue East

#### Major Intersection

Eglinton Avenue East and Pharmacy Avenue

#### Community Council / Ward

Scarborough/Ward 35 - Scarborough Southwest



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the portion of the employment lands at 1891 Eglinton Avenue East fronting Eglinton Avenue by designating them as *Mixed Use Areas*, and retain as *Employment Areas* the remainder of the lands which front Pharmacy Avenue within 150 metres of the south site limit and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to require the retention of existing employment space with redevelopment, the assessment of potential impact of industrial activity and the required mitigation strategy from industrial operations on Pharmacy Avenue, Eglinton Avenue East (automobile dealership) and the TTC Garage on Comstock Road.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Adam Brown, Sherman Brown (applicant) / 2004085 Ontario Inc. (owner)

#### Request / Development Proposal

Proposal by way of application dated December 14, 2011 to convert the site to *Mixed Use Areas* to permit the redevelopment of the existing industrial plant into a mixed use development including residential and commercial (retail & office) uses. The proposal includes 1,610 residential units in five buildings ranging in height from 30 to 40 storeys, approximately 6,210 square metres of office and 14,843 square metres of commercial uses, at an overall density of 2.87.

### **Application File No. and Status**

Application No. 11 325706 ESC 35 OZ was submitted on December 14, 2011. A Preliminary Report dated March 14, 2012 was adopted by Planning and Growth Management Committee on April 19, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG13.6>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 20). Site and Area Specific Policy No. 129 permits retail and service uses, including stand-alone retail stores and/or power centres on the property.

The former City of Scarborough Zoning By-law No.24982 zones the property as Mixed Employment (ME). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Mixed Use Areas* / Mixed Employment (ME) and Industrial District Commercial (MDC)
- South: *Employment Areas* / Industrial (M), General Industrial (MG) and Vehicle Service (VS)
- East: *Employment Areas* / Industrial (M), General Industrial (MG), Vehicle Services (VS), Mixed Employment (ME)
- West: *Mixed Use Areas, Neighbourhoods* / Community Commercial (CC), District Commercial (DC), Single-Family Residential (S)

### **Site and Surrounding Area**

The property is approximately 5.1 hectares in area, and as of January 2012 contains an industrial plant manufacturing flexible foil packaging.

The following uses surround the site:

- North: service station, retail commercial uses;
- South: industrial uses (manufacture of industrial piping, pharmaceutical, food products), recording studio, place of worship;
- East: automobile dealership, retail commercial centre; and
- West: retail commercial centre, library, low scale residential.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It

should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1891 Eglinton Avenue East to meet the Provincial population forecast for Toronto or to mitigate land use incompatibilities. However, a conversion of the portion of the lands fronting Eglinton Avenue is supportable because of their distinguished characteristics.

The lands are at the northwest edge of the Golden Mile employment area. Manufacturing and traditional industrial activity that existed on the employment lands on the south side of Eglinton Avenue, east of Pharmacy Avenue, have mostly been replaced in the last 20-25 years with commercial development, predominantly in the form of large stores surrounded by extensive parking areas. More traditional industrial activity exists in the southern section of the Golden Mile employment area, including operations on the east side of Pharmacy Avenue, south of the site. *Mixed Use Areas* designated lands extend on the north side of Eglinton Avenue, east and west of Pharmacy Avenue, as well as at the southwest corner of Pharmacy and Eglinton Avenues. The conversion of the northern portion of the site would not therefore negatively affect the overall viability of the larger employment area to the south.

The lands are located on the route of the Eglinton Crosstown Light Rail Transit (LRT). This transit line, currently under construction, will run along Eglinton Avenue and a station will be located at the intersection of Eglinton Avenue East and Pharmacy Avenue, in front of the site. The proposed office component supports Council's direction of promoting office growth on rapid transit.

City Planning staff are of the opinion that providing for a mix of uses on a portion of the site close to Eglinton Avenue would support the LRT and the anticipated revitalization of this major *Avenue*, which is consistent with the objectives of Provincial policies and Toronto's Official Plan. The southern portion of the site will be maintained in employment uses. To minimize any potential for compatibility issues with the proposed introduction of sensitive land uses and to ensure that adequate mitigation measures have been incorporated into the new development, it is recommended that the conversion request be granted on the condition that the applicant submits an impact assessment and mitigation strategy as per Section 4.10.3 of the Province's D-6 Guidelines for compatibility between industrial and sensitive land uses.

City Planning staff have identified that existing community infrastructure within the area needs to be enhanced to accommodate the proposed conversion. Access to most of existing facilities requires the crossing of a major street (i.e., Eglinton, Pharmacy and Warden Avenues). There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address land use incompatibilities. However, conversion of the portion of the site fronting Eglinton

Avenue is appropriate to support investment in public transportation improvements, to better use available serviced land and to meet the Official Plan objective with respect to improvements to the public realm.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert part of the lands at 1891 Eglinton Avenue East by designating as *Mixed Use Areas* the portion of lands fronting Eglinton Avenue East, and retain as *Employment Areas* the portion of the lands fronting Pharmacy Avenue within 150 metre of the south site limit and designate it as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands that requires the replacement of existing employment levels with development, the assessment of potential impact of industrial activity and the required mitigation strategy given the proximity of the site to industrial uses on Pharmacy Avenue, Eglinton Avenue East (automobile dealership) and the TTC Garage on Comstock Road. Also, upon the designation of the site as *Mixed Use Areas* and *General Employment Areas*, existing Site and Area Specific Policy No. 129 which provides for retail and service uses will be redundant and should be deleted from the site. The recommended Official Plan amendment is shown below.

### **Recommended Official Plan Amendment – 1891 Eglinton Avenue East**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 435 for the lands known municipally in 2012 as 1891 Eglinton Avenue East, as follows:

#### **"435. 1891 Eglinton Avenue East**

- a) Development of lands for residential use on the *Mixed Use Areas*-designated portion of the site will incorporate employment uses including a minimum of 6,000 square metres of office floor area.
- b) Employment uses on the portion of the site designated *General Employment Areas*, shown as "Parcel A", will be compatible with adjacent residential uses.
- c) A feasibility analysis and impact assessment as per Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design for residential and other sensitive uses, to the satisfaction of the Ministry of Environment or a delegated authority."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

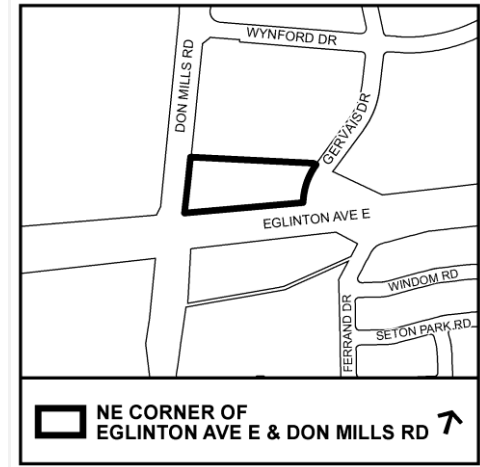
Eglinton Avenue East and  
Don Mills Road (northeast corner)

#### Major Intersection

Eglinton Avenue East  
and Don Mills Road

#### Community Council / Ward

North York / Ward 26 – Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at the northeast corner of Eglinton Avenue East and Don Mills Road as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Build Toronto (agent) / City of Toronto (owner)

#### Request / Development Proposal

Request by letter dated April 24, 2012 for a re-designation to *Mixed Use Areas* to permit residential and retail uses.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones the lands as Industrial-Office Business Park Zone [MO(17)], permitting automobile dealership, office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MO(17) - Industrial-Office Business Park Zone  
South: *Mixed Use Areas* / MO(11), MO(37), MO(43) - Industrial-Office Business Park  
East: *Employment Areas* / MO - Industrial-Office Business Park Zone  
West: *Employment Areas* / MO(16) - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is roughly 1.1 hectares in area, and is vacant land that forms part of the right-of-way associated with Eglinton Avenue East where it intersects Don Mills Road.

As of July 2013, the following uses surround the site:

North: grocery store;  
South: Eglinton Avenue, then multi-storey office and proposed multi-storey residential;  
East: an 8-storey office (at 15 Gervais Drive which is also a conversion site); and  
West: office, manufacturing and research and development (Celestica Inc., at 1150 Eglinton Avenue East/844 Don Mills Road which also a conversion site).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at the northeast corner of Eglinton Avenue East and Don Mills Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.



There is a clustering of six conversion requests in this *Employment Area* bounded to the east by the Don Valley Parkway, to the north by the rail corridor and Barber Greene Road, to the west by Leslie Street and to south by Eglinton Avenue East. The area is 132.6 hectares in size. The six sites are at 1150 Eglinton Avenue East/844 Don Mills Road, 1200 Eglinton Avenue East, the northeast corner of Eglinton Avenue and Don Mills Road (the site), 15 Gervais Drive, 1121 Leslie Street and 39 Wynford Drive.

In 2011, there were 11,385 employees in 298 firms in this *Employment Area*. The site is currently part of the Eglinton Avenue right-of-way and has no employees. There are four major roadways providing access for traffic/deliveries both in and out of the area; Leslie Street, Don Mills Road, Eglinton Avenue East and the Don Valley Parkway.

Staff reviewed a total of six conversion requests in this area, all of which seek residential use permissions. The total area of the six conversion requests is 30.13 hectares (74.5 acres) of employment lands, of which the site represents 1.09 hectares.

Staff have concerns with the potential impact of re-designating these lands from *Employment Areas* to *Mixed Use Areas* which would provide for residential and sensitive non-residential uses. The introduction of residential and sensitive non-residential uses on this site will adversely affect the overall viability of the *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas*. As well, the proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses in this *Employment Area*, thereby diminishing further the supply of employment land for *Employment Area* uses.

A bus terminal is planned on the site in conjunction with the funded Eglinton Crosstown LRT and planned station at this location. Consistent with the proposed Official Plan policy framework, the transit station should be integrated into a multi-storey development. Given the greater transit ridership generated by office uses, the station should be integrated into a multi-storey office building.

The site has access across Eglinton Avenue East and Ferrand Drive to a residential neighbourhood with community infrastructure such as parks, schools and a library to serve new residents. It is noteworthy however that the remaining width of the right-of-way at this location would be approximately 55 metres.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at the northeast corner of Eglinton Avenue East and Don Mills Road as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and

medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 1150 Eglinton Avenue East and 844 Don Mills Road
- 1200 Eglinton Avenue East
- 15 Gervais Drive
- 1121 Leslie Street
- 39 Wynford Drive

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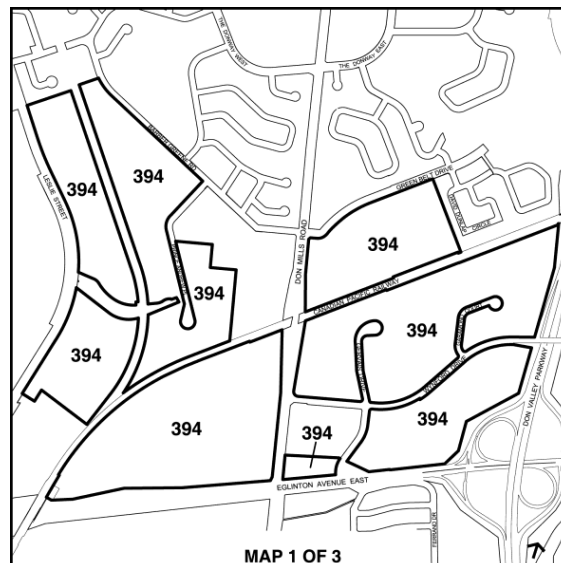
**Recommended Official Plan Amendment –  
Northeast corner of Eglinton Avenue East and Don Mills Road and other lands**

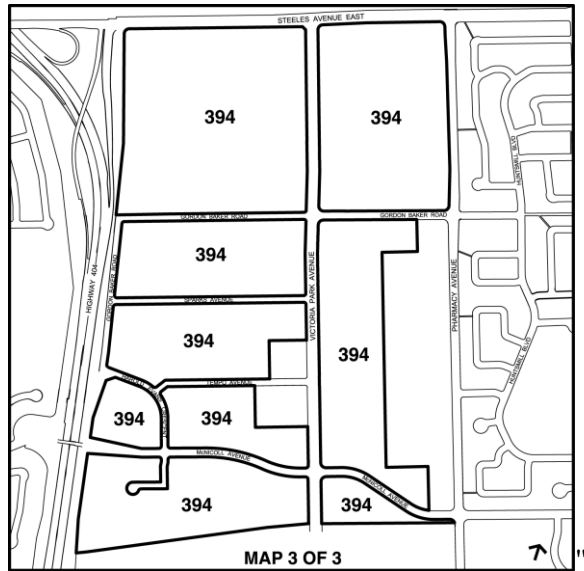
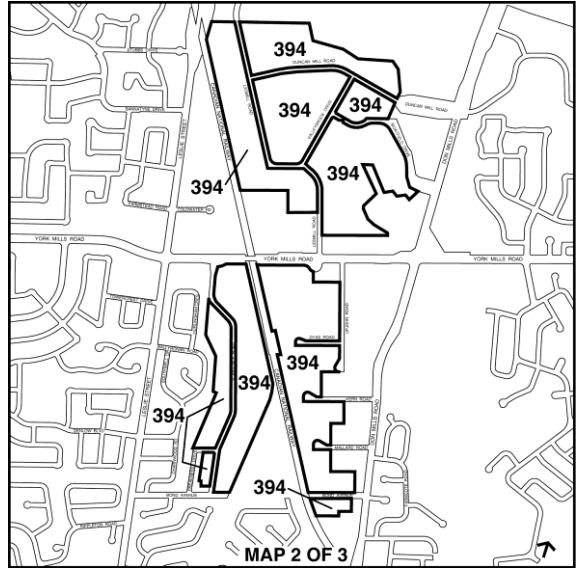
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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

**"394. Business Parks along the Don Valley Parkway Corridor**

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.





## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

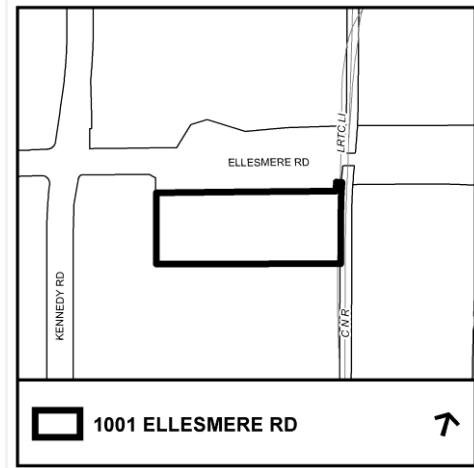
1001 Ellesmere Road

#### Major Intersection

Kennedy Road and Ellesmere Road

#### Community Council / Ward

Scarborough / Ward 37 – Scarborough Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, Council retain the lands at 1001 Ellesmere Road as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Zahavish Commercial Developments (The Goldman Group) (agent / owner)

#### Request / Development Proposal

Request by letter dated November 16, 2011 to convert the lands to *Mixed Use Areas*.

In May 2012, the owner submitted a Planning Rationale in support of the conversion request. The material outlined the site location and the surrounding area, the applicable Official Plan policies and the redevelopment potential for the property given its proximity to Ellesmere Station on the Scarborough Rapid Transit (SRT) line and the intersection of Kennedy and Ellesmere Roads. The submission reiterated the owner's conversion request to *Mixed Use Areas*, and requested that a special site policy be added to also permit employment uses, such as warehousing and distribution uses.

Subsequent correspondence received regarding the conversion request indicated that the owner would like to maintain and enhance existing retail and employment permissions in the short term, with residential development to be undertaken in the future.

In a letter of February 25, 2013, the owner expressed his partial support for the Preliminary Assessment and Draft Policy Direction indicating that the property should be retained for employment uses and be designated as *Retail Employment Areas*, which was adopted by City Council at its November 2012 meeting. The owner requested that the westerly half of the site be designated as *Retail Employment Areas* and the easterly half be converted to *Mixed Use Areas*.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Maps 19 and 20).

The former City of Scarborough Employment Districts Zoning By-law No. 24982 zones the property as Industrial (M). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 0.8) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas*, *Employment Areas* / Industrial (M) Mixed Employment (ME), Industrial District Commercial (MDC)

South: *Employment Areas* / Industrial (M), General Industrial (MG), Special Industrial (MS), Vehicle Service (VS)

East: *Utility Corridors* (Scarborough Rapid Transit (SRT) line and *Mixed Use Areas* / Industrial (M) (SRT), Commercial/Residential (CR)

West: *Employment Areas*, *Mixed Use Areas* west of Kennedy Road / Mixed Industrial (ME), Industrial District Commercial (MDC)

### **Site and Surrounding Area**

The property is approximately 2.76 hectares in area, and as of March 2012 contains a vacant industrial building.

The following uses surround the site:

North: Ellesmere Road overpass and Ellesmere Station on Scarborough Rapid Transit (SRT) line, nursing home and automobile dealership on the north side of Ellesmere Road;

South: Multi-unit industrial building (processing, assembling, warehousing/distribution, recreation, restaurant, commercial uses and medical offices) at 1399 Kennedy Road;

East: SRT line, beyond a 162 townhouse unit project under construction; and

West: Commercial uses.

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 1001 Ellesmere Avenue to *Mixed Use Areas* to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The property, which until 2009 contained a metal stamping plant, is located within an employment area that includes a significant number of more traditional industrial firms. Although manufacturing activity has diminished in the last decade, the loss of industrial jobs has been offset by a substantial increase of employment in institutional, service and office sectors. The lands abutting to the south and beyond along Nantucket Boulevard accommodate industrial plants and various businesses that involve outdoor operations. The existing zoning by-law permits a board range of industrial uses including open storage.

Planning staff are concerned with the potential land use incompatibilities the introduction of residential uses adjacent to industrial operations established to the south would create. In the long term, these conflicts could have an adverse impact on the vitality of this employment area. Conversion of 1001 Ellesmere Road may set a precedent for further re-designation requests and the introduction of sensitive uses, which would contribute to the gradual erosion of industrial activity in the larger employment area where manufacturing continues to be a significant and viable employment sector that should be protected.

The recommended *General Employment Areas* designation will broaden the range of uses that could be established at this site and increase employment opportunities. As well, given the site's location next to Ellesmere Station on the SRT line, the site has good accessibility to employees travelling from other parts of the City. Surveys of the usage of rapid transit facilities indicate that office employment generates twice as many trips as residential development.

The recent Council decision to extend the Bloor Danforth subway line to Scarborough casts uncertainty on the future of the SRT that was planned to be renovated and modernised. With the proposed subway alignment further east along McCowan Road, the future of the existing SRT service remains unclear and requires further decisions by the City and higher levels of government with respect to its continuation.

City Planning staff have identified that existing and planned community facilities are in the general area to accommodate residential uses. However, access to all facilities with the exception of one local park of limited usability and size, requires the crossing of

major streets (i.e., Ellesmere Road, Kennedy Road and Midland Avenue). There are no cross-jurisdictional issues applicable to this site.

At its July 16, 17, 18 and 19, 2013 meeting, City Council requested the Chief Planner to conduct additional analysis of the site to consider whether a *Mixed Use Areas* designation would be appropriate on this property given:

- a. the site's close proximity to transit, and the City's efforts to increase public use of existing and future transit facilities; and
- b. the site's proximity to the intersection of Kennedy Road and Ellesmere Road, two major roads at the eastern part of the City.

Council also directed that the additional analysis be based on the following criteria being addressed:

- a. the applicant demonstrating that a significant portion of the site will include employment uses;
- b. in case of a phasing development plan, the employment uses noted above will be constructed as part of the first phase of any development;
- c. any residential uses be designed and situated in a manner to prevent or mitigate against impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business; and
- d. the City's plans for redevelopment of the existing Scarborough Rapid Transit line.

In response to Council direction, the owner submitted a letter on August 20, 2013 in which he reiterated his original request for conversion of 1001 Ellesmere Road to *Mixed Use Areas*. The submission did not include any supporting material to permit the evaluation of the development concept to address the matters outlined in the July, 2013 Council direction.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Furthermore, in view of recent decisions concerning the proposed expansion of subway service to Scarborough, the future of the existing SRT needs to be addressed to ascertain its long term feasibility. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 1001 Ellesmere Road as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

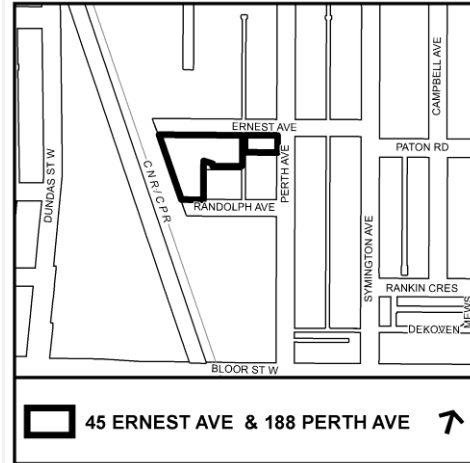
45 Ernest Avenue and 188 Perth Avenue

#### Major Intersection

Perth Avenue and Bloor Street

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain that portion of 45 Ernest Avenue and 188 Perth Avenue located within 30 metres of the West Toronto Railpath and rail corridor as *Employment Areas* and designate it as *General Employment Areas*; and convert the remainder of the employment lands by designating them as *Neighbourhoods*.
2. City Council introduce a Site and Area Specific Policy for the lands at 45 Ernest Avenue to limit uses on the *General Employment Area* lands to those compatible with residential and sensitive non-residential uses and to permit parking ancillary to any residential development on the *Neighbourhoods* lands.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Peter Ross (owner)

#### Request / Development Proposal

Request by letter dated February 15, 2013 to convert the site to *Mixed Use Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the lands as *Employment Areas* (Section 4.6, Land Use Plan Map 17).



The former City of Toronto Zoning Code as amended zones the property as I2 D2 Height 14 m. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Neighbourhoods* / Industrial ('I') 2 D2
- South: *Neighbourhoods* fronting Perth Ave., *Employment Areas* backing onto the rail corridor / By-law 682-91 permits residential uses/Industrial ('I') 2 D2
- East: *Neighbourhoods* / Residential ('R') 2 Z0.6
- West: *Utility Corridors* / Transportation ('T')

### **Site and Surrounding Area**

The property is approximately 7,448 square metres in area, and vacant as of May, 2013 (former lumber yard). The lands at 188 Perth Avenue are currently occupied by the head office of Ontario Hardwood Products Ltd.

As of May, 2013 the following uses surround the site:

- North: Solways scrap yard (has been sold and is shutting down);
- South: 3-storey walk-up residential building fronting Perth Avenue, 3-storey office building (Canadian Red Cross) to the rear along Metrolinx rail corridor ;
- East: low scale residential; and
- West: Metrolinx rail corridor.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need, in certain instances may exist to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is surrounded on the east and south by low scale residential uses. To the north, the scrap yard at 25 Ernest Avenue will be ceasing operations and the lands are intended to be redeveloped with low scale residential uses. Under the site's Official Plan designation and underlying zoning, industrial uses that may be incompatible with sensitive uses are permitted. Furthermore, the site does not have direct access to a major street. Access may only be obtained by passing through stable residential neighbourhoods. As such the conversion of the lands is recommended to prevent potential future land uses incompatibilities. Based on this rationale, it is also recommended that the lands at 188 Perth Avenue also be converted. As the surrounding land uses are *Neighbourhoods* and the site faces low scale residential on the east and

south sides there is a need to ensure that any residential redevelopment of the site is compatible with the character of the immediate area. As such *Neighbourhoods* is the recommended designation.

It is also City Planning staff's opinion that conversion of the majority of the site would not undermine the viability of the larger employment area. The site is a remnant piece of what once was a larger employment area. As noted above, access to the area can only be obtained by traversing through low scale residential neighbourhoods, thereby making it unsuitable for many industrial uses. The one remaining impactful employment use, a scrap yard located directly north of the site at 26 Ernest Avenue, which is ceasing operations in the near future and is designated as *Neighbourhoods*. Lands formerly designated for employment uses located at 351 and 371 Wallace Avenue were previously converted for residential uses and are currently designated *Neighbourhoods*. The Toronto Hydro substation located at 26 Ruskin Avenue is not likely to seek a conversion and like other remaining employment uses in area (i.e., Canadian Red Cross at 21 Randolph Avenue) is generally compatible with surrounding residential uses. There are no cross-jurisdictional issues applicable to this site.

Although the area is not viable for heavy employment uses such as manufacturing, it is still desirable to ensure residentially compatible employment remains in the area. The City of Toronto has a limited stock of employment lands and there is a need to ensure an ample supply of employment lands is available to meet the provincial forecasts as provided in the Growth Plan and potential jobs for area residents. Also, a major transportation rail corridor runs through the area and there is a need to ensure there is adequate buffering to the area's sensitive low scale residential uses. As such City Planning staff recommend that lands along the boundary of the rail corridor on the western edge of the lands be retained for employment uses and be designated as *General Employment Areas*. A Site and Area Specific Policy is recommended for the lands that would limit the employment uses to those that are compatible with residential uses. This is consistent to City Planning's approach to other conversion requests in the area (i.e., 362 Wallace Avenue, 50 Edwin Avenue). The proposed Site and Area Specific Policy would also permit parking on the *General Employment Areas* portion of the site that is ancillary to and supportive of any residential development on the portion to be designated as *Neighbourhoods*.

The site is within the Junction Triangle residential neighbourhood with community infrastructure such as parks, schools and community facilities required to accommodate the proposed residential conversion. With certain exceptions (i.e., secondary schools) most of the community infrastructure is within walking distance and does not require the crossing of a major street.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of part of the site addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and

the Official Plan policies, the City Planning Division recommends that City Council designate the easterly portion of 45 Ernest Avenue as *Neighbourhoods*, and retain a 30 metre portion at the western boundary as an *Employment Area* and designate it as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to limit *Employment Area* uses to those that are compatible with residential uses and to permit ancillary parking for any residential uses proposed for the *Neighbourhoods* portion of the site. The recommended Official Plan amendment is shown below.

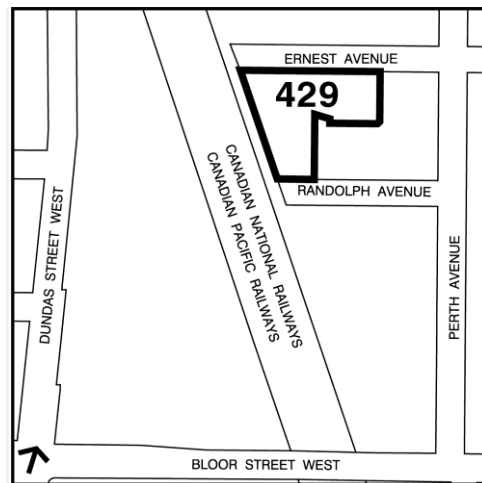
### Recommended Official Plan Amendment – 45 Ernest Avenue

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 429 for the lands known municipally in 2012 as 45 Ernest Avenue, as follows:

#### "429. 45 Ernest Avenue

For the portion of the site designated *General Employment Areas* only employment uses that are compatible with adjacent residential development such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

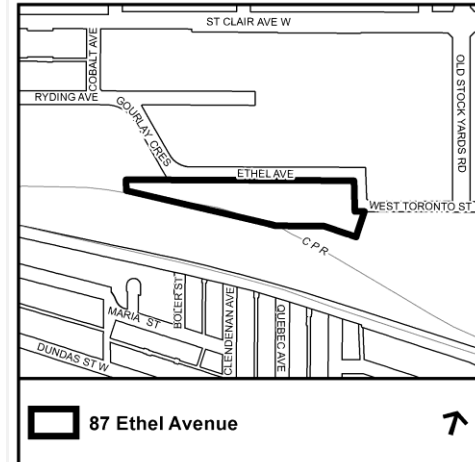
87 Ethel Avenue

#### Major Intersection

St. Clair Avenue West and Keele Street

#### Community Council / Ward

Etobicoke York / Ward 11 - York South-Weston



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 87 Ethel Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird & Berlis LLP (agent) / Red Eagle Enterprises Inc. (owner)

#### Request / Development Proposal

Request by letter dated May 30, 2013 for a *Regeneration Areas* designation.

#### Application File No. and Status

No Official Plan Amendment application for a *Regeneration Area* designation or residential uses was submitted. Instead Site Plan Application No. 13 222698 WET 11 SA was submitted by applicant Johnathan Benczkowski for 9 industrial buildings with a total gross floor area of 26,083 square metres.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of Toronto Zoning By-law No. 438-86 zones the property as I3 (Height 14m). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 1.0 (x285)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I3 - Industrial  
South: *Utility Corridor* / T - Transportation  
East: *Employment Areas* / I3 - Industrial  
West: *Parks* / G - Park

### **Site and Surrounding Area**

The property is approximately 2.09 hectares in area, and as of August 2013 contains some open storage areas.

As of August 2013, the following uses surround the site:

North: poultry plant, including slaughter, processing and packing;  
South: railway corridor;  
East: Dodds Avenue, retail drive-thru, lumber yard; and  
West: Runnymede Park.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan.

City Planning staff have concerns with the proximity of this site directly across from a chicken slaughterhouse and processing plant with trucks carrying both raw materials and finished product using the facility on a "round the clock basis". Maple Leaf Foods is the operator of the poultry plant and is the largest single employer in the area, with 700 employees. Maple Leaf Foods has a lease option for these lands until 2022.

This site is also adjacent to a major rail corridor. The depth of the property varies from approximately 17 metres to 89 metres. Much of the site could not accommodate a 30 metre setback from the rail corridor and a reasonable floor plate for residential uses. Given that the site is between a rail corridor and a chicken slaughterhouse, residential

uses on the site would be incompatible with existing rail and industrial operations and could undermine the viability of area industries. A site plan application has been received for these lands to develop eight industrial buildings with a storage shed.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however access to some do require the crossing of a major street, St. Clair Avenue West. There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 87 Ethel Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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**Address**

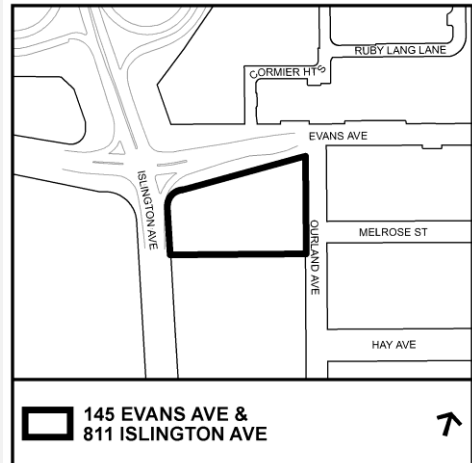
145 Evans Avenue and 811 Islington Avenue

**Major Intersection**

Islington Avenue and Evans Avenue

**Community Council / Ward**

Etobicoke York / Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the employment lands at 811 Islington Avenue as *Employment Areas* and designate them as *Core Employment Areas* and convert the employment lands at 145 Evans Avenue by designating them as *Neighbourhoods*.
2. City Council introduce a Site and Area Specific Policy for the lands and nearby lands to:
  - a. ensure that employment uses are compatible with residential uses;
  - b. permit a broad range of uses related to social, cultural, educational, institutional and entertainment uses;
  - c. prohibit major retail stores on the retained employment lands with frontage on Islington Avenue; and
  - d. ensure building heights transition to the established *Neighbourhoods* across Ourland Avenue and Evans Avenue on lands converted to *Neighbourhoods*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Ukrainian National Federation of Canada (owner)

**Request / Development Proposal**

Request by letter submitted on August 3, 2012 to re-designate the lands to *Mixed Use Areas* to permit office, retail, cultural and residential uses, including retirement living.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* and *Neighbourhoods* / I.C1 – Industrial Class 1 and R4G Group Area R4G Fourth Density Residential Zone
- South: *Employment Areas* / I.C1 – Industrial Class 1
- East: *Neighbourhoods* / R2 – Second Density Residential Zone
- West: *Employment Areas* / I.C1 – Industrial Class

### **Site and Surrounding Area**

The property is approximately 1.1 hectares in area, and contains one two-storey office building (811 Islington Avenue) and the two-storey Ukrainian World Congress building (145 Evans Avenue), which includes a cultural centre and banquet facility. Surface parking is available to accommodate visitors and employees to the site.

The following uses surround the site:

- North: beer brewery, one-storey commercial/industrial building and four-storey townhouse complex across Evans Avenue;
- South: one-storey Toronto Police Services evidence warehouse building;
- East: low-rise residential dwellings across Ourland Avenue; and
- West: movie and lighting production building across Islington Avenue.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The lands at 145 Evans Avenue are surrounded on two sides by sensitive uses: to the north and across Evans Avenue is a low-rise townhouse development and to the east across Ourland Avenue a low-rise residential neighbourhood. Conversion of the 145 Evans Avenue lands with frontage on Ourland Avenue and Evans Avenue can serve to act as a residential buffer to the retained employment lands with frontage on Islington



Avenue and Evans Avenue. Staff is recommending that the conversion to permit low-rise residential uses extend south to Ourland Park to reinforce the need to buffer the existing and established low-rise neighbourhood to future and existing employment uses along Islington Avenue. Staff is also recommending that any employment uses along Islington Avenue be made compatible to nearby residential uses to minimize any incompatibilities between neighbouring uses.

For 811 Islington Avenue, staff is recommending that these lands and those extending south to Ourland Park be retained for employment purposes. City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods.

It is staff's opinion that the 811 Islington Avenue should be retained for employment purposes, given its proximity to the Gardiner Expressway interchange at Islington Avenue and the good highway access for goods movement available on this site, in keeping with Growth Plan policy 2.2.6.9.

Besides having an employment function in South Etobicoke, the site also plays an important cultural and social role with the Ukrainian community in Toronto. Since 2002, the Toronto Branch of the Ukrainian National Federation of Canada has been located on the site. The site also contains the Ukrainian National Federation's cultural centre and banquet hall, headquarters of their credit union, other offices, a library and sports and recreation centre. Staff are proposing that a Site and Area Specific Policy be placed on the employment portion of the site with an intent to acknowledge the importance that the site plays within the City's Ukrainian community. The proposed *Core Employment Areas* designation would retain the western portion of the site as an *Employment Area*, and the Site and Area Specific Policy would permit the social, cultural, educational and entertainment uses that the Ukrainian National Federation of Canada have enjoyed for the last 11 years. The Site and Area Specific Policy would also prohibit major retail development and ensure that employment uses are compatible with residential uses.

The site is immediately adjacent to a residential neighbourhood with community infrastructure such as public schools, parks, community centres and libraries to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

## Conclusion

It is staff's opinion that it is desirable to convert the eastern portion of the site with frontage on Ourland Avenue (145 Evans Avenue) for residential purposes, but to retain, for employment purposes, the portion with frontage on Islington Avenue (811 Islington Avenue). Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the employment lands at 811 Islington Avenue as *Employment Areas* and designate them as *Core Employment Areas*, with a Site and Area Specific Policy that permits permit a broad range of uses related to the social, cultural, educational, institutional and entertainment uses, and prohibits stand-alone large scale retail stores. Staff is also recommending the conversion of the lands at 145 Evans Avenue by designating them as *Neighbourhoods* with a Site and Area Specific Policy that ensures building heights transition to the established *Neighbourhoods* across Ourland Avenue and Evans Avenue. In order to reinforce the need for a buffer between the existing and established *Neighbourhoods* to the east, staff is recommending that the re-designations extend south to Ourland Park as outlined in the Site and Area Specific Policy No. 430. The recommended Official Plan amendment is shown below.

### Recommended Official Plan Amendment – 145 Evans Avenue and 811 Islington Avenue

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 430 for the lands known municipally in 2013 as 145 Evans Avenue and 791-811 Islington Avenue as follows:

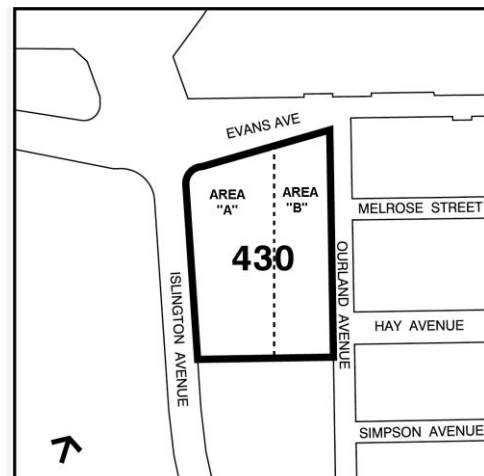
#### "430. 45 Evans Avenue and 791-811 Islington Avenue

##### Area "A"

- a) Employment uses will be compatible with nearby sensitive residential uses.
- b) Social, cultural, institutional and entertainment uses are permitted.
- c) Major retail development with 6,000 square metres or more of retail gross floor area is not permitted.

##### Area "B"

- d) Residential buildings heights will provide a transition to the low-rise established *Neighbourhoods* lands to the north and east."



## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

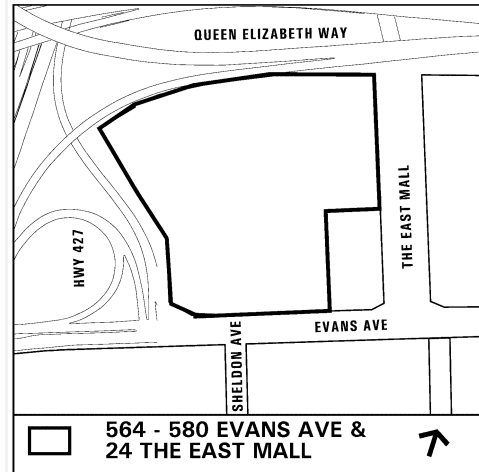
564-580 Evans Avenue and 24 The East Mall

#### Major Intersection

Highway 427 and Q.E.W./Gardiner Expressway

#### Community Council / Ward

Etobicoke York/Ward 6 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 564-580 Evans Avenue and 24 The East Mall as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (applicant) / Antorisa Investments Ltd. (owner)

#### Request / Development Proposal

Proposal by way of application to convert the lands from *Employment Areas* to *Mixed Use Areas* to permit 537 residential units (27 three-storey townhouses, a 20- and 26-storey building), 6,190 square metres of commercial space, a 150-unit 8-storey residence and a 0.28 hectare park.

#### Application File No. and Status

Application No. 11-326670 WET 06 OZ was submitted on December 15, 2011. A Preliminary Report dated February 24, 2012 was adopted without amendment by the Planning and Growth Management Committee on March 22, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG12.6>.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Former Etobicoke: I.C1 – Industrial Class 1

South: *Neighbourhoods* / Former Etobicoke: R3 – Third Density Residential Zone

East: *Employment Areas* / Former Etobicoke: I.C1 – Industrial Class 1

West: *Employment Areas* / Former Etobicoke: I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 4.5 hectares in area and contains four auto-related businesses, two low-rise residential dwellings fronting onto Evans Avenue and a multi-tenant single storey commercial/industrial building fronting onto the East Mall.

The following uses surround the site:

North: on-ramp from Highway 427 to the QEW / Gardiner Expressway;

South: low-rise residential dwellings (across Evans Avenue);

East: access ramps from Highway 427 and the QEW / Gardiner Expressway; and

West: two-storey motel with surface parking.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 564-580 Evans Avenue and 24 The East Mall to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment

lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. The site is immediately next to a major ramp from Highway 427 to the QEW, making noise impacts a concern, should this site be converted to permit residential uses. Given the proximity to a major interchange, the site's visibility is advantageous for commercial and employment purposes.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across major roads, Evans Avenue and Browns Line to a residential neighbourhood with community infrastructure such as (parks, public schools, and a library) to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

It is staff's opinion that the site should be retained for employment purposes, given its key location at the intersection of two major expressways. This site provides excellent access for goods movement and visibility for commercial purposes; conversion of the site conflicts with the Growth Plan policy 2.2.6.9. In 2011, the businesses located at the site had 119 employees within 17 establishments. These figures reflect a slight increase from 2006 when there was 97 employees within 14 establishments.

At its meeting on November 27, 28 and 29, 2012 City Council requested the Chief Planner to conduct additional analysis on the site, despite staff's preliminary assessment. Council outlined the following criteria for staff to consider (Item PG19.5):

1. The applicant demonstrating that a significant portion of the site will include employment uses;
2. A phasing plan that articulates the employment uses noted in criteria 1 will be constructed as part of the first phase of any development; and
3. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impacts on business.

#### *Criterion One*

Of the 64,524 square metres of proposed gross floor area (GFA) for the site, a total of 6,190 square metres (66,630 square feet) or 9.7 per cent is proposed for commercial and office uses. The office/commercial building is proposed for the northeast corner of the site, fronting The East Mall and visible from the Gardner Expressway. The existing office/commercial building would be demolished.

Currently the site has an as-of-right zoning potential for nearly 44,595 square metres of employment uses and is developed with 4,500 square metres of employment uses or 9.8 per cent of the development potential of the lands by floor area. The Official Plan Amendment application for the site proposes 64,524 square metres gross floor area (GFA) consisting of a mix of uses of which 6,190 square metres is proposed for commercial and office uses or 9.7 per cent of the proposed development potential of the lands by floor area. This does not meet criteria 1 above, which requires a significant portion of the site to include employment uses.

### *Criterion Two*

It is possible that the development can be phased such that the employment uses proposed to replace the existing office/commercial space can be constructed as part of the first phase of redevelopment. It should be noted, however, that there are no legal means to ensure that the non-residential portion of the proposed mixed-use development will be built. Should Council approve the proposed amendment to the Official Plan and the conversion of the site, there will always be a statutory right for the owner to re-apply to the City to amend the *Mixed Use Areas* land use regulations and to appeal the City's decision to the Ontario Municipal Board.

### *Criterion Three*

Given the proximity of the Gardiner Expressway and Highway 427 interchange, staff have concerns with the noise and air quality levels generated by the vehicular traffic experienced on these two major expressways. Although acoustical barriers are proposed to protect the residential uses, it is staff's opinion that acceptable outdoor-residential noise levels may not be obtained through mitigating measures throughout the proposed residential development.

The site is bounded to the north and west by Highway 427, the Gardiner Expressway and related interchange ramps, with portions of the highway system elevated adjacent to the site posing challenges to the introduction of residential. The Official Plan Amendment application proposes the use of acoustical barriers in their redevelopment to address impacts. It is not known if it will be possible to achieve Provincial guidelines for acceptable environmental impacts for residential development on the site.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 564-580 Evans Avenue and 24 The East Mall as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

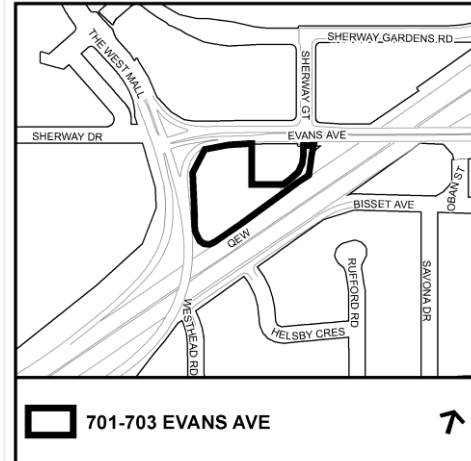
701-703 Evans Avenue

#### Major Intersection

Evans Avenue and QEW

#### Community Council / Ward

Etobicoke York/Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 701-703 Evans Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

McMillan (applicant) / Amexon Developments and Heritage York Holdings Inc. (owner)

#### Request / Development Proposal

Request by letter dated October 24, 2012 to re-designate lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15). Site and Area Specific Policy No. 19 applies to the site.

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial and office uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.



The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* / R.6 – Sixth Density Residential Zone  
South: *Neighbourhoods* / R.2 – Second Density Residential Zone  
East: *Parks* / OS – Open Space  
West: *Mixed Use Areas* / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 10,500 square metres in area, and contains two nine-storey office buildings with structure parking and retail uses on the ground floor.

The following uses surround the site:

North: high-rise residential building under construction, Sherway Gardens shopping mall;  
South: Queen Elizabeth Way;  
East: one-storey bank building with drive-through; and  
West: vacant lands owned by Infrastructure Ontario and QEW on- and off-ramp.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 701-703 Evans Avenue to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and

accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with Ministry of the Environment standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

Staff have concerns with the immediate adjacency to the QEW and the potential for noise and air quality issues, should residential uses be introduced onto this site. This site and existing office buildings afford the businesses currently headquartered with excellent visibility and access to the QEW.

The site has access across one major highway– QEW – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion. It should be noted that the site is physically isolated from the noted residential neighbourhood by the QEW, Highway 427, the CN Rail Corridor and the Etobicoke Creek. This isolation presents major challenges for integration with its surrounding area and having access to community infrastructure in the surrounding areas.

There are no cross-jurisdictional issues related to the lands.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 701-703 Evans Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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**Address**

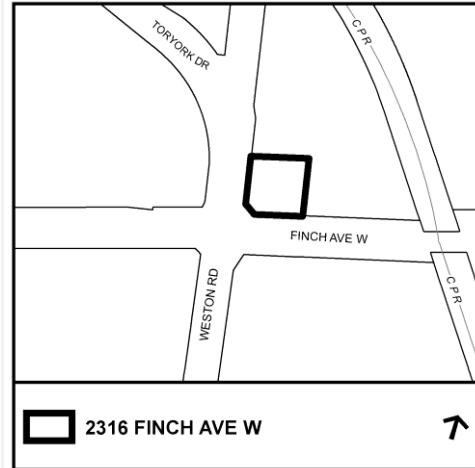
2316 Finch Avenue West

**Major Intersection**

Finch Avenue West and Weston Road

**Community Council / Ward**

Etobicoke York / Ward 7 – York West



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 2316 Finch Avenue West as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

R.E.Millward and Associates (agent) / Koundouros Investments Ltd. (owner)

**Request / Development Proposal**

Request by letter dated September 20, 2011 for a re-designation to *Mixed Use Areas* to permit redevelopment options.

### POLICY AND AREA CONTEXT

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**Official Plan and Zoning**

The Official Plan identifies the site as an *Avenues* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13) in both the Official Plan and the Emery Village Secondary Plan.

The former City of North York Zoning By-law zones the property as MC(H), permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(H)/C5(H2)

South: *Mixed Use Areas* / C5(H3)

East: *Mixed Use Areas* / MC(H)

West: *Mixed Use Areas* / C5(H2)/C5(H4)

### **Site and Surrounding Area**

The property is approximately 2,800 square metres in area, and is currently vacant.

The following uses surround the site:

North: one-storey multiple industrial complex;

South: vacant site;

East: condominium multiples; and

West: fuel station on the NW corner, one-storey medical clinic and 4 twelve-storey rental apartment buildings behind commercial uses at SW quadrant.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 2316 Finch Avenue West to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City staff are concerned about the introduction of uses permitted in *Mixed Use Areas* adjacent to the industrial condominium complex abutting to the north. These concerns are related to the potential for negative impacts on existing businesses and the reluctance of new businesses to locate in an area where there are sensitive uses, such as residential. Such impacts include the potential for conflicts between increased pedestrian and auto traffic and industry related truck traffic; and noise and odour complaints. It is important for industrial uses to have certainty and stability. The introduction of sensitive uses to this *Employment Area* could potentially have an adverse effect on the stability and viability of these businesses.

The site has access across two major roads, Finch Avenue, and Weston Road, to residential neighbourhoods with community infrastructure such as schools, library, and child care.

Given its location at the junction of two major streets permission for retail commercial uses permitted in the *General Employment Areas* designation in addition to the *Core Employment Areas* uses already permitted is a complementary function that takes advantage of the visibility and access that characterize the location, enhancing the area for both residents and area workers alike.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that Council retain the lands at 2316 Finch Avenue West as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

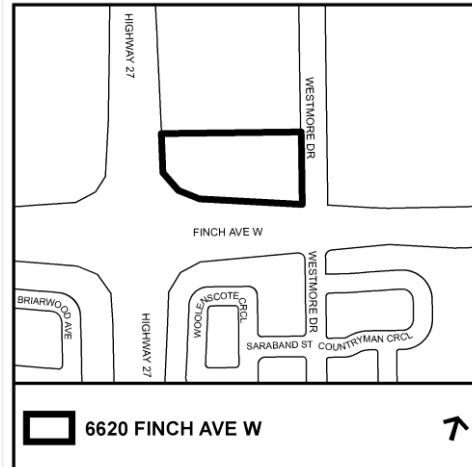
6620 Finch Avenue West

#### Major Intersection

Highway 27 and Finch Avenue West

#### Community Council / Ward

Etobicoke York/Ward 1 - Etobicoke North



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 6620 Finch Avenue West as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bratty and Partners (applicant) / A. Mantella & Sons Limited (owner)

#### Request / Development Proposal

An Application for Official Plan and Zoning By-law Amendments to permit a mixed use retail/residential development consisting of two 15-storey residential towers with retail at grade was submitted on December 28, 2006. The application was refused by Council on April 23/24, 2007 and was appealed to the Ontario Municipal Board in May, 2007.

A recommendation from the Ward Councillor to the Planning and Growth Management Committee that the application be included in the Municipal Conversion Review process was adopted October 6, 2011. The accompanying letter from the applicant indicated that the OMB appeal will be deferred until such time as the review is complete.

#### Application File No. and Status

Application No. 06 199909 WET 01 OZ: Ontario Municipal Board appeal has been deferred pending completion of the Official Plan / Municipal Comprehensive Reviews.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13).

Site Specific By-law No. 1990-58 of the former City of Etobicoke Zoning Code zones the property as CL – Limited Commercial, permitting a range of uses such as neighbourhood stores, offices, restaurants, medical and dental offices. The Site Specific By-law specifically prohibits residential uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

Immediately north of the site, in September 2006, Council approved a site specific Official Plan Amendment and in August 2010 adopted a site specific By-law Amendment for a Senior Citizens apartment building in addition to the permitted employment uses. The Final Report is available at this link:

<http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-2396.pdf>

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C1-Industrial Class 1

South: *Neighbourhood* / R4G – Fourth Density Residential uses

East: *Employment Areas* / I.C1 – Industrial Class 1 and U – Utilities Zone

West: *Employment Areas* / CL- Limited Commercial

### **Site and Surrounding Area**

The property is approximately 1 hectare in area, and as of June, 2013 contains a plaza and two stand-alone buildings.

As of June, 2013, the following uses surround the site:

North: vacant lot with a Senior Citizens apartment building approved for the site;

South: low-rise residential neighbourhood;

East: low-rise industrial; and

West: vacant lot.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.



There is no need to convert the employment lands at 6620 Finch Avenue West to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Planning Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including but not limited to Ray Plastics Limited, manufacturers of plastic molding providing product mainly to automotive companies, and Orbis Corporation, manufacturer of containers and reusable packaging for the following sectors: environmental recycling and waste; industrial; food and beverage; and storage and distribution. These concerns are related to the potential for negative impacts on existing industries and the reluctance of new industries to locate in an area where there are sensitive uses, such as residential. Such impacts include the potential for conflicts between increased pedestrian and auto traffic and industry related truck traffic; and noise and odour complaints. It is important for industrial uses to have certainty and stability. The introduction of sensitive uses to an area in which industry is permitted is a threat to the stability of those uses.

Given its location at the junction of two major streets permission for retail commercial uses permitted in the *General Employment Areas* designation in addition to the *Core Employment Areas* uses already permitted is a complementary function that takes advantage of the visibility and access that characterize the location, enhancing the area for both residents and area workers alike. Upon the construction of the Finch West LRT, there will exist employment and office intensification opportunities at this site.

The site has access to the south across Finch Avenue West, to residential neighbourhoods with existing community infrastructure such as schools, parks, and community recreation centres to accommodate the proposed residential conversion.

At its meeting of November 27, 28, and 29, 2012, City Council requested the Chief Planner to conduct additional analysis on the site, despite staff's preliminary assessment. Council outlined the following criteria for staff to consider, including but not limited to (PG19.5):

1. The applicant demonstrating that a significant portion of the site will include employment uses;
2. A phasing plan that articulates that the employment uses noted in Criteria 1 will be constructed as part of the first phase of any development; and
3. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impacts on business.

The above Planning Rationale Summary reflects City staff's overall assessment of the requested conversion but no supporting material has been received from the applicant to demonstrate how they intend to satisfy Council's additional criteria listed above.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 6620 Finch Avenue West as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

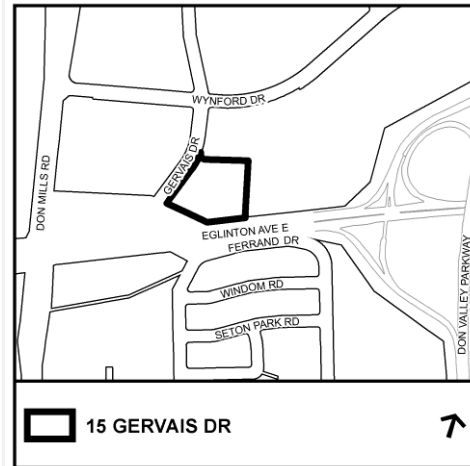
15 Gervais Drive

#### Major Intersection

Don Mills Road and  
Eglinton Avenue East

#### Community Council / Ward

North York / Ward 26 – Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 15 Gervais Drive as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Dillon Consulting (agent) / Ontario Federation of Labour (owner)

#### Request / Development Proposal

Request by letter dated March 18, 2013 to convert the site from *Employment Areas* to *Mixed Use Areas* in order to permit residential uses mixed with other uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone (MO), permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / MO - Industrial-Office Business Park Zone
- South: *Neighbourhoods* and *Mixed Use Areas* / RM1(27) - Multiple-Family Dwellings First Density Zone / MO/MO(43) - Industrial-Office Business Park Zone
- East: *Employment Areas* / MO - Industrial-Office Business Park Zone
- West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 1.13 hectares in area, and contains an eight-storey office / commercial building occupied by the Ontario Federation of Labour.

As of June, 2013, the following uses surround the site:

- North: a 5-storey office building (at 39 Wynford Drive which is also a conversion request);
- South: Eglinton Avenue East and Ferrand Drive, then low rise residential;
- East: a 9-storey office building (at 1200 Eglinton Avenue East which is also a conversion request); and
- West: grocery store, fuel station and vacant lands (at the northeast corner of Eglinton Avenue and Don Mills Road which is also a conversion request).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 15 Gervais Drive to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

There is a clustering of six conversion requests in this *Employment Area* bounded to the east by the Don Valley Parkway, to the north by the rail corridor and Barber Greene Road, to the west by Leslie Street and to south by Eglinton Avenue East. The area is 132.6 hectares in size. The six sites are at 1150 Eglinton Avenue East/844 Don Mills Road, 1200 Eglinton Avenue East, the northeast corner of Eglinton Avenue and Don Mills Road, 15 Gervais Drive (the site), 1121 Leslie Street and 39 Wynford Drive.

In 2011, there were 11,385 employees in 298 firms in this *Employment Area*. In 2011, the site had 195 employees. There are four major roadways providing access for traffic/deliveries both in and out of the area; Leslie Street, Don Mills Road, Eglinton Avenue East and the Don Valley Parkway.

Staff reviewed a total of six conversion requests in this area, all of which seek residential use permissions. The total area of the six conversion requests is 30.13 hectares (74.5 acres) of employment lands, of which the site represents 1.13 hectares.

Staff have concerns with the potential impact of re-designating these lands from *Employment Areas* to *Mixed Use Areas* in order to permit residential and sensitive non-residential uses. The introduction of residential and sensitive non-residential uses on this site will adversely affect the overall viability of the *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas*. Currently, this site is occupied by an 8-storey office building. This site is located within 500 metres of a planned station on the funded Eglinton Crosstown LRT route. The proposed Official Plan employment policy framework includes the promotion of office space within 500 metres of rapid transit stations, including along the LRT. Displacement of the office building on this site in close proximity to the LRT station would run counter to the policy direction of promoting office intensification near rapid transit.

In addition, the proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses in this *Employment Area*, thereby diminishing further the supply of employment land for *Employment Area* uses.

The site has access across Eglinton Avenue East and Ferrand Drive to a residential neighbourhood with community infrastructure such as parks, schools and a library to serve new residents. It is noteworthy however that the width of the right-of-way in this location is approximately 55 metres.

## **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 15 Gervais Drive as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 1150 Eglinton Avenue East and 844 Don Mills Road
- 1200 Eglinton Avenue East
- Eglinton Avenue and Don Mills Road - the northeast corner
- 1121 Leslie Street
- 39 Wynford Drive

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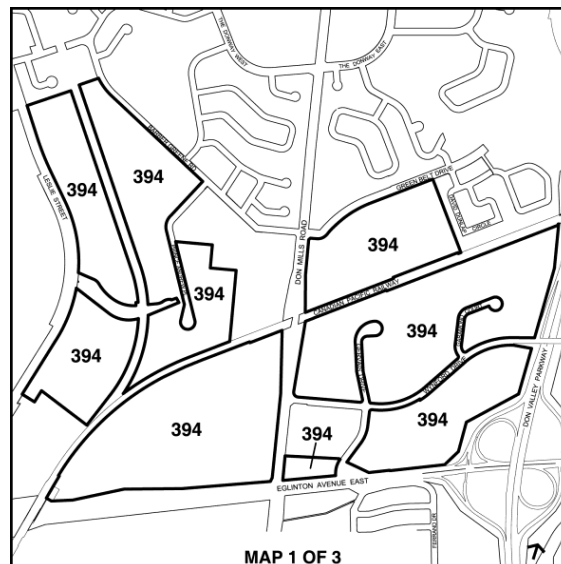
### **Recommended Official Plan Amendment – 15 Gervais Drive and other lands**

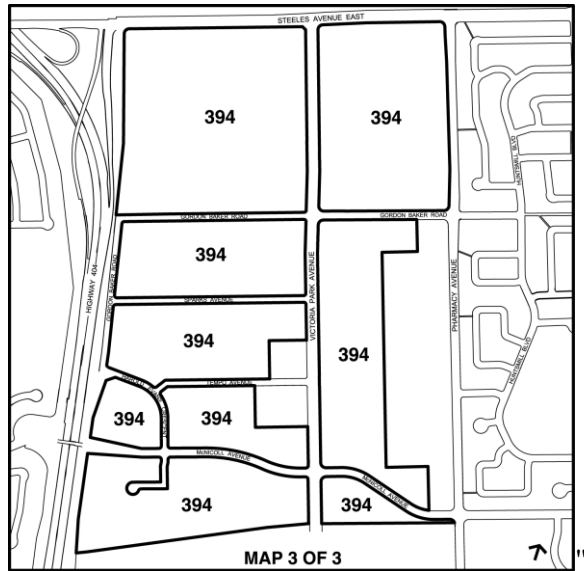
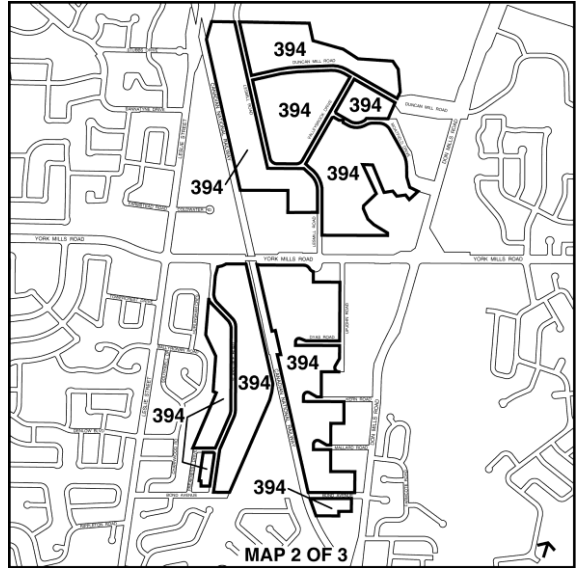
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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

**"394. Business Parks along the Don Valley Parkway Corridor**

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.





## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

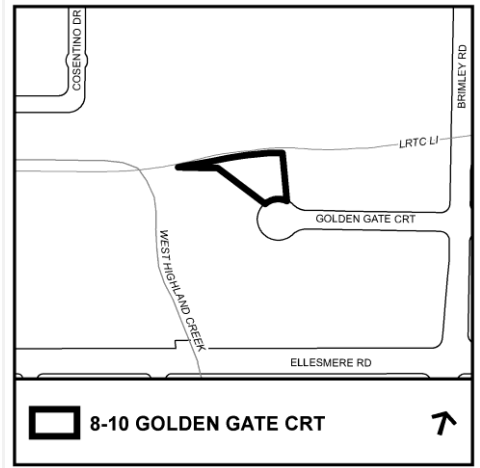
8-10 Golden Gate Court

#### Major Intersection

Ellesmere Road and Brimley Road

#### Community Council / Ward

Scarborough/Ward 37 - Scarborough Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 8-10 Golden Gate Court as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Weston Consulting Group Inc. (agent) / DOM International Ltd. (owner)

#### Request / Development Proposal

Proposal by way of letter dated November 16, 2009 to incorporate *Employment Areas* lands at the western end of Golden Gate Court, including the site, within the *Scarborough Centre Secondary Plan* which would provide for residential and other sensitive uses. No details or a concept plan have been submitted.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Maps 19 and 20).

The former City of Scarborough Employment Districts Zoning By-law No. 24982 zones the property as Industrial (M). New citywide Zoning By-law No. 569-2013 zones these



lands as Employment Industrial Zone [E 0.7 (x155)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas / Industrial (M)*

South: *Employment Areas / Industrial (M)*

East: *Employment Areas / Industrial (M)*

West: *Employment Areas / Industrial (M)*

### **Site and Surrounding Area**

The property is approximately 5,100 square metres in area, and as of January 2012 contains a warehouse/distributor of seafood products.

The following uses surround the site:

North: Scarborough Rapid Transit (SRT) line, further north paper mill including storage and recycling of waste paper material;

South: various business operations (distribution of automotive refinish products, offices);

East: industrial (die casting of furniture parts); and

West: processing, packaging and distribution of food products, machine shop and a place of worship.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment designated lands on Golden Gate Court, including the site, to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

Converting the site located in the interior of a well established and active employment area would have a negative impact on the long term viability of employment lands on Golden Gate Court and north of the abutting Scarborough Rapid Transit (SRT) line, in particular the existing paper mill. Although properties further east on Golden Gate Court (from Brimley Road to the properties at 18 and 15 Golden Gate Court inclusive) are designated *Mixed Use Areas* within the Scarborough Centre Secondary Plan, they are developed with industrial enterprises that are stable. The employment area west of Brimley Road continues to grow, showing an increase in the number of jobs and establishments between 2001 and 2011. City Planning staff are of the opinion that any redevelopment of the lands on Golden Gate Court should be undertaken on a comprehensive basis with redevelopment progressing westerly from Brimley Road, within the lands already designated *Mixed Use Areas*.

Golden Gate Court is a collector road which terminates in a cul-de-sac, and provides access to approximately 16 industrial properties. It has been observed that the street experiences a large volume of delivery trucks that use the cul-de-sac area in front of the site to turn around and park along the road wherever space permits. There are no public sidewalks on Golden Gate Court and the only pedestrian and vehicular access to any future residential development on the site would be provided through the existing industrial area on Golden Gate Court which could lead to potential land use conflicts and safety issues.

There are a number of vacant or underutilized sites within the Scarborough Centre where more residential units and other non-employment uses could be provided and support the existing public transit network and the proposed major upgrade. To strengthen the overall viability of, and to achieve City's objectives, for the Scarborough Centre, the lands in the Scarborough Centre should be developed prior to consideration to expand the western boundary of the Centre.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the general area. However access to all community facilities would require the crossing of major streets (Ellesmere Road and Brimley Road) and walking along an industrial road with no public sidewalks. There are no cross-jurisdictional issues applicable to this site.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement, and the policies in the Official Plan, the City Planning Division recommends that City Council retain the lands at 8-10 Golden Gate Court as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

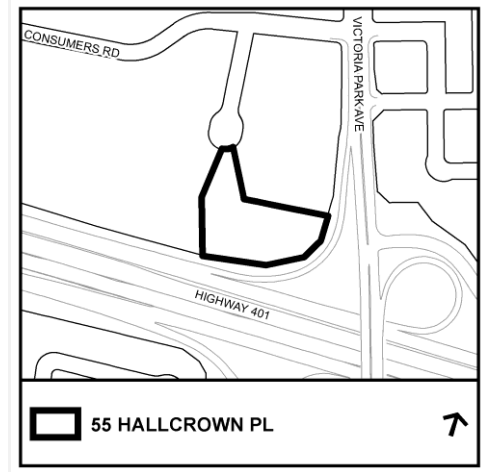
55 Hallcrown Place

#### Major Intersection

Victoria Park Avenue and Highway 401

#### Community Council / Ward

North York / Ward 33 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 55 Hallcrown Place as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby *Employment Area* lands to allow an implementation plan to be established which encourages office development and amenities to serve offices, establishes densities, new streets and blocks; to prohibit major retail uses; and to permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services only when these uses are in multi-storey buildings that include *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Westmont Hospitality Group (owner)

#### Request / Development Proposal

Request by letter dated May 31, 2012 to convert the site to *Mixed Use Areas* in order to permit a seniors' residence, or alternatively a site specific policy to allow the proposed use.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone [MO(7)], permitting hotel, office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / MO - Industrial-Office Business Park Zone
- South: Highway 401
- East: *Parks* / H – Highway and O – Major Open Space District Park (Scarborough Zoning By-law)
- West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 1.4 hectares in area, and contains hotel and restaurant uses.

As of July 2013, the following uses surround the site:

- North: place of worship, private elementary school, community centre and then multi-storey office (at 2450 Victoria Park Avenue which is also a conversion site);
- South: Highway 401 and Highway 401/Victoria Park Avenue Interchange;
- East: Highway 401/Victoria Park Avenue Interchange, Victoria Park Avenue and then City park; and
- West: youth centre and multi-storey offices.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 55 Hallcrown Place to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The site is located in the interior of the Consumers Road Business Park, without direct access to Victoria Park Avenue. The requested introduction of residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment*

*Areas*. The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands within the interior of the Consumers Road Business Park, thereby diminishing further the supply of employment land for *Employment Area* uses.

The proposed conversion of the site for residential purposes would not implement Policy 2.2.6.9 of the Provincial Growth Plan that encourages municipalities to preserve employment lands at major highway interchanges for employment uses. This is a prominent site visible from Highway 401 due to its adjacency to the Highway 401 / Victoria Park Avenue Interchange. Given the noise issues associated with sites located abutting highways and highway interchanges, the site is more appropriate for uses that are not sensitive in nature.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however most do require the crossing of a major street; namely Victoria Park Avenue.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 55 Hallcrown Place as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby *Employment Area* lands to allow an implementation plan to be established which encourages office development and amenities to serve offices, establishes densities, new streets and blocks; to prohibit major retail uses in the *Employment Area*; and to permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services only when these uses are within multi-storey buildings that include *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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See also related request to convert lands at the following address:

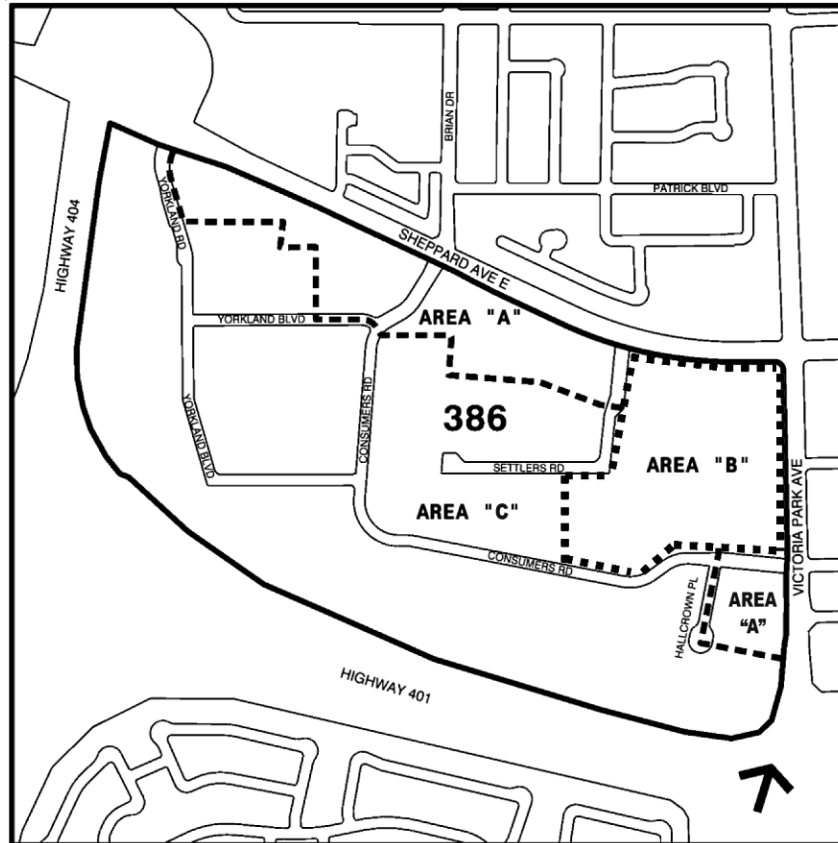
- 185 Yorkland Boulevard

**Recommended Official Plan Amendment –  
55 Hallcrown Place and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

**"386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404**



- (a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
- i) an incentive program for Council adoption to encourage office development;
  - ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
  - iii) development densities; and
  - iv) the creation of new streets and blocks.

### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

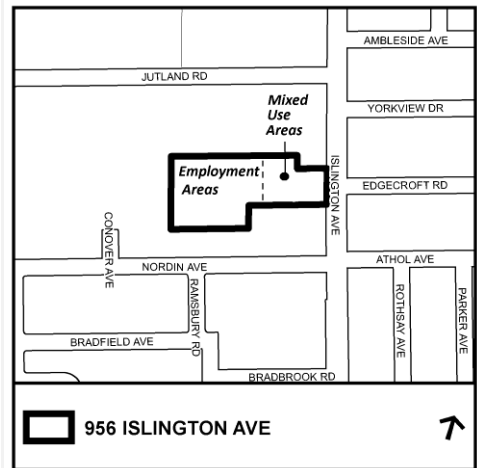
956 Islington Avenue

#### Major Intersection

Islington Avenue and The Queensway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 956 Islington Avenue by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to require a buffer and any required environmental mitigation measures including, noise, vibration, and odour between any sensitive uses and the existing *Employment Area* lands to the west and rear of the site to the Chief Planner and Executive Director, City Planning's satisfaction. Major retail development will also be prohibited on the site.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bratty and Partners LPP (agent) / Candykerr Limited (owner)

#### Request / Development Proposal

Request by way of letter dated January 18, 2013 to re-designate part of the lands from *Employment Areas* to *Mixed Use Areas* to permit residential uses.



## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and is split-designated as *Mixed Use Areas* at the Islington Avenue frontage and *Employment Areas* for the remainder of the site (Section 4.6, Land Use Plan Map 15). The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* and *Employment Areas* / I.C1 – Industrial Class 1

South: *Neighbourhoods* / R2 – Residential Second Density Residential

East: R2 – Residential Second Density Residential

West: *Employment Areas* / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 15,800 square metres in area, and contains a one-storey manufacturing (confectionery) building with office uses and surface parking.

The following uses surround the site:

North: elementary school and place of worship;

South: low-rise residential neighbourhood and place of worship;

East: low-rise residential neighbourhood across Islington Avenue; and

West: one-storey commercial/warehousing building.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in some instances may exist to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The lands at 956 Islington Avenue are surrounded on the three sides by sensitive uses: to the north, a place of worship and elementary school; to the south a place of worship and low-rise residential neighbourhood, to the east and across Islington Avenue is a low-rise residential neighbourhood. To the immediate west of the site, is a one-storey commercial/warehousing building which is fully tenanted. The *Employment Area* to the west forms a large part of the South Etobicoke Employment Area, spanning to Highway 427.

The site is currently split designated with residential and mixed use permissions along the Islington frontage and *Employment Areas* to the rear of the property. The current employment designation and zoning on the lands would permit employment uses, including manufacturing and outside storage on the rear portion of the site. Conversion of the rear portion of the site to *Mixed Use Areas* would prevent any potential future land use incompatibilities with adjoining lands to the north, south and to the east across Islington Avenue. Any residential development on the rear portion of the site will require a buffer and noise and odour attenuation measures from the neighbouring *Employment Areas* to the west.

At 1030 and 1040 Islington Avenue, City Council approved ([Item EY11.6](#)) a residential development with associated mitigation measures on a site that was also split designated (*Mixed Use Areas* and *Employment Areas*). Given the lot depth, the approval included a new public street and an industrial building to the rear portion of the site as well as a number of noise and odour attenuation measures. Conversion of 956 Islington Avenue would need to apply similar method of identifying and mitigating impacts from neighbouring industry on any future residential uses on the site. The Council decision for 1030 and 1040 Islington Avenue can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.EY11.6>

The site is directly next to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

At its meeting on July 16 and 17, 2013, City Council requested the Chief Planner to conduct additional analysis on the site, despite staff's preliminary assessment to retain the rear portion of the site as *Employment Areas*. Council outlined the following criteria for staff to consider, include but not be limited to ([Item PG25.6](#)):

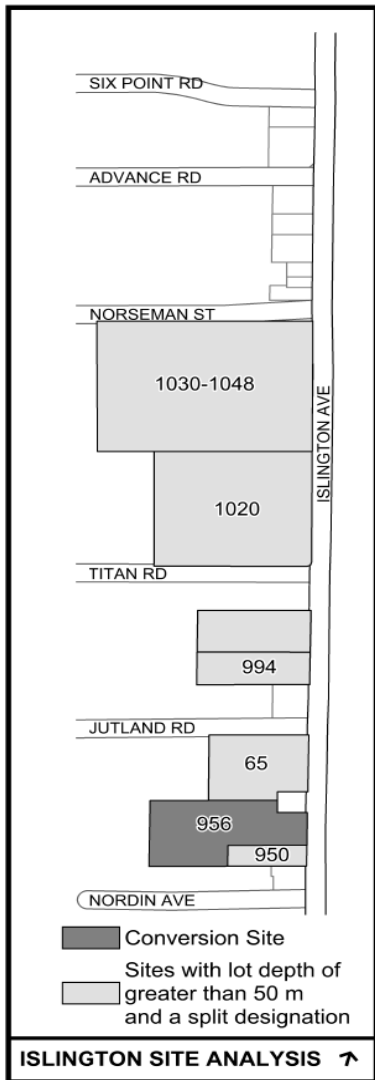
1. Examining all properties with split *Employment Areas* and *Mixed Use Areas* designations which are located on the west side of Islington Avenue and which front onto Islington Avenue between Nordin Avenue to Six Point Road and review the appropriateness of extending the *Mixed Use Area* designation to the rear of these split designated properties.
2. For sites deeper than 50 metres, identifying issues with respect to vehicular access and appropriate buffering to adjacent industry to the rear of the sites.

### **Islington Site Analysis**

Of all the sites along Islington Avenue between Nordin Avenue to the south and Six Point Road to the north, only seven sites fit Council's criteria of being split designated and over 50 metres deep, including the requested conversion site.

### Sites between Norseman Street and Titan Road

There are two split designated sites between Norseman Street and Titan Road, both of which are over 200 metres in depth. The more northern site of the two recently obtained residential permissions (250 townhouses) at 1030 and 1040 Islington Avenue, but also proposed a new public street and a 5,250 square metre industrial building to the rear of the site in order to provide a buffer to the existing employment uses. The approved industrial buffer building had a minimum building height requirement to address environmental issues related to noise from a nearby industrial use to the west of the site. The second site, should it ever redevelop, could also accommodate a similarly sized buffer building to the rear. Both sites are large enough to accommodate internal circulation and secondary vehicular access off of the flanking streets. The approved residential zone along Islington Avenue will be separated from the industrial zone by a new public street connecting Islington Avenue to Norseman Street, which provides a further buffer to the residential development.



### Sites between Titan Road and Jutland Road

There are two split designated sites between Titan Road and Jutland Road, which are both approximately 150 metres deep. Should these sites re-develop to propose residential uses on its *Mixed Use Areas* designation, staff would require a buffer to the proposed development and the existing *Employment Areas*, given the potential for land use incompatibilities. The neighbouring industry to the immediate west is KOREX Canada which produces plastic food containers. It appears as if both sites have shared secondary access off the flanking street and are both large enough to accommodate internal vehicular circulation.

### Sites between Jutland Road and Nordin Avenue

There are three split designated sites between Jutland Road and Nordin Avenue, one of which is the requested conversion site. The other two sites have a depth of approximately 100 metres, both of which currently contain sensitive non-residential uses. Should either site re-develop to introduce residential uses, secondary vehicular access could be accommodated through their respective secondary vehicular access off of the flanking streets.

### Results of Islington Site Analysis

Based on the above analysis of the sites along Islington Avenue between Six Point Road and Nordin Avenue, staff have determined that the site's lot depth can accommodate a

buffer and noise attenuation measures, to the Chief Planner's satisfaction. Residential buildings would need to apply odour attenuation measures, should it be determined through the Zoning Amendment process that they are required.

The requested conversion site is approximately 200 metres deep and only has vehicular access off of Islington Avenue, requiring any turn around movements to occur within the interior of the site. A residential development at this site, although not submitted, may present constraints related to access and vehicular circulation that will need to be reviewed in the context of Zoning By-law Amendment and Site Plan Approval applications. The City's Development Infrastructure Policy and Standards (DIPS) would apply if the proposal includes the introduction of new streets on the site.

### **Conclusion**

It is staff's opinion that there is a need for the requested conversion. The City Planning Division recommends that City Council convert the employment lands at 956 Islington Avenue by designating them as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced to require environmental mitigation measures including, noise, vibration, and odour between any proposed sensitive uses on the lands and the existing *Employment Area* lands to the west and rear of the site to the Chief Planner's satisfaction. Major retail uses will also be prohibited on the site. The recommended Official Plan amendment is shown below.

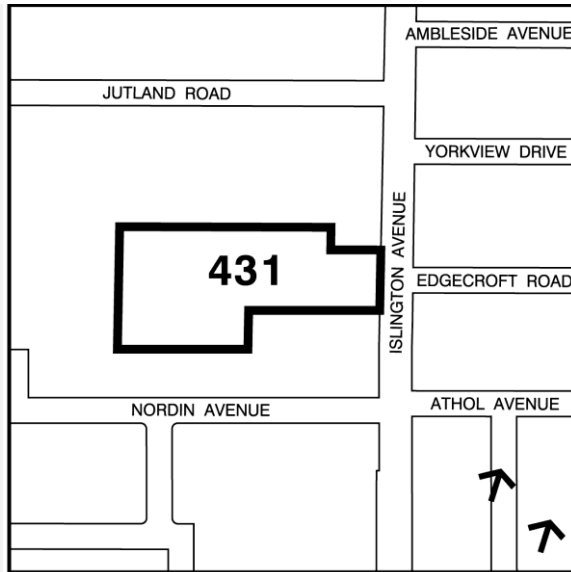
**Recommended Official Plan Amendment –  
956 Islington Avenue**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 431 for the lands known municipally in 2013 as 956 Islington Avenue as follows:

**"431. 956 Islington Avenue**

- a) Any sensitive uses on the site will require environmental mitigation measures including noise, vibration and odour between the lands and the existing *Employment Areas* to the west and rear of the site to the Chief Planner and Executive Director, City Planning's satisfaction.
- b) Any new streets proposed on the site will comply with the City's Development Infrastructure Policy and Standards (DIPS), along with the Public Realm policies (3.1.11) of the Plan.
- c) Major retail developments with 6,000 square metres or more of retail gross floor area are not permitted."



## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

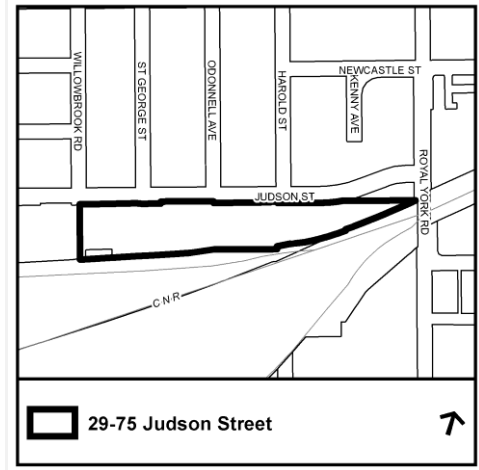
29, 49, 53, 55, 69, 71 and 75 Judson Street

#### Major Intersection

Evans Avenue and Royal York Road

#### Community Council / Ward

Etobicoke York/Ward 6 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 29, 49, 53, 55, 69, 71 and 75 Judson Street as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to prohibit impactful industrial uses consistent with those prohibited by Zoning By-law 339-2012.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Multiple Owners

#### Request / Development Proposal

Request by way of Motion (May, 2012) from the local Councillor adopted by Etobicoke York Community Council directing the Director of Community Planning, Etobicoke York District, to undertake a land use review of lands east of Royal York in the vicinity of the Mimico GO Station and the lands along Judson Street within the context of the Municipal Comprehensive Review. A copy of the City Council Decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY16.24>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the lands as an *Employment District* on Map 2: Urban Structure Map and they are designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The former City of Etobicoke Zoning Code zones the site as IC.2 (Industrial Class 2). Zoning By-law 339-2012 was enacted on March 6, 2012 by City Council and removes a number of industrial land use permissions from the lands including asphalt plants, coal refineries and concrete batching plants that would otherwise be permitted by the IC.2 Zone.

Zoning By-law 569-2013, currently under appeal, zones the property E 1.0 (x54), Employment Industrial to a maximum of 1.0 times density. Exception 54 indicates that the lands are subject to Zoning By-law 339-2012 which prevails in the event of any conflict with the provisions of the E 1.0 Zone.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Former Etobicoke: R2 – Second Density Residential Zone;  
South: *Employment Areas* / Former Etobicoke: IC.2 – Industrial Class 2;  
East: *Employment Areas* / Former Etobicoke: IC.2 – Industrial Class 2; and  
West: *Employment Areas* / Former Etobicoke: IC.2 – Industrial Class 2.

### **Site and Surrounding Area**

The lands comprise an area of approximately 2.27 hectares and contain an open air storage of aggregate materials to mix concrete and two low-scale buildings at 29 Judson Street and large industrial buildings and stacks as well as a single storey office building at 49-53 Judson Street and other office and warehouse uses at 69 and 71 Judson Street. The properties back onto the Metrolinx Lakeshore West/CN Rail Corridor and the GO/VIA Willowbrook Maintenance facility.

The following uses surround the lands:

North: across Judson Street, low rise residential;  
South: employment uses including a large rail yard for GO Transit and VIA Rail maintenance;  
East: across Royal York Road, a development site containing an approval for a residential apartment building and Mimico GO Station; and  
West: employment uses, including additional GO Transit facilities.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It

should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert these employment lands to meet the 2031 Provincial population forecast for Toronto.

Staff recommend the retention of these lands for employment uses through the designation of the lands as *Core Employment Areas*, with a Site and Area Specific Policy to reflect the need for compatibility between employment uses on the lands and residential uses on the north side of Judson Street.

The lands are currently occupied by employment uses and form part of a large contiguous *Employment Area* that contains significant employment activities that could be impacted by any conversion of the lands to provide for sensitive, non-employment uses. The larger employment area includes a number of significant employment uses including large GO Transit and VIA Rail maintenance facilities that would present a number of significant challenges to redevelopment of the lands with sensitive land uses in terms of noise and vibration mitigation. The introduction of sensitive land uses on the lands could impact the operations of some of the essential and impactful public transportation and employment uses within the adjacent employment area.

The Willowbrook GO Train Maintenance Facility is a 20,000 square metre maintenance depot that includes bays for train equipment, a locomotive shop, a railcar shop and storage tracks for 21 trains. Should Metrolinx choose to expand the operations at Willowbrook, the requested sites for conversion could accommodate future storage and maintenance needs, which would be permitted under the *Core Employment Areas* designation.

Any residential development on the south side of Judson Street would need to mitigate significant noise and vibration impacts from stationary sources as well as transportation sources from a significant number of train movements within the Willowbrook maintenance facility. The low scale *Neighbourhoods* on the north side of Judson Street would dictate the need for appropriately scaled residential uses on the south side of Judson Street. Redevelopment with these uses would be further constrained by the 30 metre setback from the rail corridor required for safety purposes. The widest portion of the lands measured from the rail corridor is approximately 75 metres at the western boundary. The eastern portion of the lands tapers to a point, and much of the property at 29 Judson Street would be consumed by rail corridor setback requirements for a residential use. Of the remaining sites within the lands, close to half of their land area would be similarly constrained by the required rail setback limiting redevelopment potential.

Judson Street forms a predictable boundary to the employment area, however, the proximity of these lands to residential uses on the north side of Judson Street requires a finer grained policy framework to address this relationship. City Council recently



adopted Zoning By-law 339-2012, which removes a number of industrial land use permissions from the lands including asphalt plants, coal refineries and concrete batching plants that would otherwise be permitted by the IC.2 Zone. By-law 339-2012 was the result of the South Etobicoke Employment Lands Review, which was undertaken to determine the appropriate land use controls necessary to preserve employment lands while reducing impacts from these uses on the adjacent residential areas. Staff recommend a Site and Area Specific Policy accompany the re-designation of the lands to *Core Employment Areas* which prohibits the uses prohibited by Zoning By-law 339-2012. This would reflect the outcome of the South Etobicoke Employment Lands Review and align the policy and zoning instruments to prohibit the establishments of new incompatible employment uses on the lands via amendment to By-law 339-2012.

### Conclusion

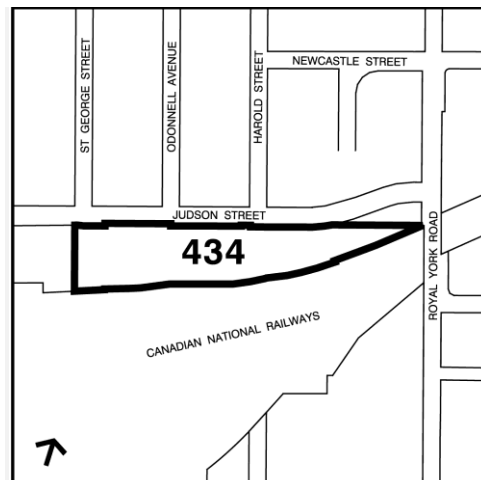
It is staff's opinion that there is no need for the conversion of the lands from employment use. The introduction of sensitive non-employment uses would impact the existing employment uses in the wider employment area. The redevelopment of the lands for non-employment uses would be constrained by requirements for residential development adjacent to rail corridors. Based on this analysis, the criteria in the Growth Plan, the Provincial Policy Statement, as well as the policies contained in the Official Plan, staff recommend the lands at 29, 49, 53, 55, 69, 71 and 75 Judson Street be retained as *Employment Areas* and be designated as *Core Employment Areas* with a Site and Area Specific Policy for the lands to prohibit land uses prohibited by Zoning By-law 339-2012, and to permit only employment uses that are compatible with residential uses north of Judson Street. The recommended Official Plan amendment is shown below.

### Recommended Official Plan Amendment – 29, 49, 53, 55, 69, 71 and 75 Judson Street

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 434 for the lands known municipally in 2013 as 29, 49, 53, 55, 69, 71 and 75 Judson Street, as follows:

**"434. 29, 49, 53, 55, 69, 71 and 75 Judson Street**

- a) The following manufacturing uses are prohibited: crude petroleum oil or coal refinery; ammunition, firearms or fireworks factory; concrete batching plant; primary processing of limestone or gypsum; and asphalt plant.
- b) Employment uses will be compatible with nearby residential uses."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

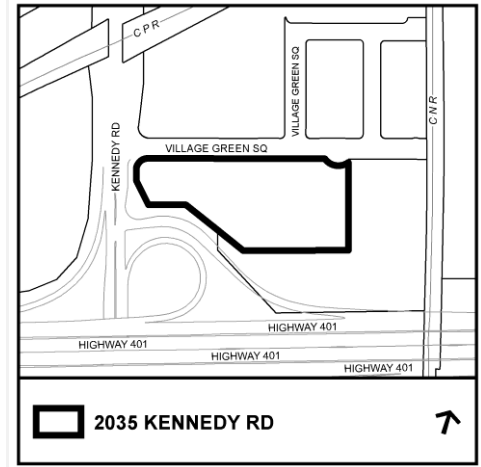
2035 Kennedy Road

#### Major Intersection

Kennedy Road and Highway 401

#### Community Council / Ward

Scarborough/Ward 40 - Scarborough-Agincourt



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 2035 Kennedy Road by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands within the Agincourt Secondary Plan that requires an increase in the non-residential gross floor area as part of new development, and a noise mitigation strategy.
3. City Council amend Map 1-2 in the Agincourt Secondary Plan by deleting the maximum density provision.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Jane Pepino, Aird & Berlis LLP (agent) / Westmont Hospitality Group (owner)

#### Request / Development Proposal

Proposal by letter dated July 27, 2011 to convert the site to *Mixed Use Areas* to permit the addition of a residential development in conjunction with the proposed renovations of the existing Delta Toronto East Hotel at Village Green Square and Kennedy Road. The proposal includes 882 apartments in three, 30, 35 and 40 storey towers as well as the reconstruction of a portion of the southern section of the hotel. Two apartment towers would be located close to the Kennedy Road frontage and the third one would be connected to the refurbished hotel entrance and lobby, and would also accommodate a number of hotel rooms relocated from the demolished part of the hotel.

## POLICY AND AREA CONTEXT

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### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 19). The site is within the Agincourt Secondary Plan area.

The former City of Scarborough Employment Districts By-law No. 24982 zones the property as Highway Commercial (HC). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Area, Apartment Neighbourhoods, Parks / Office Uses (OU)*  
Multiple Family Residential (MF), Parks (P)  
South: Highway 401 / Highway (HWY)  
East: *Apartment Neighbourhoods / Commercial/ Residential (CR)*  
West: *Employment Areas / Industrial (M)*

### Site and Surrounding Area

The property is approximately 2.77 hectares in area, and as of August 2013 developed with a 13 storey, 368 room hotel, a conference facility, a 5 level parking garage and surface parking lots and landscaping.

The following uses surround the site:

North: 12 storey office building, townhouses, temporary sales centre and park;  
South: Highway 401 with a northbound off-ramp  
East: Two 40 storey residential buildings; and  
West: Ministry of Transportation's maintenance and storage facility on the west side of Kennedy Road.

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecast stated in the Growth Plan. A need does however exist to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses and to provide a better connection between the recently developed residential subdivision on the adjacent former employment lands and the established residential community around the convergence of Kennedy Road and Sheppard Avenue East.

The site is within an employment area that has in recent years undergone major changes in character due to the introduction of residential uses in the interior of the surrounding employment area. In 2005, despite City opposition the Ontario Municipal Board approved a residential subdivision on the adjacent employment lands formerly occupied by the Toronto Truck Sufferance Terminal. Since that time, 1569 residential units have been developed on the lands to the east and northeast of the hotel property. Two more towers with 668 units will be added in the near future. It is City Planning staff's opinion that the conversion of the hotel site to permit an addition of residential units as part of the hotel redevelopment and intensification is appropriate to address potential future land use incompatibility. The addition of residential uses on the site will also help to link and integrate the new, rather isolated residential subdivision east of the hotel site with the existing, established residential areas west of Kennedy Road and along Sheppard Avenue East. Providing more housing and employment opportunities on the site will contribute to an efficient use of the serviced land and assist in creating an improved urban environment in the area. As there are no more traditional industrial uses within the employment area between Kennedy Road and the GO Transit Corridor to the east, it is City Planning staff's opinion that the requested conversion will not adversely affect the overall viability of the larger *Employment Area* located east of the GO Transit Corridor or an office development at the northeast corner of Kennedy Road and Village Green Square. There are no cross-jurisdictional issues related to the lands.

City Planning staff have concerns with the proximity of Highway 401 and what associated impacts such as noise and vibration may have on the potential introduction of sensitive uses. As such, it is recommended that the conversion request be granted on the condition that the proponent of the conversion request submits an impact assessment and mitigation strategy to the City's satisfaction pursuant to the provincial Noise Assessment Criteria in Land Use Planning.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed conversion is within the general area, however access to the majority of facilities requires the crossing of major streets (i.e., Kennedy Road, Sheppard Avenue East) and/or commuting to more distant locations.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, it is appropriate to convert the site to address a need for better integration of a new, relatively isolated residential subdivision to the east and address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council designate 2035 Kennedy Road as *Mixed Use Areas* with a Site and Area Specific Policy to provide for an increase in the non-residential gross floor area, a noise mitigation strategy and to amend Map 1-2 in the Agincourt Secondary Plan to delete the maximum density provision. The recommended Official Plan amendment is shown below.

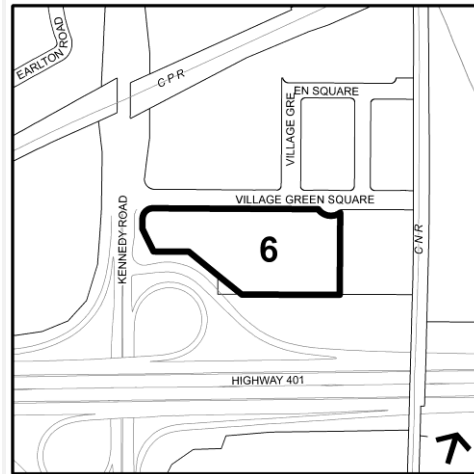
## Recommended Official Plan Amendment – 2035 Kennedy Road

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Chapter 6, Section 1, Agincourt Secondary Plan, is amended by adding Site and Area Specific Policy No. 6 for the lands known municipally in 2012 as 2035 Kennedy Road, as follows:

### "6. 2035 Kennedy Road

- a) Development of lands for residential use will provide a net gain of employment floor area on the site; and
- b) A noise impact assessment will be required to be undertaken by the applicant for any residential development at the time of submission of a re-zoning application, in accordance with the Ministry of the Environment's Noise Assessment Criteria in Land Use Planning and necessary noise mitigation measures are to be incorporated into the development design to the satisfaction of the City."



Chapter 6, Section 1, Agincourt Secondary Plan Map 1-1, Urban Structure Plan, is amended by adding the lands known municipally in 2012 as 2035 Kennedy Road shown on the map above as Site and Area Specific Policy No. 6.

Chapter 6, Section 1, Agincourt Secondary Plan Map 1-2, Maximum Densities Pre-Subway, is amended by deleting the density factor of 1.5 from the lands known municipally in 2012 as 2035 Kennedy Road shown on the map above as Site and Area Specific Policy No. 6.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

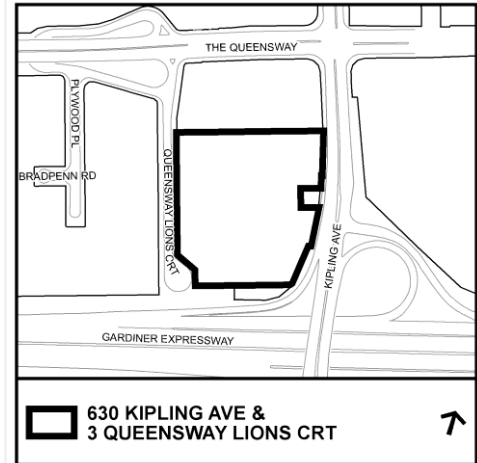
630 Kipling Avenue and  
3 Queensway Lions Court

#### Major Intersection

Kipling Avenue and Gardiner Expressway

#### Community Council / Ward

Etobicoke York/Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 630 Kipling Avenue and 3 Queensway Lions Court as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Lucmar Holdings Limited (owner)

#### Request / Development Proposal

Request by letter dated November 12, 2012 to re-designate lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C2 – Industrial Class 2

South: *Employment Areas* / I.C1 – Industrial Class 1

East: *Mixed Use Areas* / CL – Limited Commercial Zone

West: *Employment Areas* / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 1.2 hectares in area, and contains a manufacturing / warehousing building with surface parking.

The following uses surround the site:

North: one-storey retail and commercial buildings with frontage on The Queensway;

South: Gardiner Expressway on-ramp across the Gardiner Expressway;

East: retail uses with surface parking across Kipling Avenue; and

West: two- and three-storey manufacturing and warehousing buildings across Queensway Lions Court.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 630 Kipling Avenue and 3 Queensway Lions Court to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access from the movement of goods. The south and eastern portion of the site is along the Kipling Avenue on-ramp to the Gardiner Expressway and adjacent to the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with

frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry. This site has very prominent visibility from off the Gardiner Expressway and very high noise levels.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the two large cold food storage warehouses across Queensway Lions Court. These cold food storage warehouses use ammonia to keep food stuffs frozen prior to distribution. Beyond the cold food storage warehouses, there exist a number of other impactful industries along the C.P.R. tracks to the west of the site that may generate adverse impacts to any residential uses on the site.



The site has access across two major roads – Kipling Avenue and The Queensway – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion. It should be noted that the site is separated and isolated from these identified residential areas.

There are no cross-jurisdictional issues related to the lands.

At its meeting on June 11, 12, and 13, 2013, City Council requested the Chief Planner to conduct additional analysis on the site, despite staff's preliminary assessment. Council outlined the following criteria for staff to consider, include but not be limited to (Item PG24.5):

1. The applicant demonstrating that a significant portion of the site will include employment uses;
2. A phasing plan that articulates the employment uses noted in criteria 1 will be constructed as part of the first phase of any development; and
3. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impacts on business.

The above Planning Rationale Summary reflects staff's overall assessment of the requested conversion, but have not received any supporting material from the applicant to demonstrate how they intend to satisfy Council's additional criteria, listed above.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 630 Kipling Avenue and 3 Queensway Lions Court as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

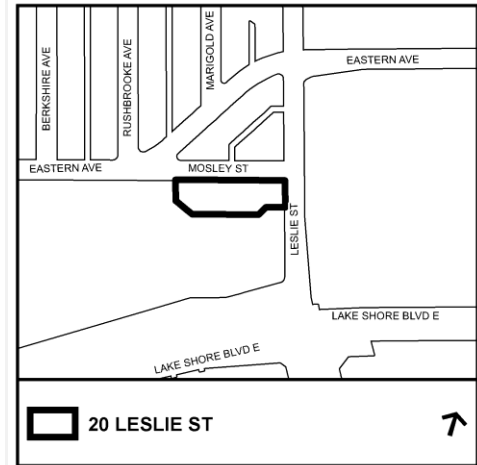
20 Leslie Street

#### Major Intersection

Leslie Street and Eastern Avenue

#### Community Council / Ward

Toronto East York/Ward 30 - Toronto-Danforth



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 20 Leslie Street as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Lorne Samuel, Solicitor (agent)/ Saichel Developments Inc. (owner)

#### Request / Development Proposal

Request by letter dated May 15, 2013 to convert the site to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 21).

The former City of Toronto Zoning Code zones the property as I2 D5 – Height limit 18 m for strip 36.6 m wide along Mosley Exceptions: s. 12 (1) 307 -, (2)270, (3) 343-90. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 5.0 (x314)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Residential ('R') 3 Z1.0  
South: *Employment Areas* / Industrial ('I') 2 D5  
East: *Employment Areas* / Industrial-Commercial ('IC') D5 N1  
West: *Employment Areas* / Industrial ('I') 2 D5

### **Site and Surrounding Area**

The property is approximately 3,925 square metres in area, and as of February 2012 contains office, studio and some recreation uses.

As of February 2012, the following uses surround the site:

North: Low scale residential;  
South: Grocery store and fast food restaurant;  
East: Grocery store; and  
West: Former industrial site now used for studio film production.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in certain instances may exist to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. With respect to the lands, no such need exists. The current office, studio and small scale recreation uses on the lands are generally compatible with and have minimal impacts on the low scale residential uses to the north.

City Planning staff are also of the opinion that allowing residential uses on the site by way of approving the conversion request would have a negative impact on the overall viability of the employment area within the South of Eastern Employment District. Conversion requests have also been received for 459 Eastern Avenue and 731 Eastern Avenue (immediately abutting 20 Leslie to the south and west) by staff, demonstrating the beginning of possible trend that could have significant destabilizing effects on the continued viability of this strategic Employment District along Eastern Avenue.

Furthermore the site is within close proximity of heavy industrial uses south of Lakeshore Boulevard including a large concrete batching operation and a roofing materials manufacturer. The introduction of residential uses on the site and on 731 Eastern Avenue could introduce land use conflicts into the area and undermine the viability of the broader employment area. This result would negatively impact on the operations of the area's industrial users.

The site is also subject to potential flooding and is within the Lower Don Special Policy Area.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Incompatibilities would be introduced should the conversion request be granted and the likely result would be an overall destabilization of the broader employment area and the potential risk of a further loss of limited employment lands. As such, City Planning staff recommend that City Council retain the lands at 20 Leslie Street as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

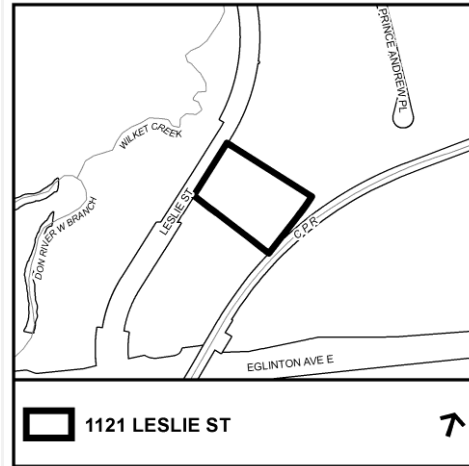
1121 Leslie Street

#### Major Intersection

Don Mills Road and Eglinton Avenue East

#### Community Council / Ward

North York / Ward 25 – Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1121 Leslie Street as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.
3. City Council introduce a Site and Area Specific Policy for the lands to limit *Employment Area* uses on the lands to those compatible with residential uses located south of the lands.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Metrus Properties (owner)

#### Request / Development Proposal

Request by letter dated April 11, 2013 to convert the site to *Mixed Use Areas* in order to permit residential uses mixed with other uses. The agent also states that they are "agreeable to a site and area specific policy requiring the replacement of the existing employment on the site as part of any redevelopment."

### **Previous Application File No. and Status**

Application No. 2005 211055 NNY25 OZ was submitted in 2005 seeking permission to construct three residential buildings and two office buildings on the site. On February 5, 6, 7 and 8, 2007, City Council adopted a Refusal Report dated December 22, 2006. <http://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-02-05-cc02-dd.pdf>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones the property as Industrial-Commercial Zone [MC(23)(H)], permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(23)(H) – Industrial-Commercial Zone

South: *Mixed Use Areas* / C1(57)(H) – General Commercial Zone

East: *Employment Areas and Parks* / MO(16) - Industrial-Office Business Park Zone

West: *Parks and Open Space Areas - Parks* / G – Greenbelt Zone

### **Site and Surrounding Area**

The property is approximately 3.7 hectares in area, and contains a one-storey warehouse / office building. The building is currently vacant and was formerly occupied by Sony Corporation.

As of June, 2013, the following uses surround the site:

North: Wrigley Canada (candy manufacturers);

South: City of Toronto Fire Station and residential condominiums;

East: Leaside CN Rail Spur Trail and Celestica's office and manufacturing facilities;  
and

West: Leslie Street, then Sunnybrook Park.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1121 Leslie Street to meet the 2031 Provincial population forecast for Toronto.

There is a clustering of six conversion requests in this *Employment Area* bounded to the east by the Don Valley Parkway, to the north by the rail corridor and Barber Greene Road, to the west by Leslie Street and to south by Eglinton Avenue East. The area is 132.6 hectares in size. The six sites are at 1150 Eglinton Avenue East/844 Don Mills Road, 1200 Eglinton Avenue East, the northeast corner of Eglinton Avenue and Don Mills Road, 15 Gervais Drive, 1121 Leslie Street (the site) and 39 Wynford Drive. In 2011, there were 11,385 employees in 298 firms in this *Employment Area*. This site did not have employees in 2011. There are four major roadways providing access for traffic/deliveries both in and out of the area; Leslie Street, Don Mills Road, Eglinton Avenue East and the Don Valley Parkway.

Staff reviewed a total of six conversion requests in this area, all of which seek residential use permissions. The total area of the six conversion requests is 30.13 hectares (74.5 acres) of employment lands, of which the site represents 3.68 hectares.

Staff have concerns with the potential impact of re-designating this site from *Employment Areas* to *Mixed Use Areas* in order to permit residential and other sensitive uses. The requested introduction of residential and sensitive non-residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas*. The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses in this *Employment Area*, thereby diminishing further the supply of employment land for *Employment Area* uses.

In addition, staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between residential and sensitive non-residential uses and impactful industries, including but not limited to Wrigley Canada, manufacturer of confectionaries.

Wrigley Canada is located at 1123 Leslie Street, abutting the site to the north. This factory operates on a 24-hour/6 days per week basis and during peak periods operates on a 24-hour/7 days per week basis. There are currently 446 employees at the Leslie Street factory, all employed on a full time basis. This factory generates significant truck traffic, and has adverse impacts related to odour and noise that are not compatible with the proposed residential and sensitive non-residential uses on the site. It is also noteworthy that the loading bays of the factory are located on the south side of the site, directly abutting the subject conversion site.

According to Wrigley Canada, the Ministry of the Environment has issued an Environmental Compliance Approval to their firm regarding their noise and odour issues at 1123 Leslie Street premised upon their operations being separated a minimum of 250 metres from residential uses. No portion of the site is located further than a distance of approximately 150 metres from Wrigley Canada's Leslie Street factory.

Staff are concerned that functions at Wrigley Canada may have noise and odour related impacts upon the proposed residential and sensitive non-residential uses on the site. Staff are concerned that the proposed residential and sensitive non-residential uses on this site may impact upon the abilities of this important industry to continue operating at its current location.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 1121 Leslie Street as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses. A second Site and Area Specific Policy is also recommended that would limit *Employment Area* uses on the lands to those compatible with residential uses existing south of the site. The recommended Site and Area Specific Policies are shown below.

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See also related request to convert lands at the following address:

- 1150 Eglinton Avenue East and 844 Don Mills Road
- 1200 Eglinton Avenue East
- Eglinton Avenue and Don Mills Road - the northeast corner
- 15 Gervais Drive
- 39 Wynford Drive

... continued



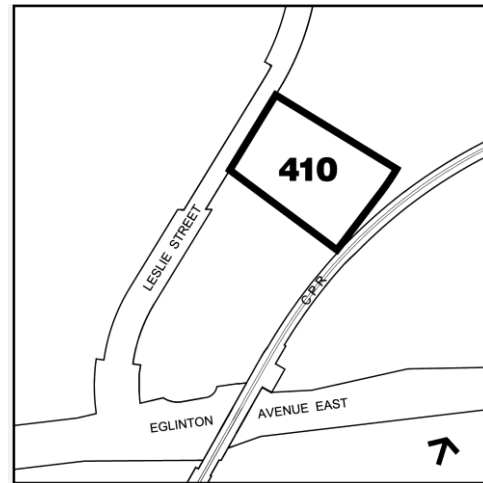
**Recommended Official Plan Amendment –  
Site and Area Specific Policies respecting 1121 Leslie Street and other lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 410 for the lands that are known municipally in 2012 as 1121 Leslie Street, as follows:

**"410. 1121 Leslie Street**

*Employment Area* uses on the lands are limited to those that are compatible with the residential and sensitive non-residential uses which are permitted on the lands located to the south."

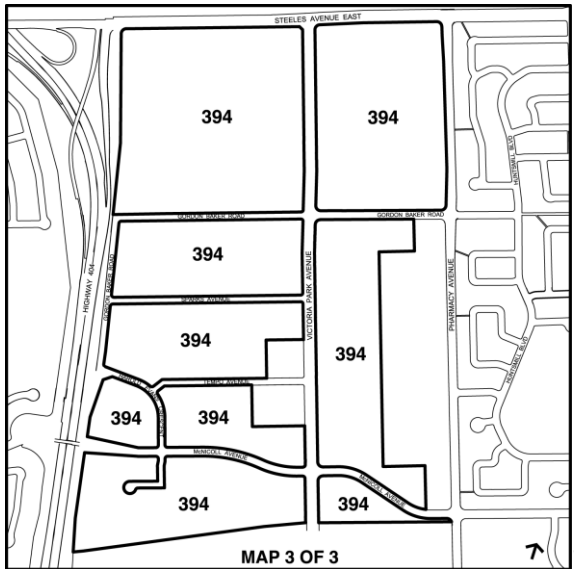
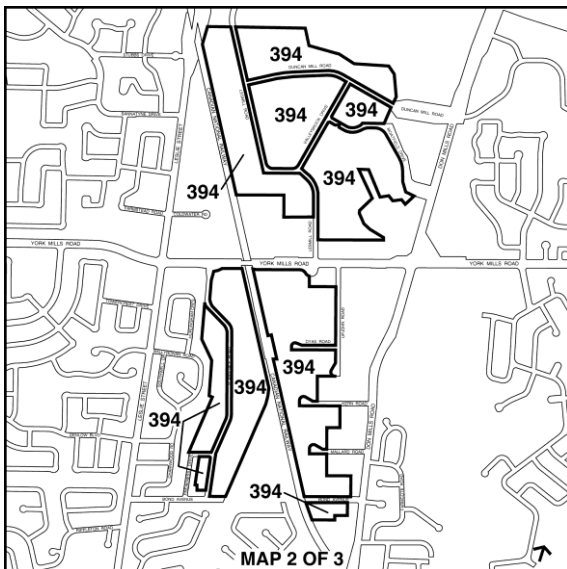
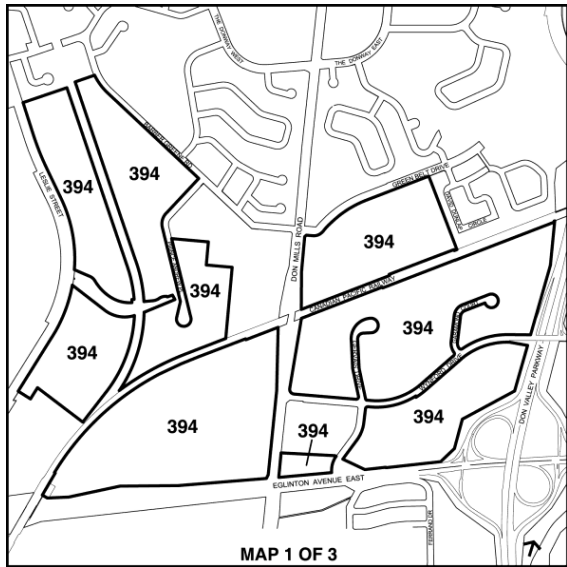


Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

**"394. Business Parks along the Don Valley Parkway Corridor**

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.

... continued



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

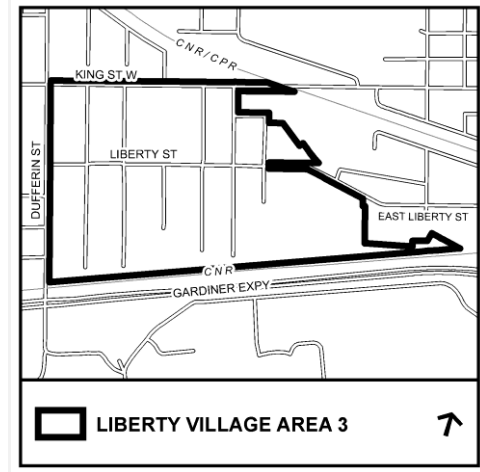
Liberty Village Area 3  
(Certain lands located in the blocks bounded by King Street West, Dufferin Street, CNR Rail corridor and located west of the Inglis lands and Hanna Technology District)

#### Major Intersection

Dufferin and King Street

#### Community Council / Ward

Toronto East York/Ward 14 - Parkdale High Park  
Toronto East York/Ward 19 - Trinity Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands within Liberty Village Area 3 as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council amend the Garrison Common North Secondary Plan by deleting Area 3, Site and Area Specific Policy and its map and replacing them with an amended map and policies.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Goodmans (agent) / York Heritage Properties and Adgar Investments & Development  
(owners of various parcels)

#### Request / Development Proposal

Request by letter dated January 4, 2012 to convert lands from *Employment Areas* by way of an amendment to the Garrison Common North Secondary Plan. The proposed amendment would permit residential uses on vacant lands provided a corresponding amount of employment uses was included.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The lands are also subject to the Garrison Common North Secondary Plan, including Area 3, Site and Area Specific Policy.

The former City of Toronto Zoning Code as amended zones the property as IC D3 N1.5 (Height 28m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Regeneration Areas* / Commercial Residential ('CR') T3.0 C1.5 R2.0 & ('CR') T4.0 C3.0 R2.0, Residential ('R') 2 Z 2.0 and Industrial ('I') 1 D3
- South: *Utility Corridors* / Transportation ('T')
- East: *Employment Areas* and *Mixed Use Areas* / Industrial ('I') 3 D3
- West: *Neighbourhoods* and *Apartment Neighbourhoods* / Residential ('R') 2 Z1.0 & ('R') 3 Z2.0

### **Site and Surrounding Area**

The property is approximately 33 hectares in area, and as of December, 2012 contained manufacturing, retail, wholesale trade, offices, information and cultural industries, financial, technical and scientific services, recreation uses, restaurant and entertainment uses.

As of December, 2012, the following uses surround the site:

- North: commercial retail along King Street West northern frontage, high rise condominium residential beyond the frontage to the rail corridor (1100 King Street West and Joe Shuster Way), high rise residential condominium development to Queen Street West (West Queen West);
- South: rail corridor;
- East: high rise residential condominiums and retail; and
- West: low scale residential and apartment neighbourhoods.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

In the case of Liberty Village Area 3 there are no current land use incompatibilities west of Hanna Avenue. However there is the potential for future conflicts within the portion of Area 3 that extends east of Hanna Avenue and south of East Liberty Street. Although employment is the predominant land use in this section of Area 3, it is closely surrounded by high density residential condominium development on both the east and north sides. In reaction to this land use and built form context on the east side of Hanna Avenue, City Planning staff have received a conversion request from the owners of 171 East Liberty Street (see Final Assessment for 171 East Liberty Street). A development application has also been received proposing a 25 storey tower on a 7 storey podium containing 291 residential units. The applicant's planning rationale cites the surrounding high rise residential context in support of the application.

In contrast to the residential land use and high density built form context in Area 3 east of Hanna Avenue, the west side is characterized by lower scale buildings with office employment uses being the consistent prevailing land use from the west side of Hanna Avenue to Dufferin Street and from King Street West down to the Lakeshore GO rail corridor. Despite the tremendous growth in residential development in the broader King Liberty area, this portion of Area 3 has remained an attractive location for employment and has seen its job number grow from 5,704 in 2001 to 6,493 in 2011 to 6,591 in 2012. While the manufacturing sector has declined, the loss of these jobs has been more than made up by the office sector, which has been the key driver of growth in Area 3. From a low of 4,149 in 2006 to 5,206 in 2011 to 5,384 in 2012 an increase of close to 30 per cent or 1,235 jobs, in the office sector over the six year period between 2006 – 2012.

With an acknowledged need to provide opportunities for office space development in the City, Liberty Village Area 3 is well positioned to help meet this need. Strategically located at the intersection of two major transit lines (King Street West and Dufferin Street), Area 3 could be a major employment centre along the potential future Downtown Relief Line. Furthermore, a significant portion of Area 3 is also located within 500 metres of the Exhibition GO Station. Although not identified as an Urban Growth Centre in the Growth Plan, Area 3 is a prime candidate location to meet the Growth Plan's policy intent that office uses be located within 500 metres (or a 10 minute walk) of a 'major transit station area'. This is also the proposed policy direction City Planning staff have recommended to Council in the draft employment policies for the Official Plan. As the increasing job numbers indicate, Area 3 is attracting employers. Firms such as Cossette Communications and ZoomerMedia have moved into vacant buildings over the last year and most recently Hullmark Development leased the entire third floor of 60 Atlantic Avenue to a communications firm. Additionally, City Staff have received expressions of interest from parties exploring the possibility of constructing new office space along Fraser Avenue.

Despite these positive signs of interest, City Planning staff acknowledge that improvements in Area 3's transportation network, streetscapes, public realm, built form and overall urban design are required in order to ensure it remains an attractive location for employers. To this end the Liberty Village Business Improvement Association (LVBIA) has undertaken a masterplanning exercise that provides recommendations and

suggested policy options that are intended to address these issues. Although the final approved document has not (at the time of writing this assessment) yet been officially received by the City, Planning staff are encouraged by a number of the policy directions and suggestions that are intended to address the area's transportation, public realm and urban design issues. City Planning staff will continue to work with the LVBIA and other interested parties in assessing the masterplan document.

Although City Planning staff do acknowledge that there is a need to ensure a broad range of employment uses can locate in Area 3 and that there is a need to ensure amenities are provided for current and future workers, City Planning staff do not believe that allowing the area to convert by way of re-designation to *Mixed Use Areas* and permitting residential development is required for the continued sustainable success of Area 3. As the LVBIA's draft masterplan document notes, Area 3 is surrounded on the north, east and southeast by major residential development. Within the current boundaries of Area 3 itself residential development has recently occurred at 43 Hanna Avenue (The Toy Loft) and 5 Hanna Avenue. Additionally, City Planning staff have received both a conversion request and an application for the redevelopment of the eastern portion of 171 East Liberty Street (see Final Assessment for 171 East Liberty Street).

As the development of Liberty Village east of Hanna Avenue, along with other examples throughout the City such as West Queen West illustrate, residential land uses tend to become dominant once residential permissions are extended. Although employment once dominated the entire Liberty Village district, Area 3 is the last remaining area in which employment uses prevail. With significant residential uses in close proximity to Area 3 extensive live/work opportunities already exist, as such there is no need to promote additional residential development in Area 3. In City Planning staff's opinion, expanding residential permissions in Area 3 would introduce land use incompatibilities that would ultimately destabilize the area as land values increased to levels beyond the reach of office space providers, thus reducing the overall supply of employment space and land available for much need office development.

To better protect Area 3, City Planning is recommending that the eastern boundary be adjusted to an alignment along Hanna Avenue. This would more accurately reflect the nature of existing and emerging land uses on both sides of the street. As noted above, the west side is an area of employment. The east side, which includes the Toy Loft, 5 Hanna Avenue and the application for 171 East Liberty all of which feature significant residential development are within an area of transition between the Area 3 employment precinct and the purely residential areas further to the east towards Strachan Avenue. It is also recommended that policies be added to the Garrison Common Secondary Plan to reinforce Area 3's role as an office and employment precinct, enhance the amenity and ensure flexibility is provided to allow for the possible implementation of key findings from the LVBIA masterplanning exercise.

City Planning staff also note that Area 3 is generally isolated from existing or planned community infrastructure such as libraries and schools. Although the area does feature Alan Lamport Stadium, there is a need for additional parks and open space in the area.

## Conclusion

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. There is a need to ensure Liberty Village Area 3 remains a viable and attractive location for employment investment. City Planning staff have prepared a Site and Area Specific Policy for that purpose and are willing to continue working with the LVBIA and other interested parties in identifying measures and actions that will achieve this goal. The recommended Official Plan amendment is shown below.

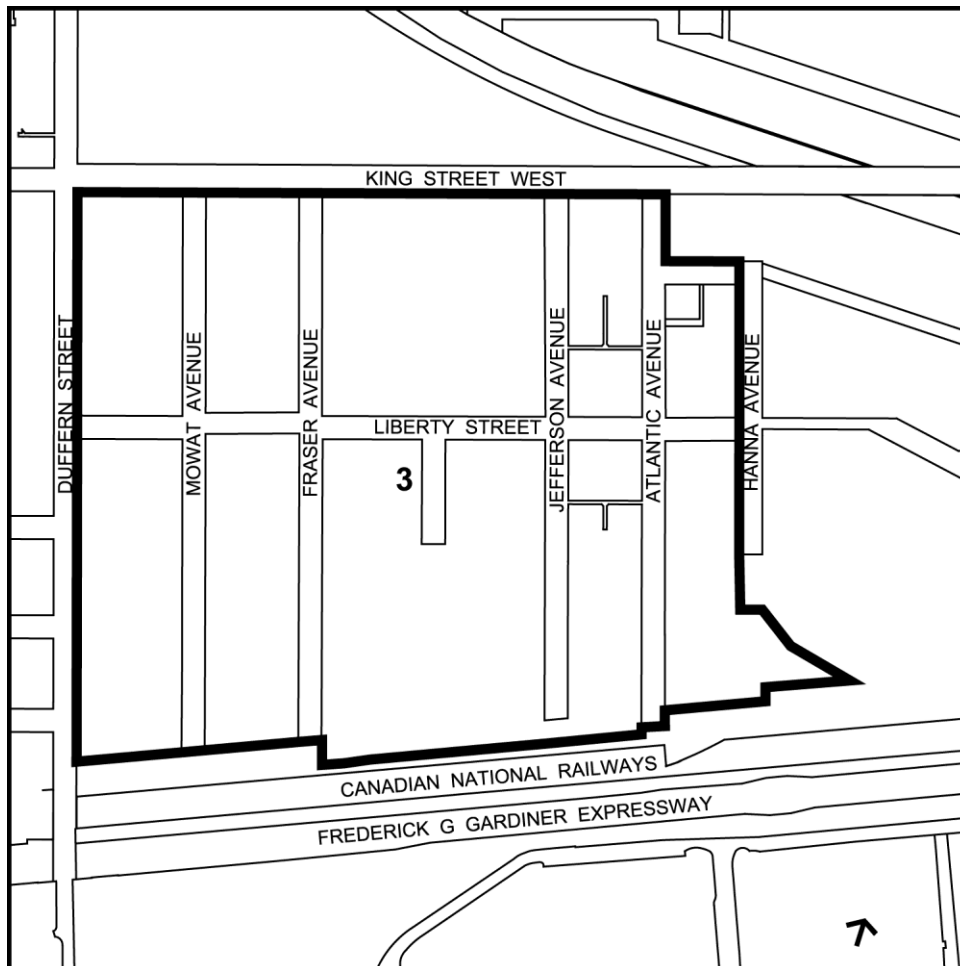
### Recommended Official Plan Amendment – Liberty Village Area 3

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Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting the map and policies for Site and Area Specific Policy No. 3 and replacing it with the following map and text:

#### "3. Area 3

**Certain lands located in the Blocks Bounded by King Street West, Dufferin Street, Lakeshore Rail Corridor and Hanna Avenue**



- a) A healthy and vibrant employment precinct will be maintained and enhanced for this area of Liberty Village that is fully integrated and connected to the surrounding vicinity and encompasses a broad variety of non-residential land uses. Once the home to some of Canada's largest industrial manufacturers, this area of Liberty Village has reinvented itself as an important centre for the City's creative economy. Instead of factories, primary uses now include offices, studios, research and development facilities, utilities, post-secondary trade schools, and media facilities. Although all 'Employment Industrial' uses as defined under the City's new zoning by-law (569-2013) are also permitted as primary uses, Area 3 is no longer an appropriate location for 'Employment Heavy Industrial' zone uses. Secondary uses include small scale service uses such as banks, hotels, parks, workplace ancillary daycares, small scale retail and restaurant uses along with recreational uses to support the viability of the site's primary office use and provide amenities for the Area's current and future employees.
- b) In addition to the criteria of the *Core Employment Areas* designation, small scale restaurants that are ancillary to and support the Area's primary employment uses are permitted provided they are located within the ground floor level of buildings that currently contain or are intended to accommodate primary employment uses.
- c) Small scale retail uses are permitted throughout Area 3 subject to the criteria of the *Core Employment Areas* designation. Larger retail uses up to a maximum retail floor space of 6,000 square metres may locate in the Area provided:
- i) the retail use is not stand alone and is proposed to be incorporated into the ground floor of a multi-storey building that that currently contain or are intended to accommodate office uses;
  - ii) the proposed retail use fronts onto and has direct access to either King Street West, Dufferin Street, Liberty Street, Atlantic Avenue or Hanna Avenue; and
  - iii) all other relevant Official Plan policies and conditions for retail uses are met.
- d) Maintaining and enhancing Area 3 as a vibrant office employment area is a key policy objective of the City and Official Plan. In addition to all relevant policies and objectives of the Official Plan's policies for *Employment Areas* and the City of Toronto's Economic Development Strategy, the City will continue to work in partnership with local area landowners, businesses, associations and interested parties both public and private to ensure this area remains an attractive location for economic activity and business investment. With the exception of changing the underlying employment land use designation, amendments to this policy and Secondary Plan may be considered as required in order to incorporate and/or implement the conclusions, findings and/or recommendations of current or future studies particularly as they relate to the following:



- i. built form improvements;
- ii. enhanced transportation links including the addition of new roads, transit and rapid transit infrastructure, pedestrian pathways and connections;
- iii. identifying locations for new open spaces, parks and plazas;
- iv. streetscape improvements;
- v. urban design guidelines;
- vi. infrastructure improvements; and
- vii. improved and/or additional community services and facilities."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

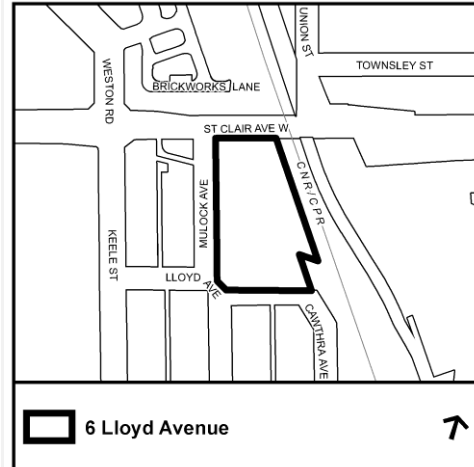
6 Lloyd Avenue

#### Major Intersection

St. Clair Avenue West and Keele Street

#### Community Council / Ward

Etobicoke York / Ward 11 - York South-Weston



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 6 Lloyd Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Terrasan Group of Companies (agent and owner).

#### Request / Development Proposal

Request by letter dated December 14, 2011 to change the land use from employment use to residential. A Planning Rationale Report dated June 2013 by Canarch Designs and consulting Group prepared for Stanton Renaissance Developments has been submitted.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17). An *Avenue* is shown on Map 2, Urban Structure along this portion of St. Clair Avenue.

The former City of Toronto Zoning By-law No. 438-86 zones the property as I4 D7 Exceptions Section 12 (2)(270). New citywide Zoning By-law No. 569-2013 zones these

lands as Employment Heavy Industrial Zone (EH 7.0) which permits heavy manufacturing and warehouse uses.

The following land use designations and zoning categories surround the site:

North: *Mixed Use* / R2 Z0.6 - Residential  
South: *Employment Areas* / I3, I2 D3 - Industrial, R2 Z0.6 - Residential  
East: *Utility Corridors* / T - CPR/CNR/Metrolinx Corridor  
West: *Employment Areas* and *Parks* / I3 - Industrial and G - Parks

### **Site and Surrounding Area**

The property is approximately 1.06 hectares in area, and as of August 2013 is vacant.

As of August 2013, the following uses surround the site:

North: St. Clair Avenue West with the LRT right-of-way and residential uses;  
South: office building with employment uses, industrial multiples and residential uses;  
East: CNR and CPR rail corridor and Metrolinx airport link to Union Station; and  
West: auto repair services, Ferrier Wire, Keele-Mulock Parkette and residential (some vacant).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. While no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The site at 6 Lloyd Avenue is surrounded by: a busy rail corridor on the east with GO Georgetown, VIA and freight traffic and which will also be used by the Pearson/Union train link; a wire manufacturer, auto collision shops and several residences to the west; a mix of office, residences and manufacturing to the south and a retaining wall fronting on to St. Clair Avenue West to the north. The sidewalk on St. Clair Avenue West can be accessed by descending a staircase with 19 stairs. There is a low-rise residential complex on the opposite side of St. Clair Avenue West.

The area south to Junction Road has a historical mixture of uses including heavy industry, office buildings, various auto repair shops and studio uses and over 70 low-rise residences, concentrated on Mulock Avenue. The overall area has had a stable economic base with the same number of firms in 2012 as in 2006 and a slight decline in employment due to the closure of Canada Bread and mechanization in existing industries. However, the leasing of the former Canada Bread building on Cawthra Avenue for a brewery and various studio uses and an application for a 4,650 square metre (50,000 square foot) industrial condominium at 150 Old Weston Road indicates that there is a market for employment space in the area.

The owner has submitted multiple site plan proposals for this site, the most recent of which has a commercial building on the south portion of the site and a 16.5 metre high residential building on the northerly portion of the site.

In 2007, the City refused an application by the same owner on this site for 21-storey and 18-storey residential buildings and a low-rise employment building. The Ontario Municipal Board (OMB) refused the appeal by the current owner concluding that not only National Rubber Technologies and Canada Bread, but also a half dozen or more smaller industries in the area would have been adversely affected by the residential proposal.

The OMB concluded that the odours emitted in the plumes from National Rubber Technologies would impact residents of multi-storey residential developments and not provide a liveable environment. The modelling of the odour plume from National Rubber Technologies indicates that any residential development over 16 metres in height would be subject to unacceptable levels of odour that would need to be mitigated if this were possible. Any residential development on the site would have to be set back a minimum of 30 metres, with rail safety measures, from a busy rail corridor which will soon have additional frequent trains between Union Station and Pearson airport.

In recent years both City Council and the OMB decided the conversion of this site to residential uses is incompatible with existing industry in the area and would impact the viability of area industries. That assessment is still valid, and it is recommended that the conversion request not be granted.

City Planning staff have identified that existing or planned community infrastructure for new residents exists within the area, however some do require the crossing of a major street.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 6 Lloyd Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

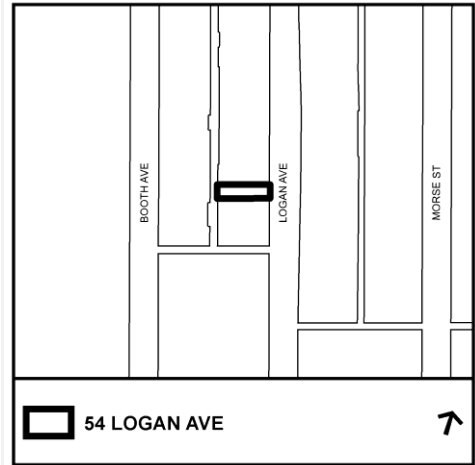
54 Logan Avenue

**Major Intersection**

Eastern Avenue and Logan

**Community Council / Ward**

Toronto East York / Ward 30 - Toronto-Danforth



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 54 Logan Avenue as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to permit one temporary use, residential unit that is ancillary to existing employment uses on the site.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Craig Lametti (agent) / Billy Talent Holdings (owner)

**Request / Development Proposal**

Request by letter dated April 7, 2011 seeking to add one temporary use residential unit to the 2<sup>nd</sup> level of an existing 2-storey recording studio for the purpose of providing temporary overnight accommodation for musicians working in the studio.

### POLICY AND AREA CONTEXT

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**Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The

site is also subject to Site and Area Specific Policy No. 190 (SASP 190) that permits residential uses existing as of November 26, 2002.

The former City of Toronto Zoning Code as amended zones the property as I1D2 (height 12m). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Light Industrial Zone (EL 2.0) which permits light manufacturing, warehouse, production studio and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Residential ('R')2 Z1.0 & Z0.6  
South: *Employment Areas* and SASP 190 / Residential ('R')2 Z0.6  
East: *Employment Areas* / Industrial ('I')2 D5  
West: *Employment Areas* / Industrial ('I')2 D2 and Residential ('R') 2 Z0.6

### **Site and Surrounding Area**

The property is approximately 320 square metres in area, and as of November 2012 contains a recording studio.

As of November 2012, the following uses surround the site:

North: low scale residential;  
South: low scale residential;  
East: low scale residential; and  
West: City Works yard.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to permit the conversion to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses, or to meet the City's population forecasts as set out by the Growth Plan. However, approval of a single residential unit ancillary to the onsite recording studio will support the employment use by providing temporary accommodation to musicians working in the studio.

### **Conclusion**

It is recommended that City Council retain the lands at 54 Logan Avenue as *Employment Areas* and designate them as *Core Employment Areas*. It is also recommended that a Site and Area Specific Policy introduced for the lands to permit one residential unit ancillary to the existing on site employment uses to provide temporary accommodation. The recommended Official Plan amendment is shown below.

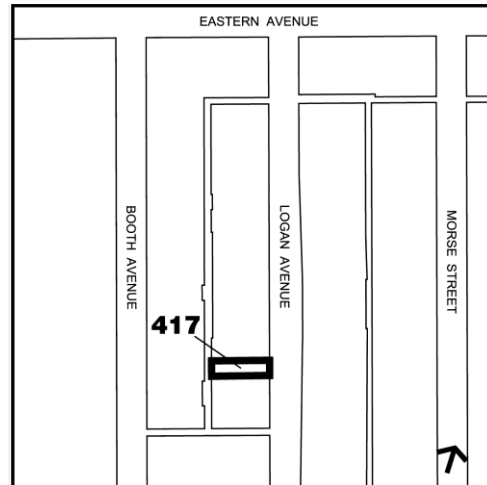
**Recommended Official Plan Amendment –  
54 Logan Avenue**

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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 417 for the lands known municipally in 2012 as 54 Logan Avenue, as follows:

**"417. 54 Logan Avenue**

One residential unit ancillary to the employment uses on the site is permitted to provide temporary accommodation for visiting workers."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

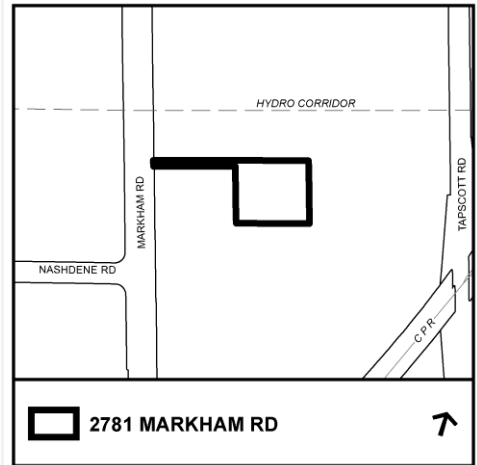
2781 Markham Road

#### Major Intersection

Markham Road and Finch Avenue East

#### Community Council / Ward

Scarborough/Ward 43 - Scarborough Rouge River



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 2781 Markham Road as *Employment Areas* and designate them as *Core Employment Area*.
2. City Council introduce a Site and Area Specific Policy for the lands to permit a place of worship and ancillary community centre uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Satya Kolluri (agent) / The Shirdi Sai Mandir (owner)

#### Request / Development Proposal

Request by correspondence dated December 30, 2010 to ensure the existing Official Plan provision permitting a place of worship on the site be retained in the Official Plan.

#### Application File No. and Status

Site Plan Approval Application 12 145332 ESC 42 SA was submitted on March 29, 2012.



## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 22).

Former City of Scarborough Employment Districts Zoning By-law No. 24982 zones the site as General Industrial (MG). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Utility Corridors*/ Industrial (M)  
South: *Employment Areas* / Industrial (M), General Industrial (MG)  
East: *Employment Areas*/ General Industrial (MG)  
West: *Employment Areas* / Industrial (M)

### **Site and Surrounding Area**

The site is approximately 8,970 square metres in area, and as of June, 2013 is vacant.

The following uses surround the site:

North: Hydro corridor;  
South: place of worship/community centre, multi-unit industrial development;  
East: paving contractor's office and storage; and  
West: light industrial/commercial multi-unit development, and a vehicle dealership on the west side of Markham Road.

## **PLANNING RATIONALE SUMMARY**

---

The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The Shirdi Sai Mandir, a non-profit religious charity, acquired the site in 2009 after ascertaining that places of worship were permitted on the site by the Official Plan and the zoning by-law. The organization intends to develop a place of worship with ancillary uses at this location and submitted an application for Site Plan Control. At the present time, the congregation occupies space in the adjacent industrial condominium complex at 2721 Markham Road.

The proposed Official Plan amendment for employment lands prohibits sensitive uses such as places of worship in *Employment Areas*. The new designation is intended to provide for more traditional industrial and office employment uses that meet the Provincial framework for *Employment Areas*.

City Planning staff have considered the potential for future compatibility issues with the introduction of the proposed sensitive land use. There are no heavy industrial uses in close vicinity to the site which abuts an approximately 136 metre wide hydro corridor that separates it from industrial operations to the north. A new light industrial and commercial plaza and Athia Cultural Centre/place of worship have recently been completed immediately to the west and southwest along Markham Road and a multi-unit industrial condominium exists to the south. As most of the neighbouring uses have recently been established, no substantial use changes are anticipated that would create significant land use incompatibilities.

Existing community infrastructure is available to accommodate the proposed conversion. There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

In light of these existing conditions, in particular the fact that the in-force Official Plan and Zoning By-law permitted the use at the time of the land acquisition by The Shirdi Sai Mandir and that an application for Site Plan Control was filed with the City, it is Planning staff's opinion that it would be appropriate to retain the existing Official Plan permission for a place of worship at this location through a Site and Area Specific Policy. It should be noted that the proposed Site and Area Specific Policy is recommended in an effort to assist The Shirdi Sai Mandir in completing their project and should not be seen as a precedent for similar future endeavours. The recommended Official Plan amendment is shown below.

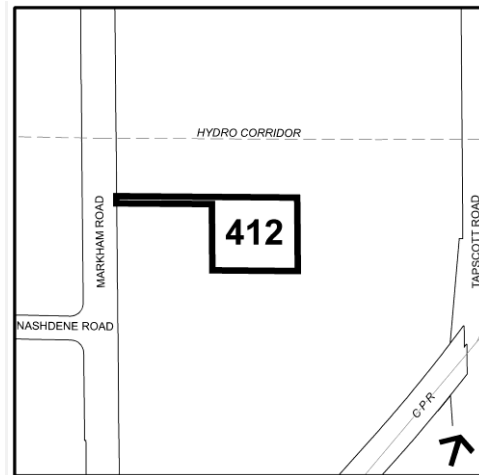
## Recommended Official Plan Amendment – 2781 Markham Road

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 412 for the lands known municipally in 2012 as 2781 Markham Road, as follows:

### "412. 2781 Markham Road

- a) Place of worship and ancillary community centre uses are permitted."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

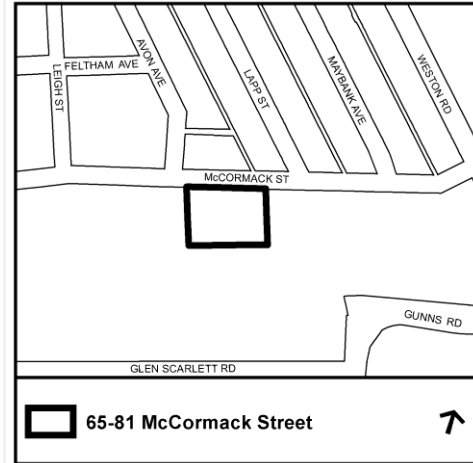
65-81 McCormack Street

#### Major Intersection

McCormack Street and Weston Road

#### Community Council / Ward

Etobicoke York/Ward 11 - York South-Weston



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 65-81 McCormack Street as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to limit employment uses to those compatible with nearby residential uses, to permit only ancillary retail uses and to prohibit restaurants.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird & Berlis LLP (agent) / 2219103 Ontario Inc. (owner)

#### Request / Development Proposal

Request by letter dated May 30, 2013 for a designation of either *Neighbourhoods* or *Mixed Use Areas*. A proposal was submitted, by way of a site plan application, that comprises two buildings consisting of four industrial units each fronting McCormack Street (65-77) and 24 industrial units in a 3-storey building located at the rear of the site.

#### Application File No. and Status

No application for residential conversion has been submitted for the site. Site Plan Approval application No. 13 200578 WET 11 SA was submitted on July 10, 2013 and proposes industrial units.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of York Zoning By-law No. 1-83 zones the property as BE Basic Employment Zone. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / R2 - Residential  
South: *Natural Areas* / T - Transportation and Utility  
East: *Employment Areas* / BE - Basic Employment Zone  
West: *Employment Areas* / BE - Basic Employment Zone

### **Site and Surrounding Area**

The property is approximately 6,420 square metres in area, and as of August 2013 contains two houseform buildings and industrial uses.

As of August 2013, the following uses surround the site:

North: low scale residential;  
South: transmission line, ravine, Lavender Creek Trail;  
East: office; and  
West: scrap metal yard- auto wreckers.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment lands to meet the Growth Plan population forecasts as provided by the Growth Plan. While the north side of McCormack Street contains low rise residential uses and Hardwood Park, the south side contains many firms including manufacturers, auto-wreckers and other impactful uses. The south side of the street should transition to employment uses that are compatible with residential uses to the north and a Site and Area Specific Policy is recommended to enable this transition. The introduction of sensitive residential uses on this site between a scrap yard and building/landscaping yard will strongly exacerbate any existing land use incompatibilities.

It is staff's opinion that the requested conversion will adversely affect the overall viability of the larger *Employment Area* to the east and west and serve to put further pressure on the street. There are no cross-jurisdictional issues related to the lands.

City Planning staff have concerns with the proximity of the scrap metal yard, traffic and heavy nature of the employment uses along McCormack Street and the potential for further compatibility issues to develop with the introduction of sensitive land uses on the south side of the street. It should be noted that the applicant's site plan application for industrial units is not consistent with the conversion request. It is recommended that the conversion request not be granted. A Site and Area Specific Policy is recommended for the lands to only permit employment uses on the south side of McCormack Street that are compatible with residential uses existing on the north side of the street.

The site is immediately adjacent to a residential neighbourhood with community infrastructure such as a school and park to accommodate the proposed residential conversion. However access to other community infrastructure such as a library and Catholic schools may require the crossing of Weston Road.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 65-81 McCormack Street as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands to limit new employment uses that are compatible with the low scale residential to the north. Restaurant uses would not be permitted and only ancillary retail would be permitted, so as to not affect residential uses on the north side of the street. The recommended Official Plan amendment is shown below.

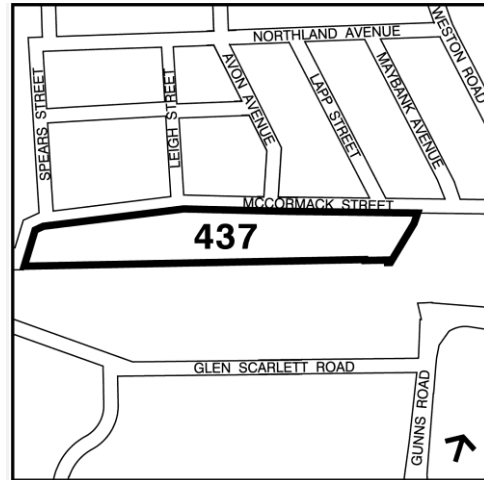
**Recommended Official Plan Amendment –  
65-81 McCormack Street and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 437 for the lands known municipally in 2012 as 43-177A McCormack Street, as follows:

**"437. 43 – 177A McCormack Street**

- a) New employment uses will be compatible with nearby residential uses to the north.
- b) Only ancillary retail uses are permitted.
- c) Restaurants are prohibited."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

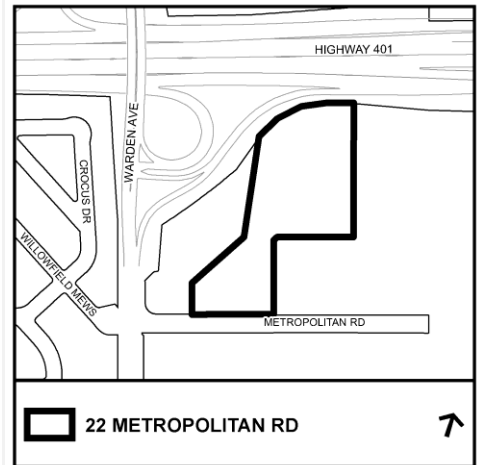
22 Metropolitan Road

#### Major Intersection

Highway 401 and Warden Avenue

#### Community Council / Ward

Scarborough/Ward 40 - Scarborough-Agincourt



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 22 Metropolitan Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (applicant) / Arbor Group (owner)

#### Request / Development Proposal

Request by letter dated December 22, 2011 to convert the site, or as a minimum the portion of the site zoned Highway Commercial, where the Howard Johnson Hotel is located, to *Mixed Use Areas*, to permit a mixed use development consisting of a new 240 room hotel, three residential towers, two of which will be 18 storeys high and one 40 storeys high, with a total of 900 units, and also 1,900 square metres of office gross floor area and 1,900 square metres of retail space. The proposed office and retail component will be on the currently vacant portion of the site abutting Metropolitan Road where the in-force Official Plan and zoning permit offices.

An application to amend the Official Plan was submitted on behalf of 2152458 Ontario Ltd (Novi Corp.) on November 6, 2012. The application proposes to remove 22 Metropolitan Avenue and two abutting westerly properties (1645 Warden Avenue and 8 Metropolitan Road, which are owned by different parties) from the *Employment Districts* on Map 2, Urban Structure, and to re-designate 22 Metropolitan Road to *Mixed Use Areas*. The revised development scheme includes two 20-storey and one 21-storey



apartment buildings with a total of 877 residential units, a new 201-room hotel, approximately 5,756 square metres of retail commercial space and 5,641 square metres of institutional/office space.

#### **Application File No. and Status**

Application No. 12 274412 ESC 40 OZ was submitted on November 6, 2012. A Preliminary Report dated January 29, 2013 was adopted by Planning and Growth Management Committee on February 28, 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG22.6>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates it as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of Scarborough Employment Districts Zoning By-law No. 249892 zones the developed part of the site abutting Highway 401 as Highway Commercial (HC). The vacant triangular part of the site along Metropolitan Road is zoned Industrial (M). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: ramp to and Highway 401 / Highway Zone (HWY)  
South: *Employment Area* / Industrial (M), General Industrial (MG), Vehicle Service (VS)  
East: *Employment Areas* / Industrial (M)  
West: *Employment Areas* / Highway Commercial (HC), Highway (HWY)

### **Site and Surrounding Area**

The property is approximately 3.48 hectares in area, and as of July 2013 contains Howard Johnson Toronto East Hotel and associated restaurant facilities.

The following uses surround the site:

North: Warden Avenue/Highway 401 interchange;  
South: industrial (manufacturing of custom made scaffolding, lifts and suspended work platforms, glass contractor, warehouse/commercial movers);  
East: warehousing and distribution of various products, offices, self storage and vacant building; and  
West: offices and place of worship.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It

should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 22 Metropolitan Road to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is located in the interior of an employment area and is bounded by Highway 401 to the north, employment uses (office, industrial and warehouse/distribution operations) to the east and south, and a place of worship and an office to the west. Metropolitan Road is the only road providing access to the site and to the surrounding businesses.

This northern section of the South West Scarborough Employment District is in close proximity, and with convenient access via the Warden Avenue ramp, to Highway 401, which is an important factor for many industrial and general employment activities that require and depend on truck transportation. Policy 2.2.6.9 of the Growth Plan encourages municipalities to preserve lands close to existing major highway interchanges for employment uses including manufacturing, warehousing, and associated retail, offices and ancillary facilities. Given the site's visibility from Highway 401 and, at the same time, its exposure to noise and other negative impacts generated by highway traffic, the property could accommodate a broad range of employment uses. There are limited employment sites with prominent visibility and convenient access to major highways and they should be protected for employment activities in accordance with the provincial policy framework.

City staff are concerned with potential adverse impacts the introduction of residential uses on the site may have on the long term viability of existing employment businesses along Metropolitan Road. The resulting mix of residential and industrial traffic raises concerns with respect to pedestrian safety and business security. These factors may also contribute to a gradual decline of industrial activity which at the present time finds this area, with close access to Highway 401, attractive and viable. There are no cross-jurisdictional issues related to the lands.

City Planning staff are also concerned that the site is isolated and separated from the residential community west of Warden Avenue, by a major road, with an interchange with Highway 401 less than 100 m north of Metropolitan Road. Access to existing or planned community infrastructure requires the crossing of major streets (i.e., Warden Avenue and Ellesmere Road).

At its November 27, 28 and 29, 2012 meeting, Council adopted a report dated October 23, 2012 from the Chief Planner which provided preliminary assessments of conversion requests for 65 sites including 22 Metropolitan Road. Council requested staff to conduct additional analysis of a number of the sites including 22 Metropolitan Road and directed that the analysis should be based on the following criteria being addressed:

- a. the applicant demonstrating that a significant portion of the site will include employment uses;

- b. a phasing plan that articulates the employment uses noted in a. above will be constructed as a part of the first phase of any development; and
- c. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

The site/concept plans submitted in support of the Official Plan Amendment application indicate general locations of the buildings. The new hotel to be located close to the north-east corner of the site and two residential buildings sited to the south of the hotel, all three buildings with commercial at grade, are surrounded by private open space and are accessible through private streets. The most southerly building containing residential, office/institutional uses with commercial at grade abuts Metropolitan Road. The submitted material does not include a phasing plan or an analysis of the proposed development scheme and the interface between the proposed residential uses and abutting existing employment uses, to address the matters required by City Council direction as outlined above. The proposed total gross floor area of the entire proposed development indicated in the submission is approximately 92,780 square metres, with residential uses occupying approximately 69,225 square metres or 75 per cent of the total floor area, thus a significant portion of the development will be taken by residential uses. The proposed ratio of employment to residential uses does not meet City Council's objective to ensure that a significant portion of the site include employment uses.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to mitigate land use incompatibilities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 22 Metropolitan Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

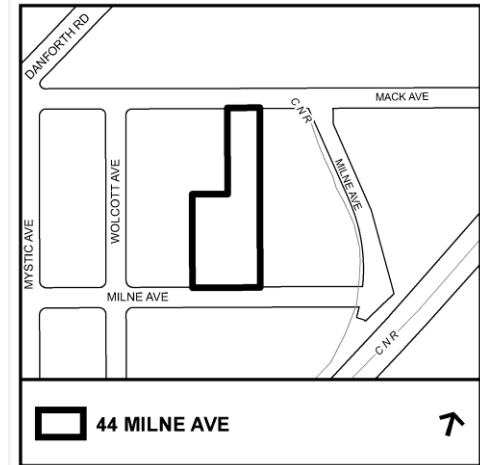
44 Milne Avenue

#### Major Intersection

Warden Avenue and Danforth Road

#### Community Council / Ward

Scarborough / Ward 35 –Scarborough Southwest



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 44 Milne Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird & Berlis LLP (agent) / H. Paulin & Co. Ltd, Paulin Realty & 616120 Ontario Ltd. (owner)

#### Request / Development Proposal

Request by letter dated June 5, 2012 to convert the site to *Neighbourhoods* to permit residential uses.

The conversion request for other properties under the same ownership - 55 Milne Avenue, 67 Butterworth Avenue and 376 Birchmount Road - which is also included in the applicant's letter is reported separately in this Attachment.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Maps 20 and 21).

The former City of Scarborough Employment Districts Zoning By-law No. 249892 zones the western 25.8 metres of the site as Industrial (M) and the remaining site area as General Industrial (MG) and Special Industrial (MS). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Heavy Industrial Zone (EH 0.8) which permits heavy manufacturing and warehouse uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Industrial (M)  
South: *Employment Areas* / General Industrial (MG), Special Industrial (MS), Industrial (M)  
East: *Employment Areas* / General Industrial (MG), Special Industrial (MS)  
West: *Employment Areas* / Industrial (M)

### **Site and Surrounding Area**

The property is approximately 1.03 hectares in area, and as of August 2012 contains industrial uses (part of an industrial plant located across the site on the south side of Milne Avenue).

The following uses surround the site:

North: light industrial;  
South: industrial (manufacturer and distributor of fasteners and other metal parts);  
East: industrial (sandblasting services), vacant building; and  
West: industrial (machine shop) and multi-unit industrial building (light industrial, community facility, place of worship).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands on Milne Avenue, including the site, to residential uses to meet the Provincial population forecast for Toronto or to mitigate land use conflicts. The site is surrounded by existing employment uses and the zoning by-law permits a broad range of employment uses in the surrounding area, including traditional industrial operations with open storage. City Planning staff are of the opinion that conversion of the site located in the interior of an active employment area would have an adverse impact on the long term viability of the larger employment district providing job opportunities at the south-eastern part of the City. Although this employment area contains many older industrial buildings that may not meet the requirements of modern business operations, this area provides suitable locations for many business start-ups and

other enterprises that seek accommodation in older buildings at a lower cost. Some of the firms have moved to the area from more central parts of the City when their previous sites redeveloped with non-employment uses. There are no cross-jurisdictional issues applicable to this site.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the general area. However access to the facilities requires the crossing of major streets (i.e., Birchmount Road, Danforth Road, Warden Avenue) and road improvements on Mack and Milne Avenues.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 44 Milne Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

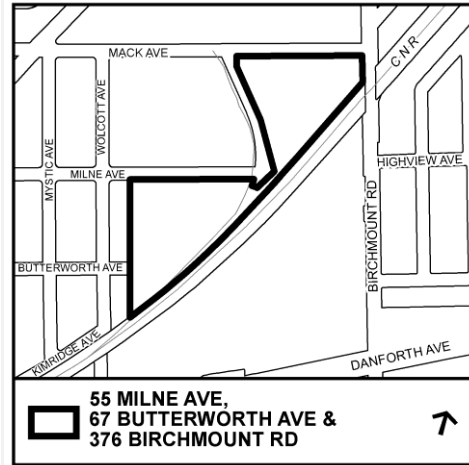
55 Milne Avenue, 67 Butterworth Avenue  
and 376 Birchmount Road

#### Major Intersection

Warden Avenue and Danforth Road

#### Community Council / Ward

Scarborough / Ward 35 - Scarborough Southwest



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 55 Milne Avenue, 67 Butterworth Avenue and 376 Birchmount Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird & Berlis LLP (agent) / H. Paulin & Co. Ltd, Paulin Realty & 616120 Ontario Ltd. (owner)

#### Request / Development Proposal

Request by letter dated June 5, 2012 to convert the site to *Neighbourhoods*, and *Mixed Use Areas* along Birchmount Road, to permit residential uses.

The conversion request for 44 Milne Avenue which is under the same ownership and is also included in the applicant's letter is reported on separately in this Attachment.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Maps 20 and 21).

The former City of Scarborough Employment Districts Zoning By-law No. 249892 zones the western 60 metres and the eastern 118 metres of the site as Industrial (M). The remaining site area is zoned as General Industrial (MG) and Special Industrial (MS). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 0.8) and Employment Heavy Industrial Zone (EH 0.8) which permit heavy manufacturing, manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / Industrial (M), General Industrial (MG), Special Industrial (MS)
- South: *Utility Corridors, Employment Areas* / Industrial (M), General Industrial (MG), Special Industrial (MS),
- East: *Employment Areas, Utility Corridors* / Industrial District Commercial (MDC), Industrial (M), General Industrial (MG), Railway (RWY)
- West: *Employment Areas, Neighbourhoods* / Industrial (M), General Industrial (MG), Special Industrial (MS), Single-Family Residential

### **Site and Surrounding Area**

The property is approximately 5.58 hectares in area, and as of August 2012 contains an industrial plant manufacturing and distributing fasteners and other metal parts. (Part of the business is located across the site at 44 Milne Avenue.)

The following uses surround the site:

- North: industrial (machine shop, sandblasting services, part of the operation at the site);
- South: CNR line, beyond fire hall and industrial (pharmaceutical manufacturer and distributor);
- East: CNR Line, industrial and service uses; and
- West: sandblasting operation, vacant building and low scale residential.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands on Milne Avenue, including the site, to residential uses to meet the Provincial population forecast for Toronto or to mitigate land use conflicts. The site is located in the central part of the Oakridge employment area, a viable and stable employment area which contains a wide range of employment uses, including a major research-based pharmaceutical company (Eli Lilly Canada Inc.) as well as small operations and business start-ups seeking accommodation in older buildings at



affordable conditions. Generally, there are no residential uses in close proximity to the site with the exception of the south-western part of the plant property, where residential dwellings back onto the area occupied by employee parking. The common boundary is fenced and landscaped to provide a visual separation. The existing plant has operated at this location since the 1950's and a number of road improvements have been done to direct industrial truck traffic directly to Birchmount Road, away from the residential neighbourhood to the west.

City Planning staff are of the opinion that converting the lands to residential uses would split this employment area into two small pockets which may limit their potential as a viable employment area and contribute in the long run to a gradual erosion of industrial activity in this area. There are no cross-jurisdictional issues applicable to this site.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the general area. However access to the facilities requires the crossing of major streets (i.e., Birchmount Road, Danforth Road, Warden Avenue) and road improvements on Mack and Milne Avenues.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 55 Milne Avenue, 67 Butterworth Avenue and 376 Birchmount Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

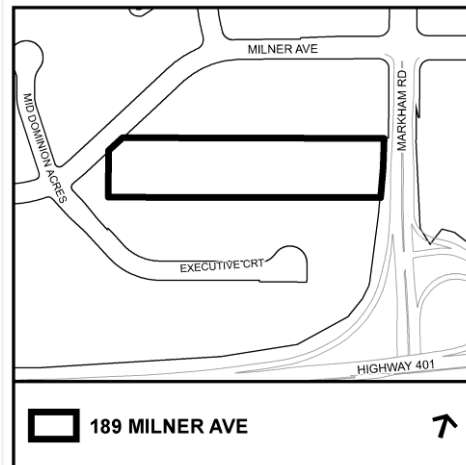
189 Milner Avenue

#### Major Intersection

Markham Road and Highway 401

#### Community Council / Ward

Scarborough / Ward 42 –Scarborough- Rouge River



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 189 Milner Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Martin Rendl (agent) / 2304009 Ontario Inc. (owner)

#### Request / Development Proposal

Request by letter dated May 3, 2012 to convert the site to *Mixed Use Areas* to permit residential and commercial uses.

On July 26, 2013, the applicant submitted a revised mixed-use development concept for the site. The proposal with a total floor area of approximately 116,450 square metres (1,253,450 square feet) includes a meditation centre, a traditional healing/medical centre, two hotels, one of which will also comprise a convention centre, a resource and business incubation facility, commercial uses and two retirement apartment buildings accommodating independent residential units and bedroom units with support facilities.

The first phase of the development will consist of a meditation centre, followed by one hotel with commercial and a convention centre, then a resource/business incubation centre, a second hotel and a medical/healing facility. Two seniors' apartments are to complete the entire development. A preliminary assessment of access driveway operation was also submitted.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 22).

The former City of Scarborough Employment Districts Zoning By-law No. 249892 zones the property as Industrial (M). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 0.7) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / Institutional-Social Welfare (I-SW), Place of Worship (PW)

South: *Employment Areas* / Industrial (M)

East: *Employment Areas* / Office Uses (OU)

West: *Employment Areas* / Industrial (M)

### **Site and Surrounding Area**

The property is approximately 3.14 hectares in area, and as of June 2013 contains two vacant buildings.

The following uses surround the site:

North: Senior Citizens' apartments and residence, place of worship;

South: self storage, industrial to the south;

East: offices and hotel on the east side of Markham Road; and

West: place of worship and industrial further west.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 189 Milner Avenue to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is within a larger employment area that extends in an east-west direction along the northern limit of Highway 401. A place of worship and an associated senior citizens' residential development exist to the north. The place of worship, at this location for over 60 years, predates the establishment of the employment area. The adjacent seniors' complex associated with the place of worship was approved in 1981. A second place of worship, approved in 1988, is located at the corner of Milner Avenue and Executive Court.

The proposed development includes office, hotel and employment supporting service uses that are permitted under the proposed *Core Employment Areas* designation. City Planning staff are concerned with the potential adverse impacts the introduction of residential and sensitive non-residential uses on the site may have on the long term viability of existing employment firms in the larger employment area, in particular industrial operations along Milner Avenue.

The site has no direct vehicular or pedestrian access to Markham Road and the only access is provided from Milner Avenue at the northwest corner of the site in the interior of the employment context area. The proposed mixed use development, which in terms of total floor area compares to about nine typical large-scale stores such as Home Depot, will generate significant amounts of vehicular traffic that will not be adequately serviced on the basis of one existing access to the site. Based on the preliminary assessment submitted by the applicant, major access improvements would be required, such as the provision of a second access through adjacent lands to Executive Court and the installation of traffic signals at Milner Avenue and Executive Court to accommodate the development. The introduction of sensitive uses and the projected amount of vehicular traffic may create unsafe environment for pedestrians and business truck traffic on Milner Avenue and other roads in the vicinity. Planning staff are also concerned with the potential conflict the introduction of sensitive uses may create between future residents and visitors to the meditation centre and other facilities, and the area industrial operations due to noise and other impacts that may require business owners to install costly mitigation measures and/or modify their operations. This would further constrain existing businesses and could contribute to the destabilization of this employment area which after a period of job decline, mostly in manufacturing, has shown employment growth since 2006.

The site is located close to the interchange of Markham Road and Highway 401, making it a suitable location for employment uses requiring close and convenient access to major highways. Policy 2.2.6.9 of the Growth Plan encourages municipalities to preserve lands close to existing major highway interchanges for employment uses including manufacturing, warehousing, offices and ancillary uses. In keeping with the intent of Policy 2.2.6.9 of the Growth Plan, which is reflected in the proposed Official Plan policies, City staff are of the opinion that the site should be protected for employment uses. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion exist in the residential communities close to Sheppard Avenue and west of Markham Road. City staff are concerned as to whether the existing or planned hard services and transportation capacity could support the proposed mixed use development.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to mitigate land use incompatibilities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 189 Milner Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

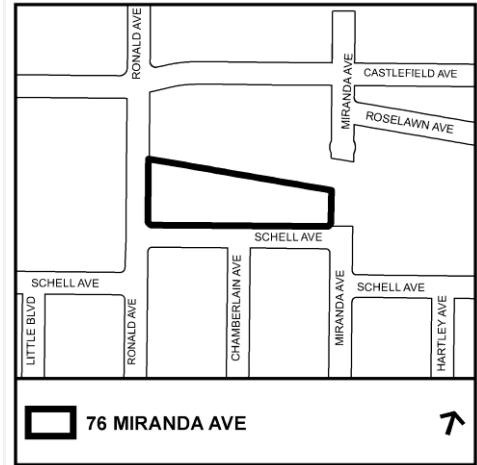
76 Miranda Avenue

#### Major Intersection

Dufferin Street and  
Castlefield Avenue

#### Community Council / Ward

North York / Ward 15 – Eglinton Lawrence



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 76 Miranda Avenue as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Westdale Construction Co. Limited (agent and owner)

#### Request / Development Proposal

Request by letter dated June 8, 2012 for a re-designation to *Mixed Use Areas*, including residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of York By-law No. I-83 zones the property as Prestige Employment (PE), permitting light manufacturing, office, retail, showroom and business service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Parks, Employment Areas* and *Neighbourhoods* / T - Transportation and Utilities District; PE - Prestige Employment S16(429) and PE - Prestige Employment S16(356)  
South: *Neighbourhoods* / R2 – Residential Two  
East: *Employment Areas* / PE - Prestige Employment S16(429)  
West: *Employment Areas* / PE - Prestige Employment S16(429)

### **Site and Surrounding Area**

The property is approximately 1.1 hectares in area, and as of July 2013 contained office, warehouse, retail and light manufacturing uses.

As of July 2013, the following uses surround the site:

- North: belt-line linear park, retail showroom and low scale residential;  
South: surface parking and low scale residential;  
East: new vehicle storage; and  
West: retail showroom.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 76 Miranda Avenue to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential and sensitive non-residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are provided for within *Employment Areas*. As of 2012, nine firms employed a total of 122 persons on the site. This is an increase in employment from 2001 when two firms employed 50 persons on the site. The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands located south of the beltline park, thereby diminishing further the supply of employment land for *Employment Area* uses.

The site is not in proximity to much of the existing or planned community infrastructure necessary to accommodate the proposed residential conversion. There are no cross-jurisdictional issues related to the lands.

## **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 76 Miranda Avenue as *Employment Areas* and designate them as *General Employment Areas*.

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See also related requests to convert lands at the following addresses:

- 900, 916 and 920 Caledonia Road
- 670-680 Caledonia Road and 250 Bowie Avenue



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

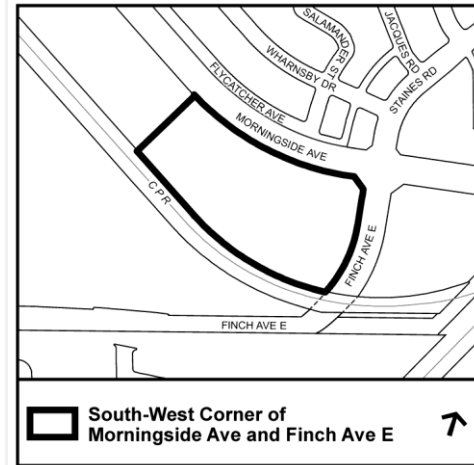
South-West Corner of Morningside Avenue  
and Finch Avenue East

#### Major Intersection

Morningside Avenue and Finch Avenue East

#### Community Council / Ward

Scarborough/Ward 42 - Scarborough Rouge River



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at the south-west corner of Morningside Avenue and Finch Avenue East as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council retain the lands within the Morningside Heights Secondary Plan.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Walker, Nott, Dragicevic Associates Ltd (agent) / Mattamy Staines Ltd. (owner)

#### Request / Development Proposal

Request by letter dated April 19, 2013 to convert the site to *Mixed Use Areas* to permit a broader range of uses, including residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 22). The lands are within the Morningside Heights Secondary Plan.

The Morningside Heights Community Zoning By-law zones the lands as Community Commercial (CC). New citywide Zoning By-law No. 569-2013 does not apply to the site.

The following land use designations and zoning categories surround the site:

- North: *Neighbourhoods* / Single- Family Residential (S), Street Townhouse-Lane Residential (ST-L)
- South: *Utility Corridors, Employment Areas* / Agricultural (AG)
- East: *Employment Areas* / Community Commercial (CC)
- West: *Employment Areas* / Business Park (BP)

### **Site and Surrounding Area**

The property is approximately 4.0 hectares in area and is vacant.

As of April 2013, the following uses surround the site:

- North: low scale residential across Morningside Avenue;
- South: CPR line, industrial and commercial plaza;
- East: vacant land; and
- West: vacant land and industrial north-west across CPR line.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the lands at the south-west corner of Morningside Avenue and Finch Avenue East to residential uses to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The tract of land along the south side of Morningside Avenue, which includes the site, forms part of a residential community which has developed in recent years in accordance with the Morningside Heights Secondary Plan. The relevant Plan policies state that the primary function of the lands south of Morningside Avenue is to provide office and light industrial employment opportunities and acoustical and visual buffering between new residential uses and the existing industrial businesses to the south-west. City staff have concerns with the potential for compatibility issues with the possible introduction of residential uses next to active industrial plants, some of which have already modified their operations as a result of complaints from area residents. Permitting residential uses south of Morningside Avenue will further constrain industrial activity which may negatively affect the long term vitality of the larger employment area where manufacturing is the dominant sector and where employment prospects have significantly increased since 2002. Representatives of two existing plants located south of the CPR line have submitted written comments raising concern with the potential introduction of residential uses.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the general area, however access to all facilities requires the crossing of a major street (i.e., Morningside Avenue and Finch Avenue) and some of the facilities are distant from the site.

In accordance with the Subdivision Agreement, the site owner agrees to make satisfactory arrangements with the City to construct a TTC bus loop within the site (Block 148, R.P. 66M-2401). There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at the south-west corner of Morningside and Finch Avenues as *Employment Areas* and designate them as *General Employment Areas*; and maintain the lands in the Morningside Heights Community Secondary Plan.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

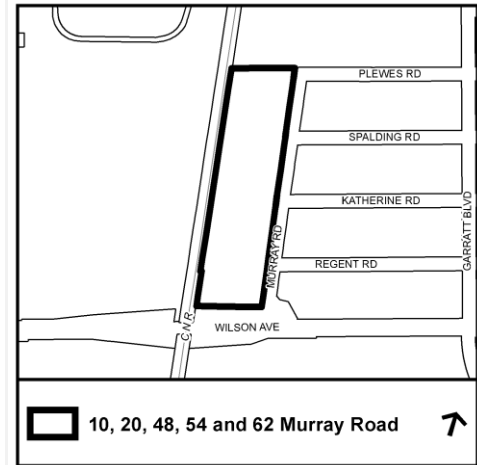
10, 20, 48, 54 and 62 Murray Road

#### Major Intersection

Keele Street and Wilson Avenue

#### Community Council / Ward

North York / Ward 9 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 10, 20, 48, 54 and 62 Murray Road by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to require that *Regeneration Areas* Section 4.7.2 development criteria and other matters be addressed, including a land use buffer of *Core Employment Area* uses at the north portion of the lands that is compatible with nearby residential uses; a separation of any residential building from the rail corridor to the west; a low scale residential built form on lands south of the land use buffer that is compatible with low scale residential uses to the east; commercial use opportunities at the Wilson Avenue frontage; and streets, blocks, and pedestrian and cycling connections.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Teskey Concrete Co. Limited (agent and owner)

#### Request / Development Proposal

Request by letter dated August 5, 2011 for a re-designation to permit residential uses.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).

The former City of North York Zoning By-law zones the property as Industrial Zone Two [M2(60)], permitting concrete batching, manufacturing, office, warehouse, institutional, retail and commercial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Light Industrial Zone [EL 1.0 (x26)] which permits light manufacturing, warehouse, wholesaling, office and concrete batching uses.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / M2 - Industrial Zone Two
- South: *Employment Areas* / M1(11) - Industrial Zone One
- East: *Mixed Use Areas and Neighbourhoods* / AV-MU - Avenue Mixed Used; R4 - One-Family Detached Dwelling Fourth Density Zone and R5 - One-Family Detached Dwelling Fifth Density Zone
- West: *Other Open Space Areas* / CEM-1 – General Cemetery Zone

### **Site and Surrounding Area**

The lands are approximately 1.8 hectares in area, and contain a concrete batching plant at 20 and 48 Murray Road. As of July 2013, the 54 and 62 Murray Road portion of the lands was vacant land that had been previously occupied by Sunrise Propane.

As of July 2013, the following uses surround the site:

- North: Murray Yard - City of Toronto road operations yard; Plewes Yard - City of Toronto Emergency Medical Services yard;
- South: wholesaling and distribution;
- East: low scale residential uses; and medical offices that front Wilson Avenue; and
- West: rail corridor, then cemetery.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment lands to meet the 2031 Provincial population forecast for Toronto, a need does exist to convert the lands to address an incompatibility of *Employment Area* permissions with existing adjacent lands

uses. The current concrete batching plant has been in operation on the south portion of the lands since the late 1950's. The north portion of the lands has been vacant since 2008 when the Sunrise Propane Industrial Gases facilities exploded.

The concrete batching plant operates across Murray Road from a residential community that is located 20 metres to the east. The plant operates five to seven days a week between 6:00 a.m. and 6:00 p.m., with 200 to 400 truck deliveries each day. Operation of the plant currently results in dust, noise and traffic impacts that are not compatible with nearby residential uses.

The vacant lands at the north portion of the lands are zoned Industrial Zone Two [M2(60)] which provides as-of-right permissions for impactful industrial uses such as concrete batching, motor vehicle body repair shops and various manufacturing uses. These permitted uses on the north portion of the lands may in the future result in noise, odour, traffic and/or other adverse impacts that are not compatible with the nearby residential uses. Homes on the east side of Murray Road suffered severe damage from a propane gas explosion on this site in 2008

It is City Planning staff's opinion that a conversion to permit a mix of uses including residential and residentially compatible employment uses is required to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The north portion of the lands is in close proximity to the Murray Yard, a City of Toronto road operations yard. Given the noise, traffic and other adverse impacts of this yard, staff recommend that future residential and sensitive non-residential uses on the lands be separated from the yard by a buffer of *Employment Area* uses that would be compatible with both residential uses existing on the east side of Murray Road and also the future sensitive uses that would locate south of the buffer on the lands. Provided a buffer of compatible *Employment Area* uses is included at the north portion of the lands, the requested conversion will not adversely affect the overall viability of the larger *Employment Area*.

Any new residential and sensitive non-residential uses should be set back from the rail corridor at the west edge of the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area. There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, a conversion of the site is necessary to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 10 to 62 Murray Road by designating them as *Regeneration Areas*.

It is also recommended that a Site and Area Specific Policy be introduced for the lands requiring that Section 4.7.2 development criteria be addressed, and also other matters including a land use buffer of *Core Employment Area* uses at the north portion of the lands that is compatible with nearby existing and planned residential and sensitive non-residential uses, a low scale residential built form on lands south of the buffer that is compatible with existing low scale residential neighbourhood located to the east, a setback of any residential building and sensitive non-residential use from the rail corridor to the west, opportunities for commercial uses at the Wilson Avenue frontage; and streets, blocks, and pedestrian and cycling connections. The recommended Official Plan amendment is shown below.

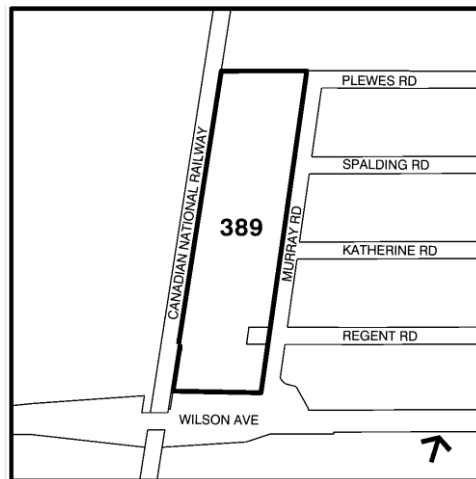
### Recommended Official Plan Amendment – 10, 20, 48, 54 and 62 Murray Road

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 389 for the lands known municipally in November 2013 as 10-62 Murray Road, as follows:

**"389. 10-62 Murray Road**

Instead of a Secondary Plan, a Site and Area Specific Policy is required to set out a framework for new development on the lands to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) A land use buffer of *Core Employment Area* uses on the north portion of the lands that is compatible with and sensitive to adjacent existing and planned residential and sensitive non-residential uses;
- b) A low scale residential built form on lands south of the land use buffer described above, that is compatible with and sensitive to the existing low scale residential neighbourhood located east of the lands;
- c) A requirement that residential and sensitive non-residential uses only be permitted on the lands south of the land use buffer described above, once the concrete batching use ceases to operate on the lands;
- d) Opportunities for commercial uses at the Wilson Avenue frontage;
- e) A street and block plan that includes pedestrian and cycling connections; and
- f) A setback of any residential and sensitive non-residential use from the rail corridor west of the lands."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

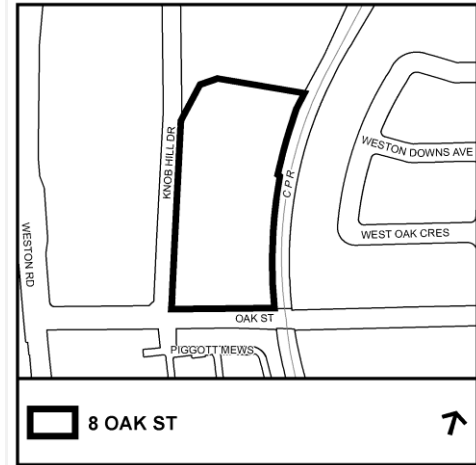
8 Oak Street

#### Major Intersection

Knob Hill Drive and Weston Road

#### Community Council / Ward

Etobicoke York District /  
Ward 11 - York South-Weston



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 8 Oak Street as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird & Berlis LLP (agent) / Satin Finish Hardwood Flooring Limited (owner)

#### Request / Development Proposal

Request by letter dated January 3, 2012 and further correspondence dated November 9, 2013 to re-designate the site for medium and/or high density residential use.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13 / 14).

The former City of York Zoning By-law No. 1-83, as amended, zones the property as Prestige Employment Zone which permits a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.



The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(17)(H) - Industrial-Commercial Zone  
South: *Employment Areas*, Site and Area Specific Policy No. 266 / PE s16 (422)  
East: *Utility Corridors* / UT – Utility Corridor  
West: *Employment Areas* / PE - Prestige Employment Zone, MC(16)(H), MC(H)

### **Site and Surrounding Area**

The property is approximately 2.63 hectares in area, and as of August 2013 contains manufacturing and outdoor storage uses.

As of August 2013, the following uses surround the site:

North: retail plaza;  
South: across Oak Street, townhouses many with commercial uses at grade;  
East: CPR tracks and further east Visioneering employment, open space and low scale residential; and  
West: across Knob Hill Drive is a gas station and Superstore.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as truck and van access for the movement of goods. This site is directly adjacent to and surrounded by a large retail complex with direct access to the Weston Road interchange with Highway 401. To the east, the site is adjacent to the CPR rail corridor which makes this site ideal for employment uses as opposed to sensitive residential uses.

The 8 Oak Street site is part of a larger business cluster, including major retail to the north and west and a large manufacturer, Visioneering Corporation to the southeast and east. The introduction of residential uses on the north side of Oak Street could undermine the long-term viability of the business cluster.

The railway and railway crossing to the east, and heavy traffic, including deliveries on the west side of Knob Hill Road create an inhospitable environment for residences. This may have contributed to the conversion of some of the townhouses on the south side of Oak Street to commercial businesses.

The site has access to community services and infrastructure in the residential community to the east, across a busy at-grade crossing of a heavily used railway corridor.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is recommended that the conversion request not be granted. It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 8 Oak Street as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

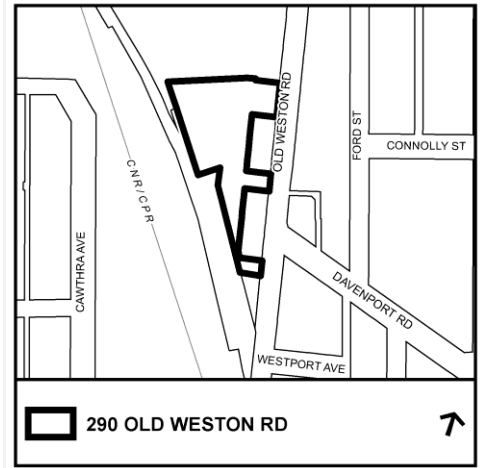
290 Old Weston Road

#### Major Intersection

Old Weston Road and St. Clair Avenue West

#### Community Council / Ward

Etobicoke York / Ward 17 - Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 290 Old Weston Road as *Employment Areas* and designate them as *General Employment Area*.
2. City Council introduce a Site and Area Specific Policy for the lands that permits employment uses that are not retail or restaurant uses, and are compatible with the adjacent residential dwellings fronting on Old Weston Road.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Junction Lofts Inc. (agent and owner)

#### Request / Development Proposal

Request by letter dated May 31, 2012 requesting a conversion of the site to *Regeneration Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17). Site and Area Specific Policy No. 234 prohibits automobile body repair shops on the lands.

The former City of Toronto Zoning By-law No. 438-86 zones the property as I3 (Height 23.0m). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 1.0 (x288)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas / Neighbourhoods* / IC D2 N1 and R2 Z.06  
South: *Employment Areas* / T – Transportation Corridor I3  
East: *Neighbourhoods* / R2 Z0.6 - Residential  
West: *Utility Corridors* / T - Transportation

### **Site and Surrounding Area**

The site is approximately 7,434 square metres in area, and as of August 2013 is a partly vacant site with demolition of a former dry cleaning plant (Cadet Cleaners) underway.

As of August 2013, the following uses surround the site:

North: Delta Bingo and associated surface parking and driveway;  
South: commercial building 'MT Tire' and rail tracks corridor;  
East: low scale residential; and  
West: a one-storey industrial storage building, rail corridor and National Rubber Technologies.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan. At the present time the site sits beside a busy rail corridor used by both CNR, CPR, Metrolinx and GO Transit as well as the construction underway by Metrolinx to provide the link between Pearson International Airport and Union Station. Across the rail corridor is a rubber recycling and manufacturing plant which emits noxious odours. The site is further constrained by the existence of dwellings that front onto Old Weston Road which limits road access and denies visibility to the site.

In May 2012, the owner submitted a site plan, for a 7-storey industrial building, a 5-storey plus basement residential condominium building and three three-storey artist loft buildings fronting Old Weston Road. There would be 250 underground parking spaces and 8 surface parking spaces. In April, 2013, a revised site plan was submitted showing

124 townhouse units or stacked units with a maximum height of 12 metres and underground parking. All the employment uses were removed from the proposal.

Even at a height of 12 metres residential development on this site would be affected by odours from National Rubber Technologies. The introduction of residential units on these lands would be adversely affected by existing industry and could undermine the viability of the larger employment area.

There is a market for new employment space in the area as is evidenced by the site plan application the City is currently processing for a new 5,509 square metres (550,000 square feet) industrial condominium at 195 Old Weston Road. Despite the lack of street frontage the site at 290 Old Weston Road could function for incubator studios and offices that would not require the same rail setback or level of soil remediation as residential uses. New employment uses should be compatible with the residential area to the east.

The development of residential uses are severely constrained by considerable soil contamination, the irregular shape of the lot, the need to set back and buffer from the rail corridor to the west, the need to set back from the rear of the homes to the east, the irregular access to Old Weston Road and the adverse effects of nearby impactful industry. The most recent site plan submitted is not viable due to inadequate rail setback, inadequate setback from existing homes, and an inability to be serviced by emergency vehicles and garbage trucks among other matters.

In November 2012, Council included this property in a group of conversion request sites where additional analysis was requested, including the following criteria:

- a) The applicant demonstrate that a significant portion of the site will include employment uses;
- b) A phasing plan that articulates the employment uses noted in Part 2a above will be constructed as a part of the first phase of any development; and
- c) Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

The most recent site plan submitted in April 2013 by the owner showed the entire site being used for residential uses, so the criterion of a significant portion of the site including employment uses in any phase is not met. The proposed residential use could still be affected by rail, noise and vibration and industrial odours which would be difficult and costly to mitigate.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however access to all requires the crossing of major streets including Old Weston Road and St. Clair Avenue West. There are no cross-jurisdictional issues related to these lands.

## Conclusion

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. The conversion of the site would undermine the viability of a larger employment area, and the site is severely constrained for residential development.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 290 Old Weston Road as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to permit only employment uses that are compatible with the adjacent residential uses fronting Old Weston Road. The recommended Official Plan amendment is shown below.

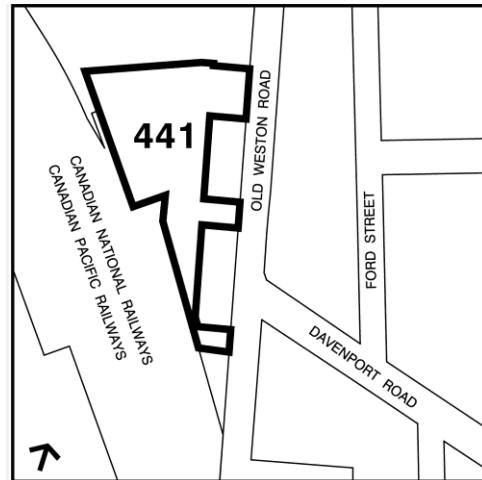
### **Recommended Official Plan Amendment – Site and Area Specific Policy for 290 Old Weston Road**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 441 for the lands known municipally in 2012 as 290 Old Weston Road, as follows:

#### **441. 290 Old Weston Road**

- a) Employment uses will be compatible with existing residential dwellings fronting Old Weston Road.
- b) Retail and restaurant uses are not permitted."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

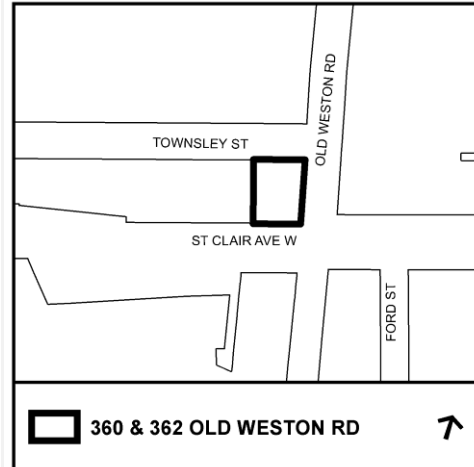
360-362 Old Weston Road

#### Major Intersection

St. Clair Avenue West and Old Weston Road

#### Community Council / Ward

Etobicoke York / Ward 17 - Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 360-362 Old Weston Road by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to limit residential uses to the second and third floors of the existing three-storey heritage building.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Franco D. Romano Action Planning (agent)

#### Request / Development Proposal

Request by correspondence dated November 30, 2011 that the site be designated *Mixed Use Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Avenue* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of Toronto Zoning By-law zones the property as IC D2 N1 (Height 14m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / IC D2 N1 - Industrial  
South: *Employment Areas* / IC D2 N1 - Industrial  
East: *Mixed Use* / MCR T3.0 C1.0 R2.5 – Mixed Commercial Residential  
West: *Employment Areas* / IC D2 N1 - Industrial

### **Site and Surrounding Area**

The property is approximately 1,026 square metres in area, and as of August 2013 contains retail, commercial and hotel uses including boarding house units.

As of August 2013, the following uses surround the site:

North: TTC loop and Toronto Weston Flea Market;  
South: Across St. Clair Avenue West is a vacant lot and the Delta Bingo;  
East: Across Old Weston Road, one to three-storey mixed-use buildings; and  
West: one storey hydro buildings and auto repair.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The current building was originally constructed in 1891 as the Heydon House Hotel and was designated as a heritage building in 1983 for architectural value. The building has contained residential units on its upper storeys for many years. However, the introduction of additional residential storeys is not recommended as Townsley Street contains many impactful employment uses such as a concrete batching plant, a poultry processor and a collision shop which would not be compatible with further residential development. The proposed mixed use of the existing heritage building will facilitate its preservation and maintenance.

In November 2002, Council requested that further analysis of this conversion request address:

- (a) The applicant demonstrating that a significant portion of the site will include employment uses;
- (b) A phasing plan articulates any employment uses be part of the first phase of any development, and



- (c) Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

No formal application has been submitted with the conversion request to indicate the mix of uses on the site or the proposed phasing of any new development.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however access to some do require the crossing of major streets, Old Weston Road and St. Clair Avenue.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Limiting the residential component to the second and third storeys of the heritage building where it currently exists will not exacerbate land use conflicts with industrial uses on Townsley Avenue.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the employment lands at 360 -362 Old Weston Road by designating them as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands that limits residential uses to the existing second and third storeys of the designated heritage building. The recommended Official Plan amendment is shown below.

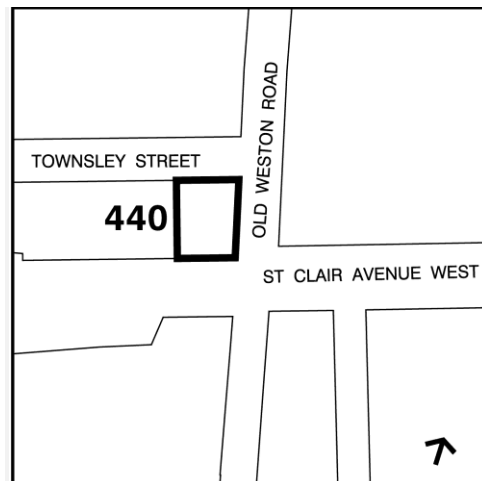
**Recommended Official Plan Amendment –  
Site and Area Specific Policy for 360-362 Old Weston Road**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 440 for the lands known municipally in 2012 as 360-362 Old Weston Road, as follows:

**"440. 360-362 Old Weston Road**

Residential uses are limited to the second and third floors of the existing three-storey heritage building."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

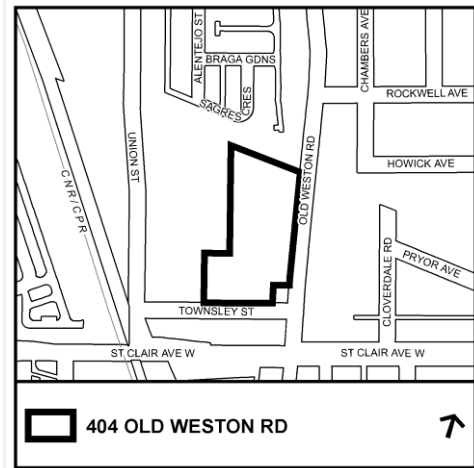
404 Old Weston Road

**Major Intersection**

Old Weston Road and St. Clair Avenue West

**Community Council / Ward**

Etobicoke York / Ward 17 - Davenport



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 404 Old Weston Road as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Request by Planning and Growth Management Committee; Item number 19.5 City Council November 27, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.5>

**Request / Development Proposal**

Request by letter dated November 7, 2012 to the Planning and Growth Management Committee to re-designate 404 Old Weston Road to permit residential uses. The owner, Toronto West Flea Market, has verbally advised that they do not support this conversion request.

### POLICY AND AREA CONTEXT

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**Official Plan and Zoning**

The Official Plan designates this site as *Employment Areas* (Section 4.6, Land Use Plan Map 17). Site and Area Specific Policy No. 234 prohibits automobile body repair shops on the lands.

The former City of Toronto Zoning By-law No. 438-86 zones the property as IC D2 N1 (Height 14m) Exceptions s12 (2) 270. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Parks / G - Parks*  
South: *Employment Areas / IC D2 N1 - Industrial*  
East: *Neighbourhoods / G - Parks and R2 Z0.6 - Residential*  
West: *Employment Areas / I3 - Industrial*

### **Site and Surrounding Area**

The property is approximately 1.94 hectares in area, and as of August 2013 contains the Toronto West Flea Market.

As of August 2013, the following uses surround the site:

North: Hydro Corridor and green space;  
South: TTC bus loop, employment uses including a hydro substation, poultry processing plant, auto collision shop, print shop;  
East: Weston Road Playground and low scale residential; and  
West: concrete batching plant, bottle manufacturer and salvage yards.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The site is a former supermarket now used for a weekend flea market. The market is well-used, provides incubator space for local entrepreneurs and serves as a buffer between industry to the west and south and residential uses to the east and north. The owner of the market was contacted by staff and is not pursuing a conversion request for residential redevelopment purposes. The lands are adjacent to a concrete batching plant and bottle manufacturer to the west and varied industry to the south. The introduction of residential uses on the site will create land use incompatibilities and undermine the viability of the broader employment area to the west and south. Council, in November 2012, included this site in a group of conversion sites where additional analysis was requested regarding the proposed mix of uses, phasing and mitigation of adverse impacts on proposed residential uses. However, as the owner has not proposed any development or submitted any plans, such analysis is not possible. The proposed *General Employment Areas* designation provides for retail uses.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however access to some do require the crossing of major streets, St. Clair Avenue West and Old Weston Road.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Conversion of this site could create land use incompatibilities and undermine the viability of the broader *Employment Area*. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 404 Old Weston Road as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

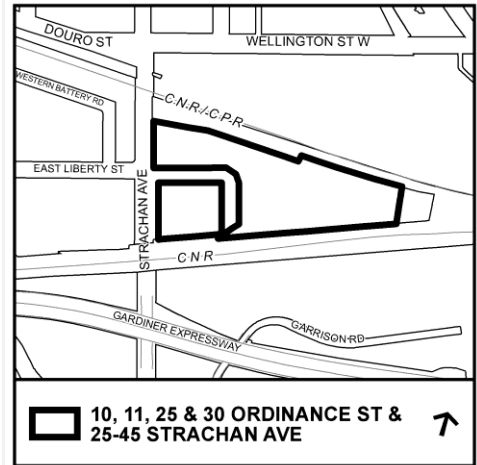
10, 11, 25 and 30 Ordnance Street and  
25-45 Strachan Avenue

#### Major Intersection

Strachan Avenue and East Liberty Street

#### Community Council / Ward

Toronto East York/Ward 19 - Trinity-Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 11 and 25 Ordnance Street and 25-45 Strachan Avenue by designating them as *Mixed Use Areas*; and convert the employment lands at 10 Ordnance Street by designating them as *Parks and Open Space Areas - Parks*.
2. City Council retain the existing Site and Area Specific Policy in the Garrison Common Secondary Plan for 30 Ordnance Street, and introduce a Site and Area Specific Policy in the Secondary Plan requiring that a minimum of 1 FSI of employment space be incorporated into any mixed use development at 11 and 25 Ordnance Street and 25-45 Strachan Avenue.

### CONVERSION REQUEST DETAILS

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Bousfields (applicant) / Diamondcorp, Build Toronto (owners)

#### Request / Development Proposal

Request by letter dated April 5, 2012 to convert the site to *Mixed Use Areas*.

#### Application File No. and Status

Application No: 12-223589 STE 19 OZ was submitted on August 16, 2012. A Preliminary report dated October 3, 2012 was adopted with amendments by the Planning and Growth Management Committee on November 8, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.8>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the lands as an *Employment District* on Map 2 of the Official Plan and designates them as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The lands are also within the Garrison Common North Secondary Plan (Section 14, Chapter 6) and 30 Strachan Avenue is subject to Area 7, Site and Area Specific Policy in the Secondary Plan.

The Former City of Toronto Zoning Code as amended zones the property as I3D3 (Height 18m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site as of August 2013:

North: *Utility Corridors* / Transportation ('T')

South: *Utility Corridors* / Transportation ('T')

East: *Utility Corridors* / Transportation ('T')

West: *Employment Areas* / Industrial ('I')3 D3, 18m & Commercial Residential ('CR') 25m

### **Site and Surrounding Area**

The lands are approximately 2.43 hectares in area, and are occupied by the following uses:

10 Ordnance – vacant

11 Ordnance – 2-storey building housing Eva's Phoenix (shelter housing)

25 Ordnance – 1-storey warehouse building, partially leased to Clay and Paper Theatre

45 Strachan – 1-storey offices for City Municipal Licensing and Standards

The following uses surround the site as of August, 2013:

North: rail corridor;

South: rail corridor;

East: rail corridor; and

West: park, stacked townhouse units.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, in certain situations there may be a need to consider a conversion request to address an incompatibility of *Employment Area*

permissions with adjacent lands use permissions. The Ordnance Triangle lands are located in an area in which sensitive residential uses have been previously allowed. In June 2010, City Council approved a request to convert the employment lands located in the interior of the triangle at 30 Ordnance Street for the purposes of allowing residential uses on the site. As 30 Ordnance is located within the interior of the area, any attempts to buffer the proposed residential uses from employment uses would be difficult. Should the balance of the Ordnance Triangle lands remain designated for employment uses there is the potential for land use conflicts. The current zoning permits wholesaling, warehousing, open storage yards, industrial workshops and some heavy manufacturing uses.

It is also City Planning staff's opinion that the overall viability of the Ordnance employment area has already been negatively impacted by the previous introduction of residential uses. City Council's decision to permit the conversion at 30 Ordnance Street has established a precedent and undermined the viability of the Triangle area to continue functioning strictly as an *Employment Area*. With the wholesale residential development of the lands directly west of the site in Liberty Village, the Ordnance Triangle has become an isolated employment pocket, as such conversion to permit a mix of uses including residential would not undermine the viability of the broader employment area.

City Planning staff are also concerned with respect to the lack of community infrastructure within the immediate area. Although a park is planned for the Ordnance Triangle lands as are improved connections to the Niagara neighbourhood to the north, the nearest public school is approximately 1 kilometre away and requires the crossing of a rail corridor and street (King Street West). The nearest City operated daycare (City Kids at Bathurst and Front Streets) is similarly distant. Any development of the lands involving residential units should include space for community infrastructure.

City Planning staff are concerned with the loss of employment designated lands and as such recommend that a new Site and Area Specific Policy be added to the Garrison Common North Secondary Plan requiring a minimum of 1 FSI of employment space be incorporated into any development including residential units at 11 and 25 Ordnance Street and 25-45 Strachan Avenue.

### **Conclusion**

Based on the above, the City Planning Division recommends that Council convert employment lands at 11 and 25 Ordnance Street and 25-45 Strachan Avenue to *Mixed Use Areas* and convert 10 Ordnance Street to *Parks and Open Space Areas - Parks*. It is also recommended that the existing Site and Area Specific Policy for 30 Ordnance remain in effect and that a new Site and Area Specific Policy be added to the Garrison Common North Secondary Plan requiring a minimum of 1 FSI of residentially compatible employment space be incorporated into any development including residential units at 11 and 25 Ordnance Street and 25-45 Strachan Avenue. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
10, 11, 25 and 30 Ordnance Street and 25-45 Strachan Avenue**

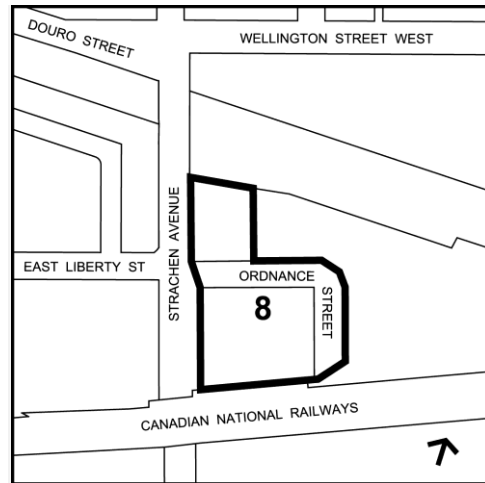
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Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by adding Site and Area Specific Policy No. 8 for the lands located at 11 and 25 Ordnance Street and 25-45 Strachan Avenue, as follows:

**"8. Area 8**

**11 and 25 Ordnance Street and 25-45 Strachan Avenue**

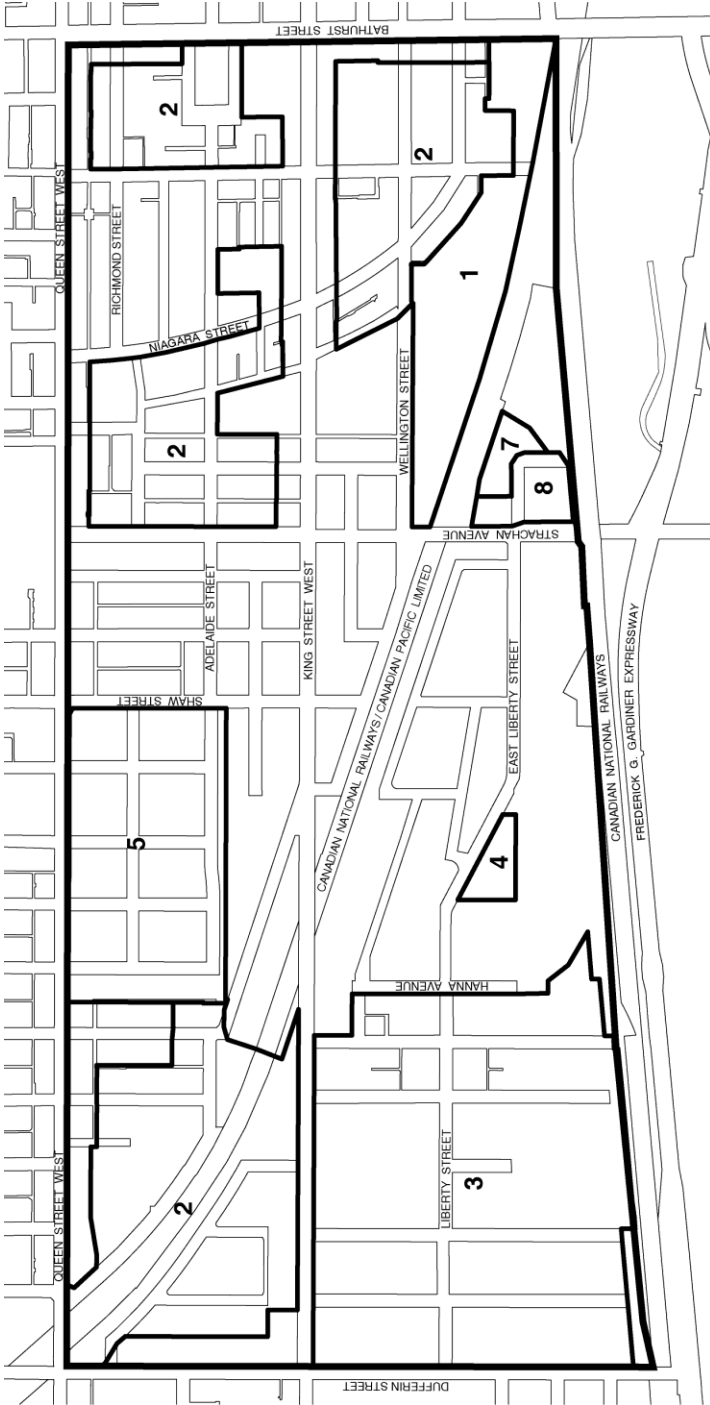
- a) A minimum of 1 FSI of employment space that is compatible with residential uses such as offices, studios, small scale restaurants, retail and service uses will be incorporated into any development that includes residential units; and
- b) Space for community facilities and services is to be provided."





Chapter 6, Section 14, Garrison Common Secondary Plan Map 14-1, Site and Area Specific Policies, is amended by adding the lands at 11 and 25 Ordnance Street and 25-45 Strachan Avenue shown on the map above as Site and Area Specific Policy No. 8.

Chapter 6, Section 14, Garrison Common Secondary Plan Map 14-1, Site and Area Specific Policies, is deleted and replaced with the following map.





**Garrison Common North Secondary Plan**  
**MAP 14-1 Site and Area Specific Policies**

-  Secondary Plan Boundary
-  1 Site and Area Specific Policies

Not to Scale 

October 2013

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

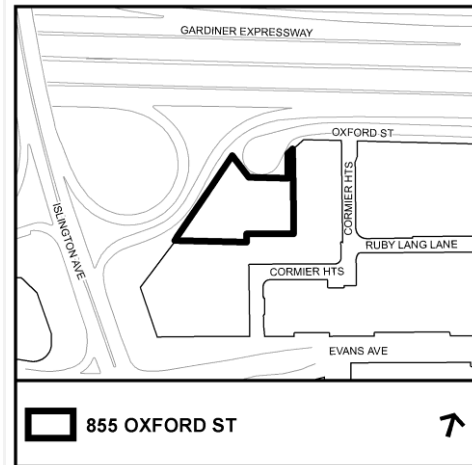
855 Oxford Street

#### Major Intersection

Islington Avenue and Gardiner Expressway

#### Community Council / Ward

Etobicoke York/Ward 6 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 855 Oxford Street as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Weston Consulting Group Inc. (agent) / 855 Oxford Street Investments Ltd. (owner)

#### Request / Development Proposal

Request by letter dated August 3, 2012 to re-designate lands to *Neighbourhoods* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* across the Gardiner Expressway / I.C1 – Industrial Class 1

South: *Employment Areas* and *Neighbourhoods* / I.C1 – Industrial Class 1 and R4G Group Area R4G Fourth Density Residential Zone

East: *Neighbourhoods* / I.C1 – Industrial Class 1 and R4G Group Area R4G Fourth Density Residential Zone

West: *Employment Areas* across Islington Avenue and Gardiner Expressway on and off-ramps / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 3,900 square metres in area, and contains a vacant one-storey manufacturing/warehousing building with an office component, which was previously an auto collision reporting centre.

The following uses surround the site:

North: Gardiner Expressway;

South: beer brewery and a four-storey townhouse complex;

East: four-storey townhouse complex; and

West: Gardiner Expressway on and off-ramps.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 855 Oxford Street to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. The site is immediately next to on- and off-ramp from the QEW to Islington Avenue, making noise impacts a concern, should this site be converted to permit residential uses. Given the proximity to a major on-ramp, the site's visibility is advantageous for commercial and employment purposes.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with Ministry of the Environment standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including a beer brewery located immediately south of the site. The Province's Industrial Categorization Criteria lists breweries as a Class III industry, which has a high probability of fugitive emissions, including noise and odour. Although, residential uses have been approved by City Council to the east of the existing brewery, introducing additional residential uses closer to the rear and eastern portion of the brewery would bring sensitive uses immediately next to source of the odour and outside storage.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across two major roads – Evans Avenue and Royal York Road – to a residential neighbourhood with community infrastructure such as public schools, parks, community centre and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 855 Oxford Street as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

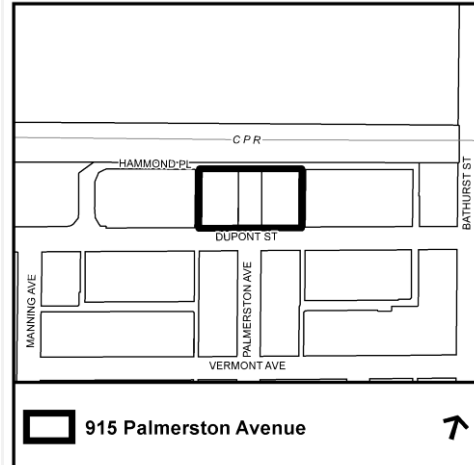
915 Palmerston Avenue  
(and surrounding lands)

#### Major Intersection

Bathurst Street and Dupont Street

#### Community Council / Ward

Ward 20 – Trinity-Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council:
  - a. retain the lands north of Dupont Street between Kendal and Ossington Avenues, including those on the east and west sides of Palmerston Avenue, that are within 30 metres of the abutting railway corridor as *Employment Areas* and designate them as *General Employment Areas*;
  - b. retain the heritage building at 672 Dupont Street for employment uses and designate it as *General Employment Areas*; and
  - c. with the exception of the heritage building at 672 Dupont Street, convert all the employment lands north of Dupont Street between Kendal and Ossington Avenues that are outside the 30 metre setback from the rail corridor and designate them as *Regeneration Areas*.
2. City Council delete and replace Site and Area Specific Policy No. 212 to require the creation of a Secondary Plan or Site and Area Specific Policy (SASP) for the Dupont Street Corridor for that part of the lands which are designated as *Regeneration Areas*, to set out matters to be addressed during the process to create the Secondary Plan or SASP and to set out interim development criteria including a prohibition on development that includes residential uses until the study is complete and the Secondary Plan or SASP is in-force.

### CONVERSION REQUEST DETAILS

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#### Agent / Owner

David McKay (agent / owner of 915 Palmerston Avenue)

## **Request / Development Proposal**

Request by e-mail dated May 21, 2013 to convert 915 Palmerston Avenue and surrounding lands to *Mixed Use Areas*.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the lands as *Employment Areas* (Section 4.6, Land Use Plan Map 18). Site and Area Specific Policy No. 163 permits residential uses at 918 Palmerston Avenue. Site and Area Specific Policy No. 212 permits residential uses in a mixed use building to a maximum of 3.0 times the area of the lot provided they are not located within 30 metres of the railway right-of-way.

The former City of Toronto Zoning Code as amended zones the property as IC D2 N1 (Height 18m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Utility Corridors* / Transportation ('T')  
South: *Neighbourhoods* / Residential ('R') 2 Z1.0 (south side of Dupont Street)  
East: *Employment Areas* / Industrial Commercial ('IC') D2 N1  
West: *Employment Areas* / Industrial Commercial ('IC') D2 N1

### **Site and Surrounding Area**

The property and surrounding lands is approximately 5,500 square metres and as of September, 2013 contains low scale residential uses.

As of September, 2013, the following uses surround the site:

North: rail corridor;  
South: low scale residential (south side of Dupont Street);  
East: retail; and  
West: low scale residential (Dupont frontage)

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The conversion request area includes residential properties north of Dupont Street along both the east and west sides of Palmerston Avenue. The area is currently designated *Employment Areas* on Map 18 of the Official Plan and is zoned Industrial-Commercial.

With the exception of 918 Palmerston Avenue, which has site specific zoning, residential uses are not currently permitted in the conversion request area. In terms of the rail corridor, 10 of the properties at 915-925 Palmerston Avenue are within the 30 metre railway setback. The remaining properties from 903-913 Palmerston Avenue and 527-544 Dupont Street are outside the 30 metre setback requirement. The rail corridor abuts the conversion area's northern boundary and is a major transportation route for freight including hazardous goods with up to 39 trains per day, each consisting of between 64-150 railcars travelling between 56-72 kilometres per hour.

The City does not need to convert any of its employment designated lands to meet the provincial population forecasts and given that the conversion request area abuts the rail corridor and is not protected by any rail safety measures such as berms or crashwalls it is City Planning staffs' opinion that low scale residential uses are not compatible with rail uses that are less than 30 metres away. As such it is recommended that the conversion request be refused for 915 Palmerston Avenue and all properties from 915 – 925 Palmerston Avenue that are within 30 metres of the rail corridor, be retained for employment uses and be designated as *General Employment Areas*. It is also recommended that Site and Area Specific Policy No. 163 that permits residential uses at 918 Palmerston Avenue be repealed for the same reasons.

Although it is not recommended that lands within 30 metres of the rail corridor be converted to permit sensitive land uses, it is desirable to convert the properties from 903-913 Palmerston Avenue and 527 – 544 Dupont Street that are outside the 30 metre rail corridor setback requirement to *Regeneration Areas*. This is required to address broader planning and city building issues associated with the future redevelopment and revitalization of the northern frontage along Dupont Street and improvements to the public realm and streetscaping on both the north and south sides between Kendal and Ossington Avenues as described below.

At the November 2012 meeting of the Planning and Growth Management Committee, City Planning staff were directed to undertake a review of the the Dupont Street corridor from Davenport to Dovercourt Roads and report back to PGM regarding the following:

- Consider converting the lands along the northern side from the proposed employment designation to *Regeneration Areas*; and
- Measures, such as urban design guidelines, intended to improve the streetscaping, public realm and overall appearance of Dupont Street.

The motion (City Council Decision Item 7) can be found at this link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.5>

In response to this direction, staff from City Planning and Economic Development determined that there were a number of lots between Kendal and Ossington Avenues that had depths greater than 30 metres that could potentially accommodate setbacks required for streetscape improvements. Additionally, there is also the potential opportunity to achieve the policy objectives of protecting employment lands, ensuring adequate buffering to the rail corridor and providing sufficient transition to the low scale residential dwellings located along the southern frontage of Dupont Street.



City Planning staff also considered two current in-force Site and Area Specific Policies. The first, Site and Area Specific Policy No. 163, applies to 918 Palmerston Avenue. Located in the conversion request area for 915 Palmerston, this site specific "grandparents" residential uses within a building that is within the 30 metre rail corridor setback requirement. The second, Site and Area Specific Policy No 212, permits residential uses provided the density is not more than 3.0 FSI and it is not located within the 30 metre setback zone along the northern frontage of Dupont Street between Bathurst and Christie Streets. Both site specifics pre-date amalgamation and were incorporated into the Toronto Official Plan in 2002.

After due consideration, City Planning staff have concluded that further study that includes input from the community and area businesses is warranted for this stretch of the Dupont corridor. The ultimate result of this process would be the creation and enactment of a Secondary Plan or Site and Area Specific Policy (SASP) between Kendal and Ossington Avenues, which would establish the policy framework to achieve among other policy and city building goals; the preservation of employment lands, ensuring adequate buffering and protection to the adjoining rail corridor and guide the streetscape and public realm revitalization of Dupont Street.

It is City Planning staff's opinion that the best way to achieve these multiple policy objectives is to designate the northern frontage of the lands outside the 30 metre rail corridor setback requirement as *Regeneration Areas*. Section 4.7 of the Official Plan requires that for every *Regeneration Area*, a Secondary Plan setting out the framework for development and revitalization be created. Urban design guidelines and greening strategies are among the matters that are to be developed as part of the process. Additional matters that need to be addressed along the corridor include among other issues ensuring accessibility to the employment designated lands within adjacent to the rail corridor is maintained, interim development criteria, rail safety measures and policies to ensure there is a net gain of employment space. It is also proposed that until the study is complete and the Secondary Plan or SASP is in-force, residential and/or other sensitive uses not be permitted within the study area. All of the above issues have been addressed in the recommended Site and Area Specific Policy.

It is also recommended that to maintain space for employment uses in the area and ensure sensitive uses are not introduced within close proximity of the rail corridor that all lands within the 30 metre railway corridor setback requirement be maintained for employment uses and be designated as *General Employment Areas*. Additional uses such as parking, roads and utilities and rail safety measures are also proposed. These additional uses have also been included within the proposed Site and Area Specific Policy.

Although the study area is just north of a residential neighbourhood with community infrastructure available, the proposed Secondary Plan process will develop a community services strategy as required under the *Regeneration Areas* policies of Section 4.7 of the Plan.

## Conclusion

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. The site and accompanying lands are located along the northern edge of Dupont Street and abut a major rail corridor to the north. In addition to protecting employment lands and preserving space for economic uses along Dupont Street, there is an opportunity to achieve additional policy goals such as improve the streetscape and public realm along the Dupont corridor. It is recommended that City Council retain lands that are within 30 metres of the rail corridor for employment uses and designate them as *General Employment Areas*. It is also recommended that City Council designate lands that are outside the 30 metre railway setback along the Dupont corridor between Kendal and Ossington Avenues as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands that sets out the requirement that a Secondary Plan or SASP be created and that certain matters in addition to those set out in Section 4.7 of the Official Plan be considered during the study process. The recommended Official Plan amendment is shown below.

### **Recommended Official Plan Amendment – Lands North of Dupont Street between Kendal Avenue and Ossington Avenue**

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Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 163.

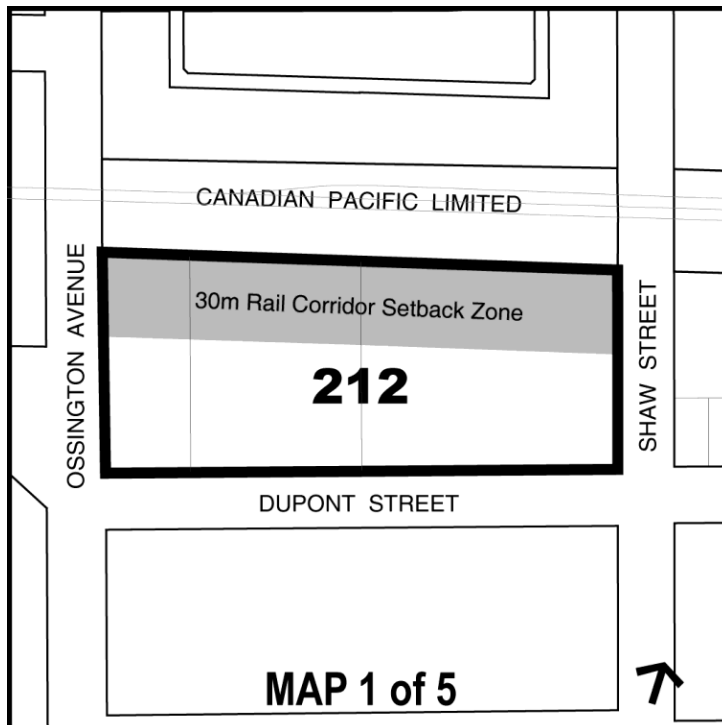
Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 212 and replacing it with the following for the lands shown on the attached map.

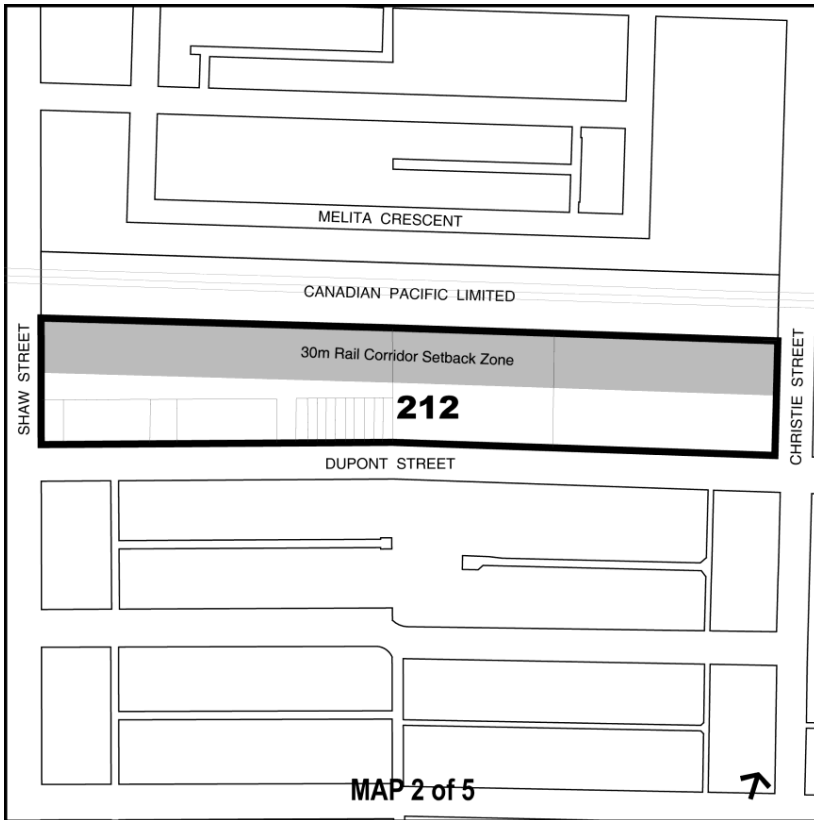
#### **"212. Dupont Street Corridor**

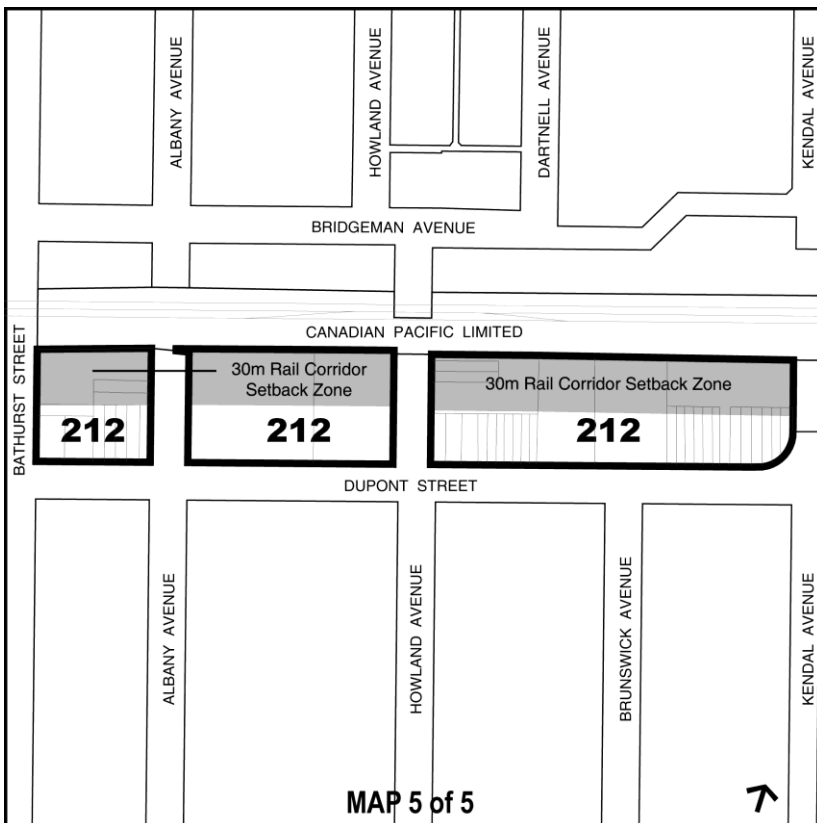
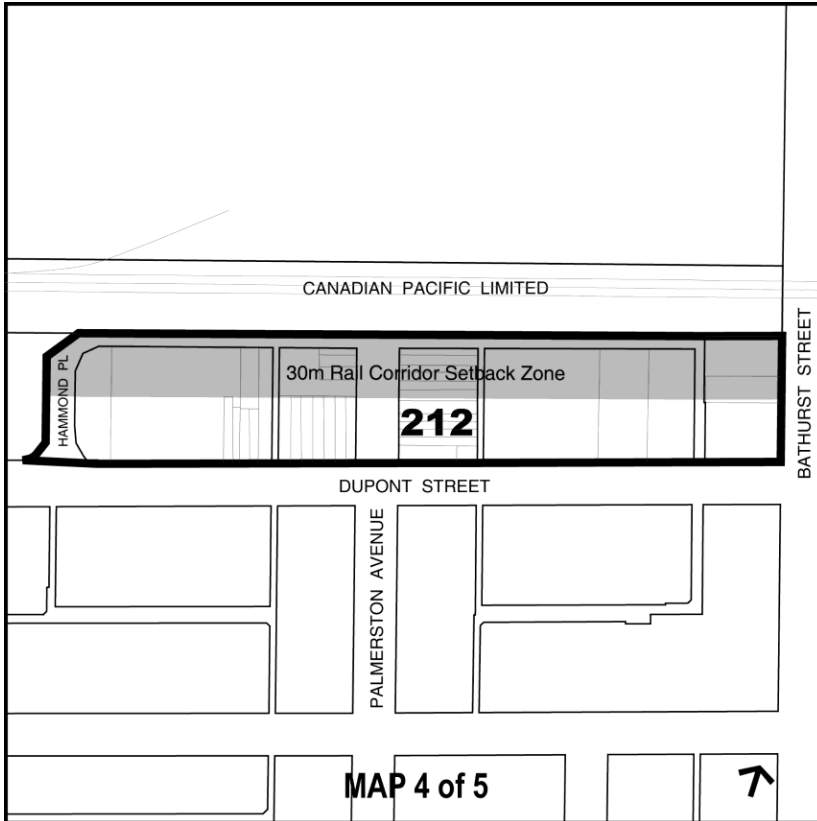
- 1) A Secondary Plan or Site and Area Specific Policy (SASP) to guide the revitalization of Dupont Street between Kendal and Ossington Avenues will be enacted for lands that are located 30 metres south from the Toronto North Subdivision rail corridor and are designated *Regeneration Areas* on Map 17 of the Official Plan. In addition to the matters identified in Policy 2 of Section 4.7 of the Official Plan, the area study leading to the Secondary Plan or SASP will:
  - a) Apply the mid-rise guidelines for development and provide appropriate scale transition to the low scale residential uses along the southern frontage of Dupont Street and to the lands designated *General Employment Areas* to the rear as well as consider possible impacts on any low scale residential uses located north of the rail corridor;
  - b) Explore the use of a Development Permit system within the lands along the northern frontage of Dupont Street;

- c) Assess and where appropriate establish maximum limits on the size of retail developments and floor plates within the study area;
  - d) Identify transportation and transit options and policies for the Dupont corridor;
  - e) Assess the feasibility of locations for mixed use development. Any mixed use development that proposes to introduce sensitive and/or non-employment uses shall only occur on sites that can accommodate the appropriate buffering and/or rail safety measures as may be required along with any required set-backs from Dupont Street in order to accommodate streetscaping initiatives;
  - f) Ensure there is a net gain in employment floor space for any developments that include residential units;
  - g) Identify and enact any required polices and/or measures to ensure appropriate access from Dupont Street to the lands designated *General Employment Areas* is maintained;
  - h) Identify appropriate rail corridor buffering measures to the satisfaction of the relevant railway authorities;
  - i) Identify potential locations for additional pathways and pedestrian links between the low scale residential uses to the south and the employment and rail corridor to the north within the study area;
  - j) Identify the appropriate location for new parks, open space and green corridors including exploring the opportunity of locating a greenway recreational path along the southern edge of the abutting rail corridor;
  - k) Identify strategies to enhance the public realm and streetscaping on both the north and south side of Dupont Street within the Secondary Plan or SASP area;
  - l) Explore and identify measures to improve the overall business environment of the area; and
  - m) Bring forward an enacting zoning by-law or development permit system for the study area.
- 2) Until the study is completed and the Secondary Plan or SASP is in force, development that includes residential and/or other sensitive uses is not permitted.

- 3) Uses provided for in *General Employment Areas* that are compatible with nearby residential uses are permitted on all sites and lands along the northern side of Dupont Street between Kendal and Ossington Avenues. Additional uses are permitted in the *General Employment Areas* designated lands within the 30 m rail corridor setback zone as follows:
  - a) Parking that supports the employment uses of the area either at grade or in a structure;
  - b) Roads and utilities; and
  - c) Rail safety measures (i.e.: berms, crash walls etc.).
  
- 4) Until the Secondary Plan or SASP is in force, any proposals for employment use development will:
  - a) Provide appropriate buffering and rail safety measures as required to the satisfaction of the appropriate rail authorities and the City;
  - b) Be sufficiently set-back from Dupont Street to accommodate streetscaping improvements and initiatives; and
  - c) Contribute to streetscaping improvements along both the north and south sides of Dupont Street.







## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

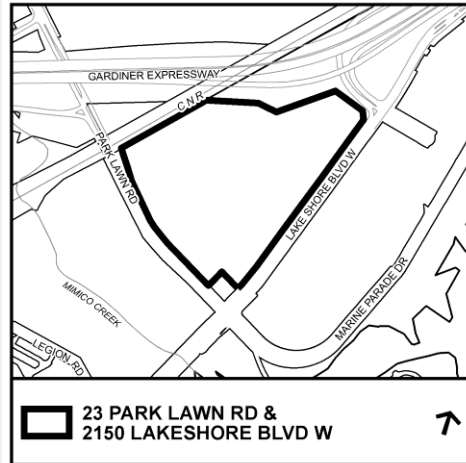
23 Park Lawn Road and  
2150 Lake Shore Boulevard West

#### Major Intersection

Park Lawn Road and  
Lake Shore Boulevard West

#### Community Council / Ward

Etobicoke York/Ward 6 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 23 Park Lawn Road and 2150 Lake Shore Boulevard West as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council amend Site and Area Specific Policy No. 15 for the lands east of Park Lawn Road and North of Lake Shore Boulevard West by deleting any references to "*the Christie Brown, Kraft Canada Inc.*", removing the density limit, and adding criteria for a comprehensive plan that responds to the *Employment Areas* policies of the Plan.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Weston Consulting Inc. and Bousfields Inc. (agents) / Mondelēz Canada Inc. (owner)

#### Request / Development Proposal

Request by letter (submitted on November 1, 2012 and revised on January 7, 2013) to re-designate the lands to *Regeneration Areas* to permit a range of uses including residential.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15). Map 2 also identifies this portion of Lake Shore Boulevard West frontage as *Avenues*.

Site and Area Specific Policy No. 15 applies to the site, which permits only light industrial uses and offices associated with Christie Brown, Kraft Canada Inc. and/or related businesses. It also limits the density to 1.0 times the lot area, requires development proposals to be considered through a comprehensive redevelopment application responding to the *Employment Areas* policies, and protects the integrity of the existing access points along Park Lawn Road.

The former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of commercial, industrial, and office uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C1 – Industrial Class 1

South: *Mixed Use Areas* / CL-H – Limited Commercial Zone (Hold), R4 – Fourth Density Residential Zone and MU-H – Mixed Use (Hold)

East: *Mixed Use Areas* / MU – Mixed Use, OS – Open Space, R4 – Fourth Density Residential Zone

West: *Mixed Use Areas* / CL-H – Limited Commercial Zone (Hold) and MU-H – Mixed Use (Hold), R6 – Sixth Density Residential Zone, OS – Open Space

### **Site and Surrounding Area**

The property is approximately 10.9 hectares (27 acres) in area, and contains a 58,000 square metre food-grade manufacturing building with office uses and surface parking.

The following uses surround the site:

North: Gardiner Expressway, CN Rail Corridor, and Ontario Food Terminal;

South: one-storey bank building at the northeast corner of Park Lawn Road and Lake Shore Boulevard West, and a gas station, high rise residential buildings (approved and under construction) across Lake Shore Boulevard West;

East: High rise residential buildings (approved and under construction) along Lake Shore Boulevard West; and

West: High rise residential buildings (approved and under construction) across Park Lawn Road.



## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 23 Park Lawn Road and 2150 Lake Shore Boulevard West to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Park Lawn Road ramp of the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train and is located within equal distance and in close proximity to Pearson International Airport and Billy Bishop Airport.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands.

Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of the South Etobicoke *Employment Area*. In particular, converting sites close to the Ontario Food Terminal ("OFT") has the potential to create undesirable land use conflicts.

Given the size of the site, it provides the unique ability to accommodate a large single employment user or multiple users from a range of employment sectors. The site can be utilized in a number of ways to provide for current and future uses that could include the reuse of its building(s), its ability to be redeveloped into an employment campus or divided into smaller parcels. This creates the opportunity for a range and choice of sites that would be suitable to large, medium and small sized employment firms. Converting this site to non-employment uses could limit the availability of suitable sites as per Growth Plan Policy 2.2.6.2.c which states:

Municipalities will promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

The requested conversion of the lands would directly conflict with Growth Plan Policy 2.2.6.9, given the site's adjacency to a major highway providing access for goods movement and visibility for commercial purposes. Policy 2.2.6.9 states:

Municipalities are encouraged to designate and preserve lands within *settlement areas* in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate.

The site is located directly south of the OFT, which is the largest wholesale produce distribution centre in Canada and the third largest in North America. According to a study conducted by the Canadian Urban Institute (June 2004), the OFT is an economic generator with a sales volume ranging between \$800 to \$900 million a year. Another study estimated that for every dollar of sales, about three dollars were returned to the Ontario economy, for a total of \$2.4 billion in economic benefits. According to the OFT website, the Terminal directly and indirectly supports about 100,000 jobs through its networks of wholesalers, growers, buyers, truckers, and warehouse and office operations. Deliveries to the OFT occur 24-hours a day and often in the early hours of the morning, since its market opens at 4 a.m. It is estimated that one million vehicles enter and leave

the site yearly (2,800 per day). In addition the truck traffic, the OFT is brightly lit at night to facilitate early morning deliveries. The OFT also plays an important role influencing and moderating the cost of fresh produce in the city by providing a venue for growers and smaller grocers to negotiate market prices, which prevents larger chain groceries to dominate the market.

A significant portion of the OFT operations occurs outdoors, which may result in land use conflicts associated with the lighting, noise and truck traffic. It is staff's opinion that the introduction of sensitive land uses on the site would produce an uncertainty within the *Employment Areas* across from the OFT, which could potentially threaten OFT's viability and impede its operations.

Council, at its meeting of November 27, 28 and 29, 2012 ([Item CC28.5](#)), requested the Minister of Municipal Affairs and Housing and the Minister of Infrastructure to consider exercising his authority under the Growth Plan for the Greater Golden Horseshoe to identify the employment lands in the vicinity of the OFT as well as the OFT site itself as a provincially significant employment area. In his response, the Minister of Municipal Affairs and Housing has not directly addressed the issue of identifying the lands in the vicinity of the OFT as a provincially significant employment area. The response did assure that Ministry staff will continue to work with the City's planning staff to support the City's employment policy vision.

In November 2012, City Council also directed staff to strike a working group with Labour, Post-Secondary institutions and other stakeholders to explore options on the Christie site to maintain existing jobs by possibly hosting educational and/or commercial food incubator programs and possible new food industry tenants for the site, amongst other uses. Over the course of the summer 2013, staff hosted three working group meetings with stakeholders representing various perspectives. The working group concluded that the site should be retained for employment uses and established a number of principles to help guide any future redevelopment of the site. A report from the General Manager, Economic Development and Culture Division containing the working group's principles and vision statement is targeted for the Economic Development Committee's November 22, 2013 meeting.

The site has access across a major road, Park Lawn Road, to a residential neighbourhood with community infrastructure such as public parks, public schools, community centre and a library to accommodate the proposed residential conversion. It should be noted that the site is physically isolated from the noted residential neighbourhood. This isolation presents major challenges for integration with its surrounding area and having access to community infrastructure in the surrounding areas.

The site is located close to the residential communities of Humber Bay Shores on the south side of Lake Shore Boulevard West and Mimico-by-the-Lake, located approximately 1 kilometre to the south of the site. The emerging Humber Bay Shores high-rise residential community encompasses approximately 12,000 residential units that are either existing, approved and under construction or proposed along Lake Shore

Boulevard West and Park Lawn Road. Given the increased residential population in the area, City Council has directed staff to conduct a Transportation Master Plan for the area, including looking at the possibility of adding a new GO Station at Park Lawn Road or relocating the existing Mimico GO Station. It is staff's opinion that any improvements resulting from these studies may strengthen the attractiveness of the site for employment purposes. While residential intensification of the lands has the potential to add further stresses upon the existing infrastructure.

These studies have not yet commenced, additional information on each can be accessed at the links below:

*Transportation Master Plan for Park Lawn Road and Lake Shore Boulevard West*  
PW24.6: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW24.6>

*Study the Mimico GO Train Station in the Vicinity of Park Lawn Road*  
PG24.8: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.8>

There are no cross-jurisdictional issues related to the lands.

Staff are recommending that the site be retained for employment uses with amendments to Site and Area Specific Policy No. 15 (SASP 15) by removing any references to the "Christie Brown, Kraft Canada Inc.". Given the pending plant closure and sale of the lands, it is staff's opinion that limiting the employment uses to ones associated with the former bakery uses would not be appropriate. Amending SASP 15 would allow the site to be used for a broader range of employment uses in keeping with policies of the Growth Plan, the Provincial Policy Statement and the Official Plan. The remaining three policies of the SASP are still relevant as they limit the density of the site to a maximum 1.0 times the lot area, require development proposals to be considered through a comprehensive redevelopment application responding to the *Employment Areas* policies, and protects the integrity of the existing access points along Park Lawn Road. Any development proposal would need to respond to the remaining policies or provide a planning justification for any proposed amendments.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 23 Park Lawn Road and 2150 Lake Shore Boulevard West as *Employment Areas*, designate the lands as *Core Employment Areas* and amend Site and Area Specific Policy No. 15 that applies to these lands. The recommended Official Plan amendment is shown below.

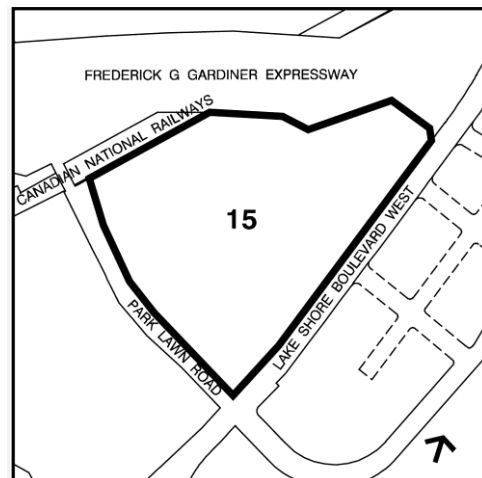
**Recommended Official Plan Amendment –  
East of Park Lawn Road and North of Lake Shore Boulevard West**

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Chapter 7, Site and Area Specific Policies, is amended by replacing Site and Area Specific Policy No. 15 with the following:

**"15. East of Park Lawn Road and North of Lake Shore Boulevard West**

- a) Development proposals will be considered through a comprehensive plan that responds to the *Employment Areas* policies of the Plan and:
- i) locates a broad range of employment uses to the site, including possible educational and/or institutional uses through public-private partnerships;
  - ii) acknowledges the importance of the Ontario Food Terminal by not creating any adverse impacts upon the Ontario Food Terminal;
  - iii) facilitates the creation of a cluster of employment uses with a broad range of amenities for workers and nearby residents;
  - iv) contributes to the multi-modal transportation connectivity, including GO Transit, TTC, bike lanes and trails, sidewalks and streets;
  - v) designs a compatible built form that transitions from nearby uses and provides flexible employment spaces at varying scales and tenures, which could include the potential reuse of the existing structure/building or parts thereof;
  - vi) maximizes the site's location, visibility, accessibility, and size to accommodate employment intensification on the site; and
  - vii) accommodates and integrates infrastructure requirements for the site and surrounding area."



## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

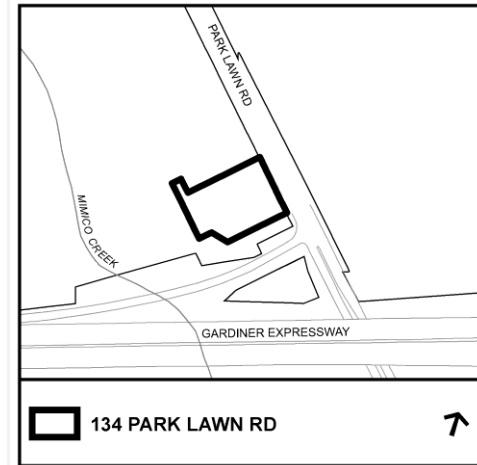
134 Park Lawn Road

#### Major Intersection

Park Lawn Road and Gardiner Expressway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 134 Park Lawn Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

1338558 Ontario Inc. (owner)

#### Request / Development Proposal

Request by letter (submitted on June 1, 2012) to re-designate the lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C1 – Industrial Class 1

South: *Employment Areas* / I.C1 – Industrial Class 1

East: *Employment Areas* / I.C1 – Industrial Class 1

West: *Natural Areas* / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 5,100 square metres in area, and contains a one-storey manufacturing (printers and lithographers) building with surface parking.

The following uses surround the site:

North: one-storey commercial/retail building;

South: automotive service and repair shop and Gardiner Expressway on-ramp

East: Ontario Food Terminal truck exit across Park Lawn Road; and

West: Mimico Creek.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 134 Park Lawn Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Park Lawn Road ramp of the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the

broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of the South Etobicoke *Employment Area*. In particular, converting sites close to the Ontario Food Terminal (OFT) has the potential to create undesirable land use conflicts. One of OFT's truck entrance and exit is located directly across Park Lawn Road from the site.

According to a study conducted by the Canadian Urban Institute (June 2004), the OFT is an economic generator with a sales volume ranging between \$800 to \$900 million a year. Another study estimated that for every dollar of sales, about three dollars was returned to the Ontario economy, for a total of \$2.4 billion in economic benefits. According to the OFT, the Terminal directly and indirectly supports about 100,000 jobs through its networks of wholesalers, growers, buyers, truckers, and warehouse and office operations. Deliveries to the OFT occur 24-hours a day and often in the early hours of the morning, since its market opens at 4 a.m. It is estimated that one million vehicles enter and leave the site yearly (2,800 per day). In addition the truck traffic, the OFT is brightly lit at night to facilitate early morning deliveries. The OFT also plays an important role influencing and moderating the cost of fresh produce in the city by providing a venue for growers and smaller grocers to negotiate market prices, which prevents larger chain groceries to dominate the market.

At the Council meeting of November 27, 28 and 29, 2012 ([Item CC28.5](#)), Council requested the Minister of Municipal Affairs and Housing and the Minister of Infrastructure to consider exercising his authority under the Growth Plan for the Greater



Golden Horseshoe to identify the employment lands in the vicinity of the OFT as well as the OFT site itself as a provincially significant employment area. In his response, the Minister of Municipal Affairs and Housing has not directly addressed the issue of identifying the lands in the vicinity of the OFT as a provincially significant employment area. The response did assure that Ministry staff will continue to work with the City's planning staff to support the City's employment policy vision.

Staff have concerns with the site's proximity to the OFT exit driveway, which leads to the Gardiner Expressway on-ramp. The introduction of sensitive land uses on the site would create compatibility issues and threaten the viability of the OFT.

The site has access across a major road, The Queensway, to a residential neighbourhood with community infrastructure such as public parks, public schools and a library to accommodate the proposed residential conversion

There are no cross-jurisdictional issues related to the lands.

It should also be noted that the Toronto and Region Conservation Authority has indicated this property is within their area of interest.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 134 Park Lawn Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

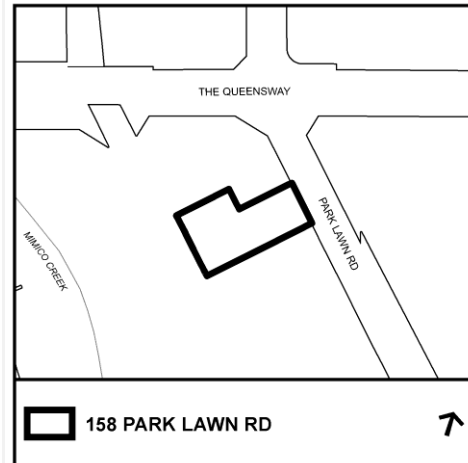
158 Park Lawn Road

#### Major Intersection

Park Lawn Road and The Queensway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 158 Park Lawn Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

McMillan (agent) / Down2Earth (owner)

#### Request / Development Proposal

Request by letter (submitted on November 23, 2012) to retain the lands as *Employment Areas* but to apply a site specific exemption to permit one residential unit on the site. The existing residential dwelling unit on the second floor of the building received temporary approval from the Committee of Adjustment on December 8, 2011 which expires on December 31, 2021.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013

zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / R2 – Second Density Residential Zone

South: *Employment Areas* / I.C1 – Industrial Class 1

East: *Employment Areas* / I.C1 – Industrial Class 1

West: *Natural Areas* / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 3,000 square metres in area, and contains a two-storey building with retail uses on the ground floor and one residential unit on the second floor with surface parking.

The following uses surround the site:

North: one-storey commercial (Royal Bank) building;

South: one-storey coffee shop with a drive-through and surface parking;

East: Ontario Food Terminal across Park Lawn Road; and

West: Mimico Creek.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 158 Park Lawn Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Park Lawn Road ramp of the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of the South Etobicoke *Employment Area*. In particular, converting sites across the road from the Ontario Food Terminal (OFT) has the potential to create undesirable land use conflicts.

According to a study conducted by the Canadian Urban Institute (June 2004), the OFT is an economic generator with a sales volume ranging between \$800 to \$900 million a year. Another study estimated that for every dollar of sales, about three dollars was returned to the Ontario economy, for a total of \$2.4 billion in economic benefits. According to the OFT, the Terminal directly and indirectly supports about 100,000 jobs through its networks of wholesalers, growers, buyers, truckers, and warehouse and office operations. Deliveries to the OFT occur 24-hours a day and often in the early hours of the morning, since its market opens at 4 a.m. It is estimated that one million vehicles enter and leave the site yearly (2,800 per day). In addition the truck traffic, the OFT is brightly lit at night to facilitate early morning deliveries. The OFT also plays an important role influencing and moderating the cost of fresh produce in the city by providing a venue for growers and smaller grocers to negotiate market prices, which prevents larger chain groceries to dominate the market.

The introduction of a permanent sensitive land use on the site would produce an uncertainty within the *Employment Areas* across from the OFT, which could potentially threaten its viability, should it be a precedent for the further introduction of residential uses across from the OFT.

The site has access across a major road, The Queensway, to a residential neighbourhood with community infrastructure such as public parks, public schools and a library) to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

It should also be noted that the Toronto and Region Conservation Authority has indicated this property is within their area of interest.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 158 Park Lawn Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

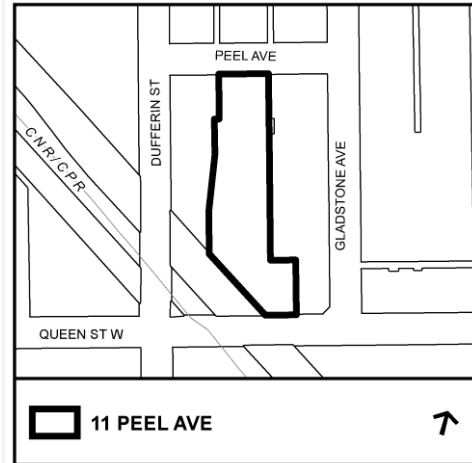
11 Peel Avenue

#### Major Intersection

Dufferin Street and Queen Street West

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 11 Peel Avenue by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to only allow residential uses on the lands provided certain conditions are met.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aaron Knight (applicant) / Streetcar Developments (owner)

#### Request / Development Proposal

Request by way of application to convert the lands to *Mixed Use Areas* and permit the development of 404 residential units, 3,392 square metres of retail space, and 735 square metres of non-residential space in buildings ranging in height from 5 to 22 storeys.

#### Application File No. and Status

Application No. 11 302503 STE 18 OZ was submitted on November 1, 2011. A Preliminary Report dated January 17, 2012 was adopted with amendments by the Planning and Growth Management Committee on February 16, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG11.3>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code as amended zones the property as I1 D2 (height 14m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Neighbourhoods* / Residential ('R') 4 Z1.0
- South: *Utility Corridors & Regeneration Areas* / Transportation ('T') & Mixed Commercial Residential ('MCR') T3 C1 R2.5
- East: *Mixed Use Areas* / Mixed Commercial Residential ('MCR') T3.0 C1.0 R2.5 & Industrial ('I') 1 D2 Exception 12(1) 307
- West: *Employment Areas* / Industrial ('I') 1 D2

### **Site and Surrounding Area**

The site is approximately 5,924 square metres in area, and as of August, 2013 is vacant.

As of August, 2013, the following uses surround the site:

- North: low scale residential;
- South: rail corridor, West Queen West development;
- East: residential condominiums and low scale mixed commercial and residential; and
- West: City owned open space at 405 Dufferin Street (which is also subject to a conversion request).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need does exist in certain instances to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is surrounded by residential and mixed uses on the north, and south and as such future land use incompatibilities could be created should the employment permissions continue on the lands.

In City Planning staff's opinion the broader employment area would not be negatively impacted by allowing the conversion request. Formerly part of the Samko lands, 11 Peel Avenue is a remnant of a former employment area that once extended from Dufferin Street east to Gladstone Avenue and Queen Street West north to Peel Avenue. Over the last decade this area has undergone a transformation with the conversion and residential development of the former employment designated lands at Gladstone Avenue and Queen Street West. The employment area was further reduced by the acquisition of the lands abutting the site on its western side by the City for the Dufferin jog elimination (405 Dufferin Street). The site does not have direct access to Dufferin Street and since the elimination of the Dufferin jog, the function of both Gladstone and Peel Avenues has changed from an arterial to a local function. It is the intention of the City to physically alter the streets in the future to reflect this functional change. Furthermore it is the City's intention to use the lands acquired for the Dufferin jog elimination as a park as such eliminating any possible future employment use. City Planning staff are also satisfied that there are no cross-jurisdictional issues related to the conversion of the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area. Most facilities (i.e., elementary school, parks) are less than 1 kilometre from the site and do not require the crossing of a major road.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of the site addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the employment lands at 11 Peel Avenue by designating them as *Mixed Use Areas*. It is also recommended that City Council introduce a new Site and Area Specific Policy for the lands to only allow residential uses on the site provided certain conditions are met. The recommended Official Plan amendment is shown below.



## Recommended Official Plan Amendment – 11 Peel Avenue

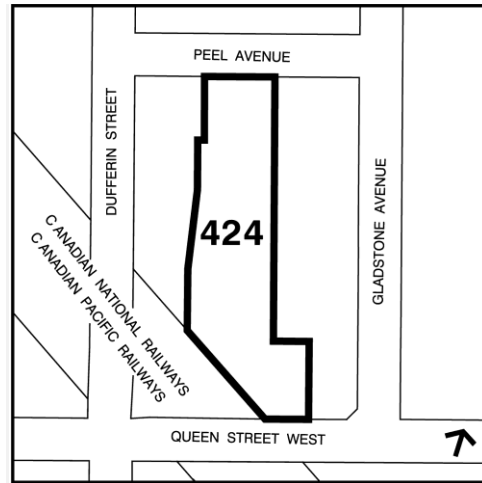
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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 424 for the lands known municipally in 2012 as 11 Peel Avenue, as follows:

### "424. 11 Peel Avenue

Residential uses are only permitted provided the following conditions of redevelopment are met:

- a. A minimum density of one times the area of the lot of non-residential uses must be provided as part of any redevelopment of the lot
- b. A minimum density of 0.35 times the area of the lot of non-residential, non-retail uses must be provided as part of any redevelopment of the lot.
- c. A commercial parking garage does not count towards the non-residential or non-retail uses as described in (a) and (b) above.
- d. The maximum gross floor area of any one retail store on the site (including back of house activities) is 2,300 square metres.
- e. Publicly accessible pedestrian connections through the site to allow access from Gladstone Avenue to Dufferin Street must be provided.
- f. No new shadowing on properties designated as *Neighbourhoods* is permitted on the spring and fall equinoxes beyond the as-of-right zoning as of October 1, 2013.
- g. The site must provide direct pedestrian access to Queen Street West."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

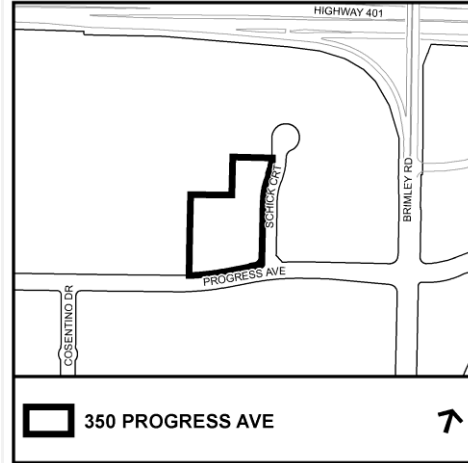
350 Progress Avenue

**Major Intersection**

Highway 401 and Brimley Road

**Community Council / Ward**

Scarborough/Ward 37 - Scarborough Centre



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 350 Progress Avenue as *Employment Areas* and designate them as *Core Employment Areas*.
2. City Council amend existing Site and Area Specific Policy No. 310 to permit additional uses accessory to office uses, with a total gross floor area of all accessory uses not to exceed 10 per cent of the total built gross floor area on the site.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Lorne Ross Planning Services Inc. (agent) / Transmetro Limited (owner)

**Request / Development Proposal**

Request by letter dated February 12, 2013 to re-designate the site to *Mixed Use Areas* and incorporate it within the Scarborough Centre Secondary Plan.

In a letter of September 26, 2013, the agent indicated that although the owner requested that 350 Progress Avenue be incorporated into the Scarborough Centre Secondary Plan, the owner is not seeking a residential permission.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates it as *Employment Areas* (Section 4.6, Land Use Plan Map 19). Site and Area Specific Policy No. 310 applies to the site and states that the conveyance of the land to create a public park on the east side of Schick Court in accordance with the development of the lands (abutting Transmetro lands) subject to the Site and Area Specific Policy No. 2 within the Scarborough Centre Secondary Plan satisfies parkland contribution requirement for development of 40,430 square metres of office and ancillary uses (on the site).

The former City of Scarborough Employment Districts Zoning By-law No.24982 zones the site as City Centre Office Zone (CCO). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* / City Centre Residential (CCR)

South: *Employment Areas* / Industrial (M)

East: *Mixed Use Areas* / Industrial (M), Park (P)

West: *Employment Areas* / Industrial (M)

### **Site and Surrounding Area**

The property is approximately 2.05 hectares in area, and as of March 2013 contains a Goodwill Community ReUse Centre with offices, warehouse and ancillary retail in an existing building.

The following uses surround the site:

North: Toronto Police Service facility, vacant lands zoned to permit residential uses;

South: paper mill including storage and recycling of waste paper material;

East: food production (Dad's Cookies), parkland; and

West: Toronto Police Service facility, Canada Post processing plant.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 350 Progress Avenue to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is part of a

mixed use development proposal that also includes vacant lands to the north and northeast owned by Transmetro. Under the Settlement Agreement between the City and Transmetro, the site owner agreed to accommodate employment (non-residential) uses at 350 Progress Avenue while the remainder of the ownership would be developed with 1,797 residential units. The existing Official Plan and zoning by-law reflect the Agreement and the Ontario Municipal Board's approval of the project. The proposed *Core Employment Areas* designation permits offices. Furthermore, to avoid any ambiguity, City Planning staff propose that a site and area specific policy be added to clarify that ancillary uses currently provided for on the site under the existing *Employment Areas* designation continue to be permitted.

City Planning staff are concerned with the potential land use incompatibilities and the adverse impact the introduction of sensitive uses may have on the surrounding larger employment area which includes a number of substantial industrial plants in close proximity to the site. Manufacturing and warehousing are the largest sector in this part of the Progress employment area. A paper mill which operates 24 hours per day, every day of the year, is located on the south side of Progress Avenue across from the site and a food (cookies) factory exists at the north-east corner of Progress Avenue and Schick Court. Both companies submitted written comments raising concern with the proposed introduction of sensitive uses at 350 Progress Avenue. The site, zoned to permit offices and limited ancillary uses, will provide appropriate separation between the planned residential blocks to the north and the existing industrial uses on Progress Avenue. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that most of the existing or planned community infrastructure to accommodate the proposed residential conversion is within the general area, however access to all facilities requires the crossing of a major street (i.e., Brimley Road, Ellesmere Road and Progress Avenue).

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to mitigate land use incompatibilities. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 350 Progress Avenue as *Employment Areas* and designate them as *Core Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to ensure that the ancillary uses intended for the site and permitted by the zoning by-law continue to be permitted by the Plan. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
350 Progress Avenue**

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Chapter 7, Site and Area Specific Policies, is amended by adding the following paragraph at the end of Site and Area Specific Policy No. 310 for the lands known municipally in 2012 as 350 Progress Avenue (lands at the northwest corner of Progress Avenue and Schick Court):

"The following additional uses accessory to office uses are permitted: financial institutions, personal service shops, recreational uses, restaurants and retail stores, with the total gross floor area of all accessory uses not to exceed 10% of the total built gross floor area of the City Centre Office (CCO) Uses."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

---

#### Address

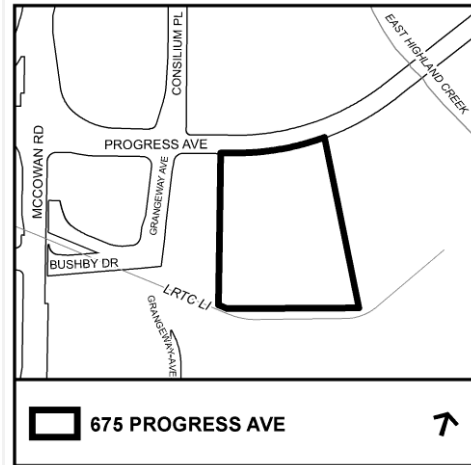
675 Progress Avenue

#### Major Intersection

McCowan Road and Progress Avenue

#### Community Council / Ward

Scarborough / Ward 38 – Scarborough Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, Council convert the employment lands at 675 Progress Avenue by designating them as *Mixed Use Areas* and incorporating the lands into the Scarborough Centre Secondary Plan.
2. City Council introduce a Site and Area Specific Policy for the lands that requires the provision of employment uses with new development.
3. City Council require development of the lands be by plan of subdivision to provide for new public streets and connections to the existing street network, and the provision of community facilities and services, to the satisfaction of the City.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Kim Kovar, Aird & Berlis LLP (applicant) / 1512642 Ontario Inc. (owner)

#### Request / Development Proposal

Proposal by way of application to convert the site to *Mixed Use Areas* and incorporate it within the *Scarborough Centre*, and to permit a mixed use development including residential, retail and office uses.

#### Application File No. and Status

Application No. 10 287207 ESC 38 OZ was submitted on October 28, 2010. A Preliminary Report dated March 7, 2011 was adopted by Planning and Growth Management Committee at its meeting of March 24, 2011.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG2.9>

Applications to subdivide the property and re-zone the northern portion (Phase 1) of the site were submitted on May 27, 2013. The re-zoning application is to permit 1,581 residential units, 13,300 square metres of office space, 1,839 square metres of retail uses and a 0.23 hectare park.

The proposed development will be accommodated in buildings ranging from 6 to 55 storeys in height.

The intended development of Phase 2 which contemplates an additional 1,592 residential units and 1,960 square metres of retail on the southerly portion of the site will be the subject of a subsequent re-zoning application.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and designates it as *Employment Areas* (Section 4.6, Land Use Plan Maps 19/20/22).

The Former City of Scarborough Employment Districts Zoning By-law No. 24982 zones the property as Industrial (M). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* / Centre Office (CCO) (H), City Centre Residential (CCR) (H)  
South: *Mixed Use Areas*, *Employment Areas* to the south-east/ Institutional (I), Industrial (M) at the south-east corner of the site  
East: *Mixed Use Areas* / Industrial (M)  
West: *Mixed Use Areas* / Centre Office (CCO), Industrial (M)

### **Site and Surrounding Area**

The property is approximately 4.58 hectares in area, and as of January 2012 contains a metal stamping plant.

The following uses surround the site:

North: offices, light industrial, educational and recreational uses in multi-unit buildings;  
South: TTC McCowan Yard storage facility for the Scarborough Rapid Transit (SRT);  
East: Light industrial, service and commercial uses in six multi-unit buildings (land owned by the City and TDSB for school and park purposes); and  
West: Royal Bank Centre in a 5 storey building, TTC parking lot to the south.

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment lands to meet the Provincial population forecast for Toronto, a conversion of the site is needed to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The property is surrounded on three sides by lands designated *Mixed Use Areas* within the Scarborough Centre Secondary Plan. The property abutting to the east is jointly owned by the City and the Toronto District School Board and is intended to be re-developed for school, park and related purposes. With the proposed re-development of the adjacent lands with these sensitive uses and the already established permission for residential uses to the north, west and south of the site, the continuing use of the site for industrial purposes including open storage may lead to land use incompatibility and conflicts. Given these circumstances, it is City Planning staff's opinion that this site should be converted to *Mixed Use Areas* and be incorporated into the Scarborough Centre Secondary Plan. The Secondary Plan provides for a wide range of uses including residential, commercial and compatible employment in a compact, transit supportive environment.

To maintain a balanced provision of residential uses and employment opportunities consistent with the goals and objectives of the Provincial and Official Plan policies, the re-development of the site should include not only residential, but also compatible employment uses to ensure that no employment opportunities are lost due to the conversion.

The site is somewhat distanced from other *Employment Areas* lands and the proposed conversion would have no negative impact on employment activities in the general vicinity.

City Planning staff have identified that existing and proposed infrastructure to accommodate the proposed residential use is within the area but access to existing community facilities requires the crossing of major roads such as Progress Avenue, McCowan Road and Ellesmere Road. The site is approximately 450 metres from the McCowan Station on the Scarborough Rapid Transit line. Any improvements to community services will be addressed through the review of planning applications prior to development of the site.

There are no cross-jurisdictional issues related to the lands.



## Conclusion

It is staff's opinion that although there is no need for the requested conversion to meet the City's population forecast as provided by the Growth Plan, the conversion of this site will address an incompatibility of *Employment Area* permissions with existing adjacent lands uses, and will support the continuing development and intensification of the Scarborough Centre as an urban, mixed use hub in the eastern part of the City. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the employment lands at 675 Progress Avenue by designating them as *Mixed Use Areas*, and incorporate them within the Scarborough Centre Secondary Plan. In addition, a Site and Area Specific Policy for the lands is recommended to address the replacement of existing employment levels with development, the conformity with the Scarborough Centre Secondary Plan and other matters such as the provision of development blocks, new public streets and connections to the existing street network, densities and the provision of community facilities and services. The recommended Official Plan amendment is shown below.

### Recommended Official Plan Amendment – 675 Progress Avenue

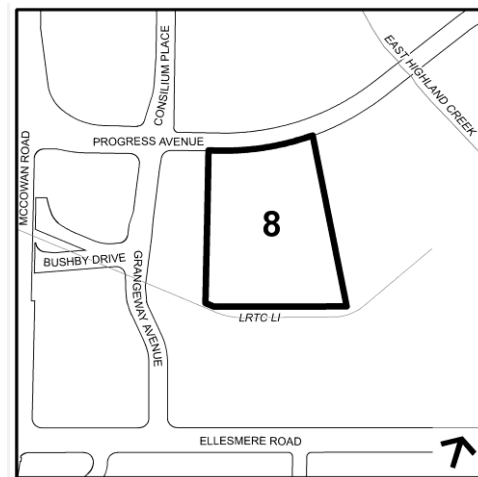
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Chapter 6, Section 5, Scarborough Centre Secondary Plan, Maps 5-1 to M-5 are amended by incorporating the lands at 675 Progress Avenue into the Scarborough Centre Secondary Plan.

Chapter 6, Section 5, Scarborough Centre Secondary Plan, is amended by adding Site and Area Specific Policy No. 8 for the lands known municipally in 2012 as 675 Progress Avenue, as follows:

#### "8. 675 Progress Avenue

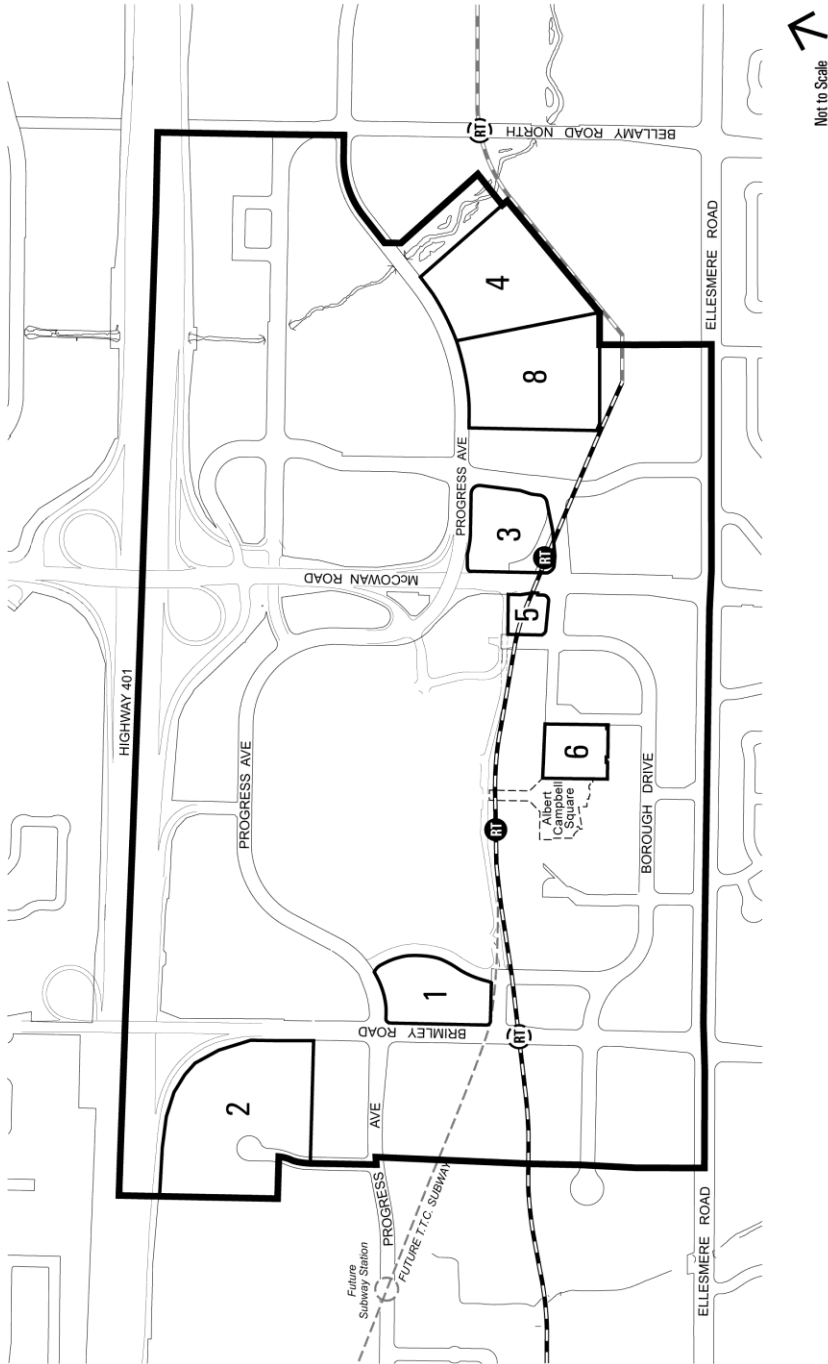
- a) Development of lands for residential use will incorporate employment uses including a minimum of 13,000 square metres of office floor area which will be provided within Phase 1 of the development.
- b) A feasibility analysis and impact assessment in accordance with Section 4.10.3 of the Province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be



completed and necessary mitigation measures are to be incorporated into the development design to the satisfaction of the Ministry of Environment or a delegated authority; and

- c) New development will be in conformity with the Scarborough Centre Secondary Plan and consistent with the emerging McCowan Precinct Plan policies and guidelines, in particular with respect to the provision of the proposed street and block plan, the provision of new streets and connections to the existing and proposed network, and the provision of community facilities and services."

Chapter 6, Section 5, Scarborough Centre Secondary Plan Map 5-1, Urban Structure Plan, is amended by adding the lands at 675 Progress Avenue shown on the map above as Site and Area Specific Policy No. 8.

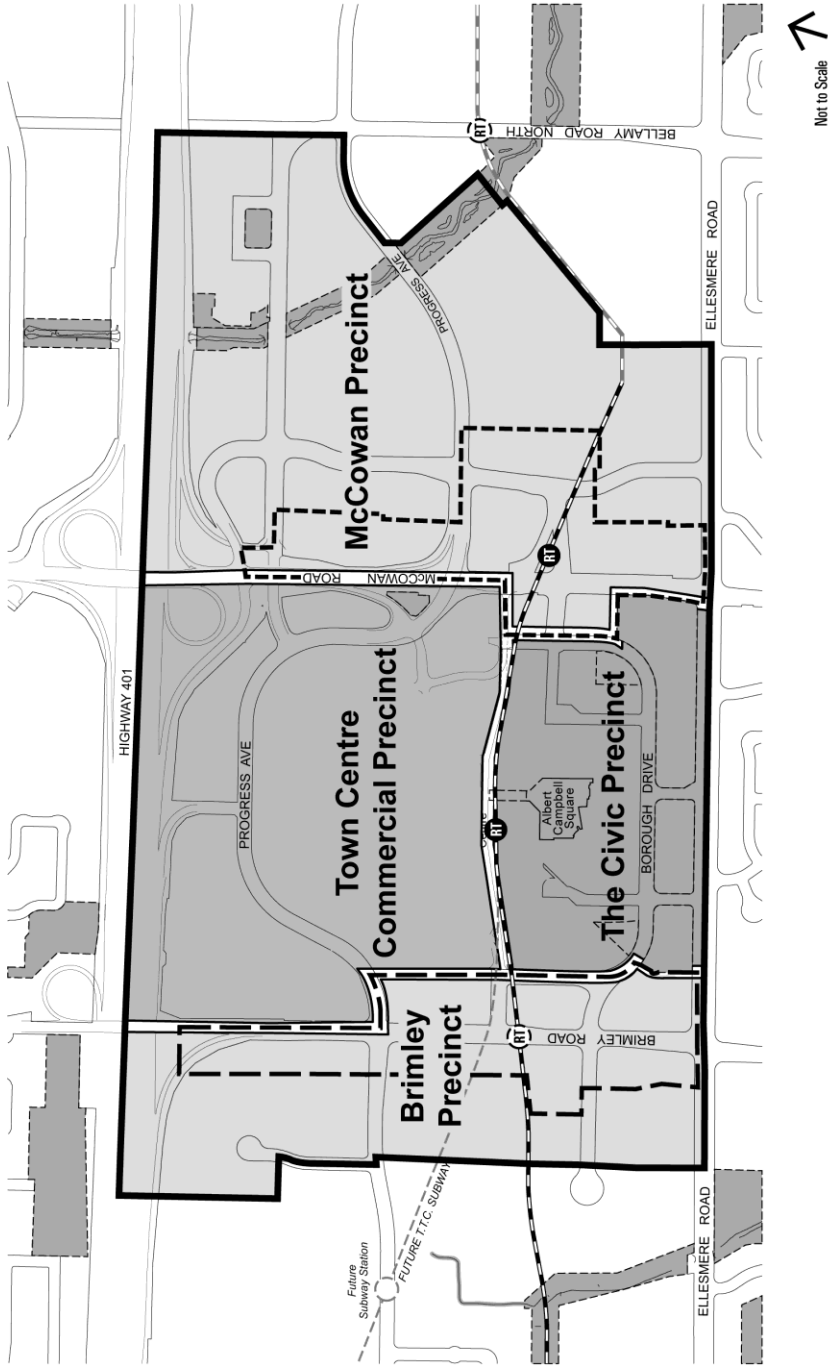


**Toronto** Official Plan Amendment #231  
City Planning Division

Scarborough Centre Secondary Plan  
Map 5-1 Urban Structure Plan

- Scarborough Centre Secondary Plan Boundary
- Site and Areas Specific Policies
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station

October 2013

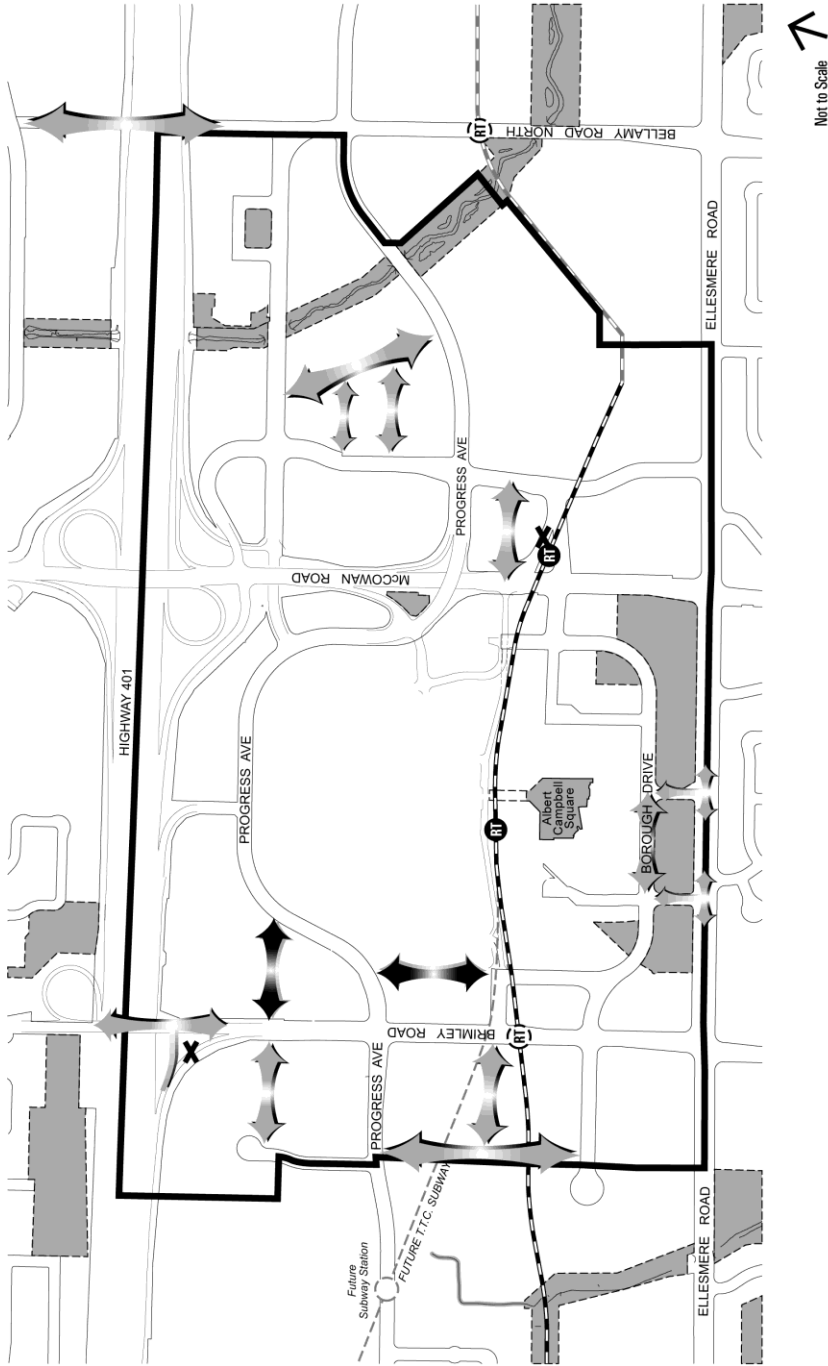


**Toronto** City Planning Division  
**Scarborough Centre Secondary Plan**  
 Map 5-2 Precincts

**Toronto** Official Plan Amendment #231  
 City Planning Division

- Scarborough Centre Secondary Plan Boundary
- Brimley Corridor
- McCowan Corridor
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- RT Rapid Transit Station
- (RT) Potential Rapid Transit Station

October 2013

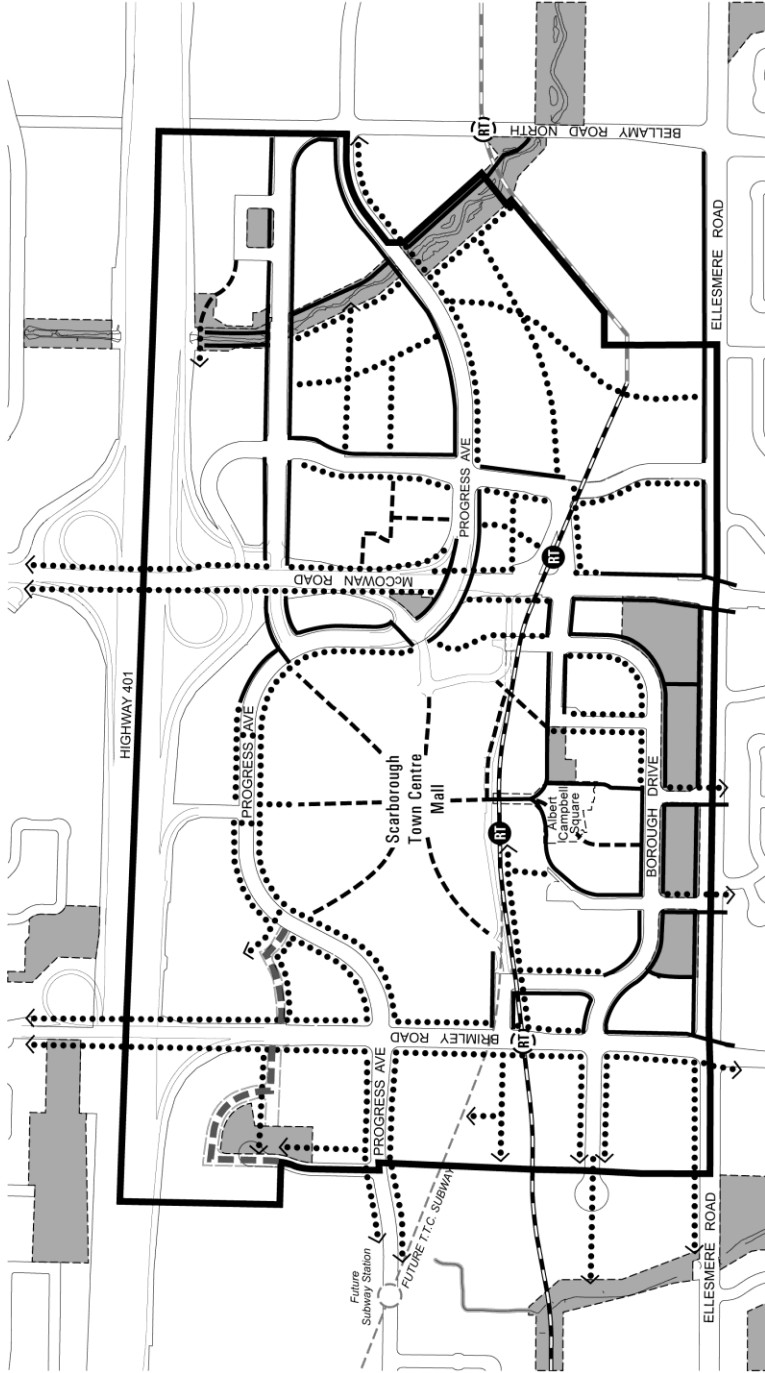


**Toronto** Official Plan Amendment #231  
 City Planning Division

**Scarborough Centre Secondary Plan**  
 Map 5-3 Transportation Improvements

- Scarborough Centre Secondary Plan Boundary
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station
- Public Easement (Vehicular)
- Potential New Roads / Access Changes
- Potential Closures

October 2013

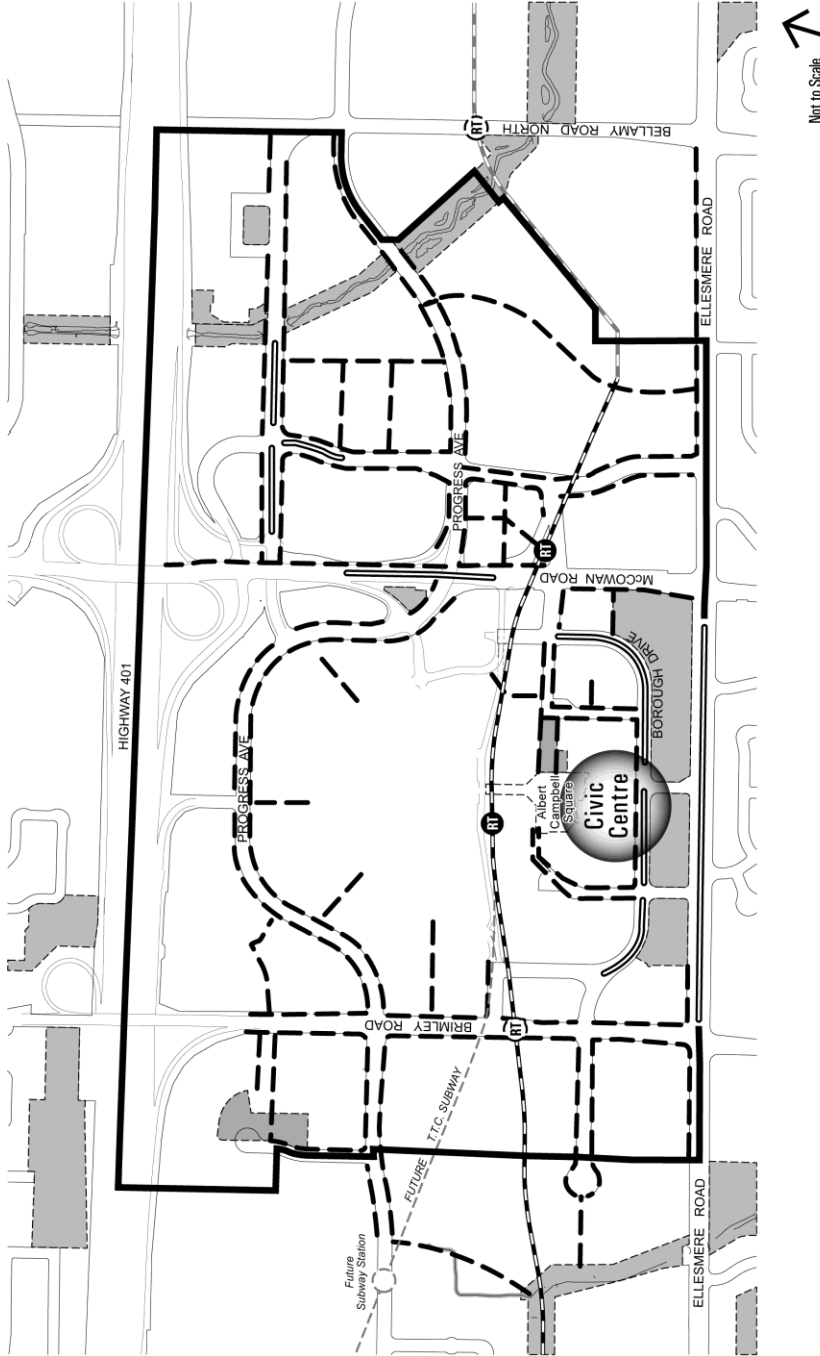


Not to Scale

**TORONTO** Official Plan Amendment #231 Scarborough Centre Secondary Plan  
 City Planning Division Map 5-4 Potential Linkages

- ▬ Scarborough Centre Secondary Plan Boundary
- ▨ Parks and Open Space Areas
- ▬ T.T.C. Scarborough Rapid Transit
- ▬ Proposed T.T.C. Scarborough Rapid Transit Expansion
- Ⓡ Rapid Transit Station
- Ⓡ Potential Rapid Transit Station
- ◀••••• Future Pedestrian / Bicycle Links or Improvements
- ▬ Pedestrian Sidewalk / Walkway (Existing)
- ▬ Private Linkage / Public Accessible
- ▬ Potential Road Connection

October 2013



**TORONTO** Official Plan Amendment #231  
 City Planning Division

**Scarborough Centre Secondary Plan**

- Scarborough Centre Secondary Plan Boundary
- Parks and Open Space Areas
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station
- Potential & Existing Boulevard Trees / Landscaping
- Greening of Pedestrian Access to form Green Linkages

October 2013

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

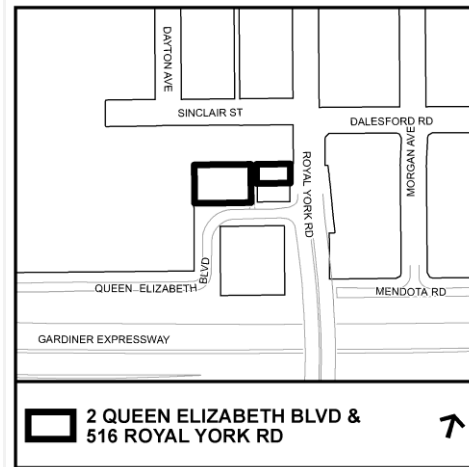
2 Queen Elizabeth Boulevard and  
516 Royal York Road

#### Major Intersection

Royal York Road and F.G. Gardiner Expressway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 2 Queen Elizabeth Boulevard and 516 Royal York Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Queenscorp Group (owner)

#### Request / Development Proposal

Request by letter dated October 12, 2012 to re-designate lands from *Employment Areas* to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to 516 Royal York Road. New citywide Zoning By-law No. 569-2013 zones 2



Queen Elizabeth Boulevard as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C – Industrial Class 1

South: *Employment Areas* / I.C – Industrial Class 1

East: *Neighbourhoods* / R4G – Residential Fourth Density Residential

West: *Employment Areas* / I.C – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 1,800 square metres in area, and contains a one-storey office and commercial building with surface parking (2 Queen Elizabeth Boulevard) and a single family detached dwelling (516 Royal York Road).

The following uses surround the site:

North: single family detached dwelling with frontage on Royal York Road and a one-storey auto repair building with frontage on Sinclair Street;

South: single family detached dwelling with frontage on Royal York Road;

East: single family detached dwelling across Royal York Road; and

West: one-storey warehouse and office building.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 2 Queen Elizabeth Boulevard and 516 Royal York Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Royal York Road ramp over the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry. This site has very prominent visibility from off the Gardiner Expressway and very high noise levels.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Great Lakes Brewing Company, which is located approximately 115 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including odour. The brewery begins to brew beer in the early hours of the morning and has the potential to generate odour complaints, should residential uses be introduced within the area. Directly north of the site, with frontage on Sinclair Street are auto body collision shops.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across one major road – Royal York Road – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

This conversion request forms part of a series of five requests within the area. They are:

1. 2 Queen Elizabeth Boulevard and 516 Royal York Road;
2. 7 Queen Elizabeth Boulevard and 506 Royal York Road;
3. 10 Queen Elizabeth Boulevard;
4. 12 Queen Elizabeth Boulevard; and
5. 514 Royal York Road.

Together, these seven properties add up to approximately 10,000 square metres (2.5 acres) of *Employment Areas*. These lands provide excellent visibility from the Gardiner Expressway and should be retained for employment uses. Residential intensification in the area is planned for and directed to The Queensway (approximately 250 metres to the north), for which staff completed an *Avenues Study* in 2003. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 2 Queen Elizabeth Boulevard and 516 Royal York Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

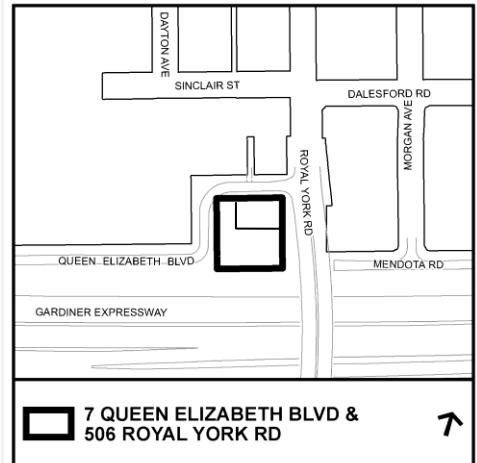
7 Queen Elizabeth Boulevard and  
506 Royal York Road

#### Major Intersection

Royal York Road and  
F.G. Gardiner Expressway

#### Community Council / Ward

Etobicoke York/Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 7 Queen Elizabeth Boulevard and 506 Royal York Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Queenscorp Group (agent) / 2074807 Ontario Inc. (owner)

#### Request / Development Proposal

Request by letter dated November 6, 2012 to re-designate lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C – Industrial Class 1

South: Gardiner Expressway

East: *Neighbourhoods* / R4G – Residential Fourth Density Residential across Royal York Road

West: *Employment Areas* / I.C – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 3,000 square metres in area, and contains a one-storey retail building with surface parking (7 Queen Elizabeth Boulevard used by Habitat for Humanity as a retail outlet) and a detached dwelling (506 Royal York Road).

The following uses surround the site:

North: single family detached dwelling with frontage on Royal York Road and a one-storey office building with frontage on Queen Elizabeth Boulevard;

South: Gardiner Expressway;

East: single family detached dwellings across Royal York Road; and

West: one-storey warehouse and office building.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 7 Queen Elizabeth Boulevard and 506 Royal York Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Royal York Road ramp over the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry. This site has very prominent visibility from off the Gardiner Expressway and very high noise levels.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Great Lakes Brewing Company, which is located approximately 115 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including odour. The brewery begins to brew beer in the early hours of the morning and has the potential to generate odour complaints, should residential uses be introduced within the area.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across one major road – Royal York Road – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

This conversion request forms part of a series of five requests within the area. They are:

1. 2 Queen Elizabeth Boulevard and 516 Royal York Road;
2. 7 Queen Elizabeth Boulevard and 506 Royal York Road;
3. 10 Queen Elizabeth Boulevard;
4. 12 Queen Elizabeth Boulevard; and
5. 514 Royal York Road.

Together, these seven properties add up to approximately 10,000 square metres (2.5 acres) of *Employment Areas*. These lands provide excellent visibility from the Gardiner Expressway and should be retained for employment uses. Residential intensification in the area is planned for and directed to The Queensway (approximately 250 metres to the north), for which staff completed an *Avenues Study* in 2003. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 7 Queen Elizabeth Boulevard and 506 Royal York Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

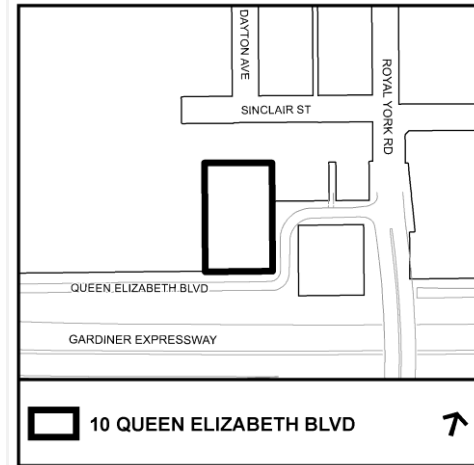
10 Queen Elizabeth Boulevard

#### Major Intersection

Royal York Road and F.G. Gardiner Expressway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 10 Queen Elizabeth Boulevard as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

10 QEW Inc. (owner)

#### Request / Development Proposal

Request by letter dated May 7, 2012 to re-designate lands from *Employment Areas* to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.



The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C – Industrial Class 1

South: *Neighbourhoods* / Gardiner Expressway

East: *Employment Areas* / I.C – Industrial Class 1

West: *Employment Areas* / I.C – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 4,600 square metres in area, and contains a one-storey warehouse and office building with surface parking.

The following uses surround the site:

North: one-storey auto repair building with frontage on Sinclair Street;

South: Gardiner Expressway;

East: one-storey office building; and

West: one-storey auto repair building.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 10 Queen Elizabeth Boulevard to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Royal York Road ramp over the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the

City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry. This site has very prominent visibility from off the Gardiner Expressway and very high noise levels.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Great Lakes Brewing Company, which is located approximately 115 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including odour. The brewery begins to brew beer in the early hours of the morning and has the potential to generate odour complaints, should residential uses be introduced within the area. Directly north of the site, with frontage on Sinclair Street are auto body collision shops.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across one major road – Royal York Road – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

This conversion request forms part of a series of five requests within the area. They are:

1. 2 Queen Elizabeth Boulevard and 516 Royal York Road;
2. 7 Queen Elizabeth Boulevard and 506 Royal York Road;
3. 10 Queen Elizabeth Boulevard;
4. 12 Queen Elizabeth Boulevard; and
5. 514 Royal York Road.

Together, these seven properties add up to approximately 10,000 square metres (2.5 acres) of *Employment Areas*. These lands provide excellent visibility from the Gardiner Expressway and should be retained for employment uses. Residential intensification in the area is planned for and directed to The Queensway (approximately 250 metres to the north), for which staff completed an *Avenues Study* in 2003. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 10 Queen Elizabeth Boulevard as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

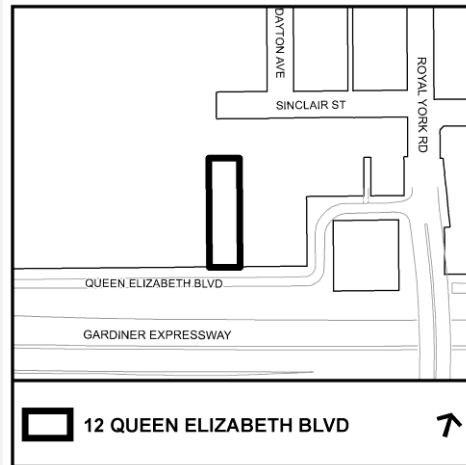
12 Queen Elizabeth Boulevard

#### Major Intersection

Royal York Road and F.G. Gardiner Expressway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 12 Queen Elizabeth Boulevard as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Nikitas Sotiropoulous (owner)

#### Request / Development Proposal

Request by letter dated May 22, 2012 to convert the lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C – Industrial Class 1

South: *Neighbourhoods* / Gardiner Expressway

East: *Employment Areas* / I.C – Industrial Class 1

West: *Employment Areas* / I.C – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 1,500 square metres in area, and contains a one-storey auto repair building with surface parking.

The following uses surround the site:

North: one-storey auto repair building with frontage on Sinclair Street;

South: Gardiner Expressway;

East: one-storey office and warehouse building; and

West: one-storey children's entertainment facility.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 12 Queen Elizabeth Boulevard to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Royal York Road ramp over the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the

City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry. This site has very prominent visibility from off the Gardiner Expressway and very high noise levels.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Great Lakes Brewing Company, which is located approximately 115 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including odour. The brewery begins to brew beer in the early hours of the morning and has the potential to generate odour complaints, should residential uses be introduced within the area. Directly north of the site, with frontage on Sinclair Street are auto body collision shops.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across one major road – Royal York Road – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

This conversion request forms part of a series of five requests within the area. They are:

1. 2 Queen Elizabeth Boulevard and 516 Royal York Road;
2. 7 Queen Elizabeth Boulevard and 506 Royal York Road;
3. 10 Queen Elizabeth Boulevard;
4. 12 Queen Elizabeth Boulevard; and
5. 514 Royal York Road.

Together, these seven properties add up to approximately 10,000 square metres (2.5 acres) of *Employment Areas*. These lands provide excellent visibility from the Gardiner Expressway and should be retained for employment uses. Residential intensification in the area is planned for and directed to The Queensway (approximately 250 metres to the north), for which staff completed an *Avenues Study* in 2003. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 12 Queen Elizabeth Boulevard as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

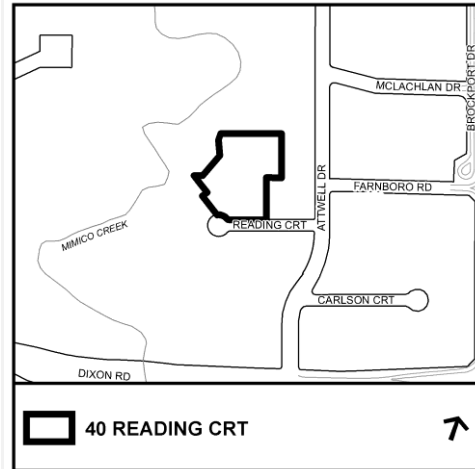
40 Reading Court

**Major Intersection**

Highway 27 and Dixon Road

**Community Council / Ward**

Etobicoke York/Ward 2 - Etobicoke North



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 40 Reading Court as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Stikeman Elliot LLP (applicant) / House of Praise - the Redeemed Christian Church of God (owner)

**Request / Development Proposal**

Applications for Official Plan and Zoning By-law Amendments and Site Plan Approval to permit a 4-storey, 12,030 square metre place of worship with ancillary uses such as offices, bookstore and rectory and café.

**Application File No. and Status**

Application No.12 298665 WET 02 OZ was submitted on December 31, 2012. A Preliminary Report dated March 15, 2013 was adopted by the Planning and Growth Management Committee on April 11, 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG23.2> .



## POLICY AND AREA CONTEXT

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### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map, and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13). Site and Area Specific Policy No. 29 applies to site with respect to the Lester B. Pearson International Airport Operating Area.

The former City of Etobicoke Zoning Code zones the site as CL -Limited Commercial, permitting a range of business and professional office uses. This site is also subject to Site Specific By-laws 1981-358, 1984-84 and 1997-169 which do not permit a place of worship. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C2 – Industrial Class 2/1984-84/1997-169;  
South: *Employment Areas* / CL – Limited Commercial/1981-252/1997-169;  
East: *Employment Areas* / CL – Limited Commercial/1990-238; and  
West: *Employment Areas* / CL – Limited Commercial/1997-169.

### Site and Surrounding Area

The property is approximately 2 hectares in area, and as of June, 2013 is vacant.

The following uses surround the site:

North: a parking lot associated with a commercial building fronting on Attwell Drive and the Royal Woodbine Golf Course;  
South: vacant lot;  
East: 1-storey commercial building fronting on Attwell Drive; and  
West: 15-storey hotel and the Royal Woodbine Golf Course.

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 40 Reading Court to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment

lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. This site is within the boundaries contained in Site and Area Specific Policy (SASP) No. 29 of the Official Plan as related to the Lester B. Pearson International Airport Operating Area (AOA) which stipulates that sensitive uses can only be permitted through site specific zoning permission if the use is generally consistent with Transport Canada's latest guidelines. In considering these guidelines, the 30 NEF/NEP noise contour will be considered to be the L.B.P.I.A. Operating Area (AOA). Any such development must demonstrate that it will not create negative impacts on the long term function of the airport. This would require the submission of noise studies and undertakings to provide satisfactory noise attenuation measures if making applications for development approval. There is a need to preserve employment lands for economic purposes close to the airport.

An application for OPA and ZBL Amendments to permit a place of worship were made December 31, 2012 and have been held pending completion of the Employment Lands Review. PGM considered the Preliminary Report (dated March 15, 2013) from the Chief Planner at its meeting on April 11, 2013. In that report and among other matters, the Chief Planner recommended that staff review the application for Official Plan and Zoning By-law Amendment for 40 Reading Court concurrently and in the context of the statutory Five Year Review of the Official Plan, which includes a Municipal Comprehensive Review. The item can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG23.2> .

In addition to the restrictions imposed by the L.B.P.I.A. Operating Area, City staff have concerns with respect to the introduction of a place of worship within a *Core Employment Area*. These concerns are related to the potential for negative impacts on existing industries and the reluctance of new industries to locate in an area where there are uncertainties placed upon the operating environment in close proximity to sensitive uses. These uncertainties may include, but are not limited to, auto and pedestrian traffic generated by services, ceremonies or other events hosted at the proposed place of worship; permissive industrial zoning allows impactful uses around the site that would otherwise not locate near or next to a sensitive use; and others. Industries with environmental certificates are particularly vulnerable if locations such as these are no longer considered a viable location it is difficult to predict where such industry can legitimately locate.

It should also be noted that the Toronto and Region Conservation Authority has indicated this property is within their area of interest.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 40 Reading Court as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

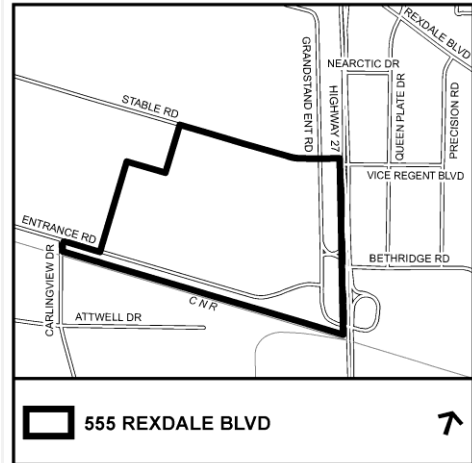
555 Rexdale Boulevard (southeast portion)

#### Major Intersection

Highway 27 and Rexdale Boulevard

#### Community Council / Ward

Etobicoke York / Ward 2 – Etobicoke North



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 555 Rexdale Boulevard as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Walker, Nott, Dragicevic Associates Ltd (agent)/Woodbine Entertainment Group (owner)

#### Request / Development Proposal

Request by letter dated December 21, 2011 to convert the lands to *Mixed Use Areas* to permit residential uses for a southern portion of the property that is outside of the Airport Operating Area (see key map above).

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13). Site and Area Specific Policies No. 29 (Pearson Airport Operating Area) and No. 296 (Woodbine Entertainment Group lands) apply to the site.

The Former City of Etobicoke Zoning Code zones the property as IC.2 – Industrial Class 2, permitting a range of industrial uses. Site Specific By-law No. 864-2007 also applies

to the site permitting a wide range of entertainment, retail, office and hotel uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C2 – Industrial Class 2

South: *Employment Areas* / I.C2 – Industrial Class 2

East: *Employment Areas* / I.C2 – Industrial Class 2

West: *Employment Areas* / I.C2 – Industrial Class 2

### **Site and Surrounding Area**

The property is approximately 48 hectares in area, and contains the Woodbine practice race track, stables and jockey dormitories.

The following uses surround the site:

North: Woodbine Racetrack and associated gaming facilities;

South: heavy industrial uses across CN Rail Corridor, including asphalt plant and recycling;

East: a range of commercial uses across Highway 27; and

West: industrial and commercial uses close to Pearson Airport across Highway 427.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

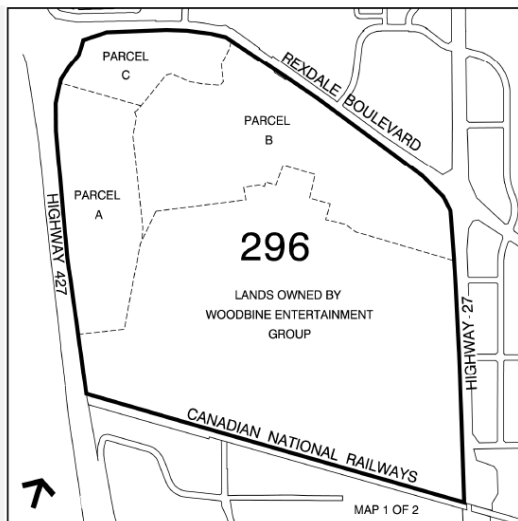
There is no need to convert the employment lands at 555 Rexdale Boulevard to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The site falls within the Rexdale employment area, which is the City's largest *Employment District* in terms of size and the employs the second largest number of people. The Rexdale employment area employed almost 39,000 people in 2011 and experienced \$70.5 million in industrial building permit values between 2006 and 2010. The area has access from Highways 401, 427, 409 and 27, a number of arterial roads, one GO Rail stop and a number of bus transit routes.

Etobicoke industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses generated land use conflicts, given that some operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with Ministry of the Environment standards are costly and their obligation to do so does not provide industry

the certainty required to remain within the Rexdale employment area. It is staff's opinion that the requested conversion of the site will adversely affect the overall viability of this part of the Rexdale employment area.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Gazzola Paving Limited, which is approximately 100 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including noise, dust and odours. Other nearby industries that may be impacted by the proposed conversion includes the new West Bakery facility, Guardian Glass and IPEX.



Site and Area Specific Policy (SASP) No. 296 permits a range of uses, including, large scale stand-alone retail stores, hotels, restaurants, office and residential uses on the site. SASP specifies that large scale, stand-alone retail stores are only permitted east of Highway 427 as shown on Parcel A, on Map 1 and not permitted along Rexdale Boulevard frontage.

SASP No. 296 permits residential and other sensitive land uses on Parcel C of Map 1. The residential permissions locates these sensitive uses across the street from existing residential uses and the racetrack provides a sufficient buffer to nearby impactful industrial uses.

These permitted residential uses have not yet been developed and present an approved alternative residential development scenario for the Woodbine Lands. It is staff's opinion that the south east portion of the site requested to be converted is an inappropriate location for residential or any other sensitive uses.

SASP 29 reflects the Lester B. Pearson International Airport Operating Area (AOA) and prohibits residential and other sensitive land uses, unless it is permitted by the existing zoning by-law. SASP 29 outlines the areas in which residential permissions may be approved, provided that certain conditions are met. The area outlined as part of the conversion request is not contemplated by either SASP 29 or 296 for residential or other sensitive uses. It is staff's position that the current residential and sensitive use permissions across the entire site are appropriately located to minimize land use conflicts between incompatible uses.

The portion of the site requested to be converted is in an isolated area and quite distant from community services. The site has access across two major roads – Highway 27 and Rexdale Boulevard – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 555 Rexdale Boulevard as *Employment Areas* and designate them as *Core Employment Areas*. The approved and in-force Site and Area Specific Policies and Site Specific Zoning By-law will still continue to apply to the site, in its entirety.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

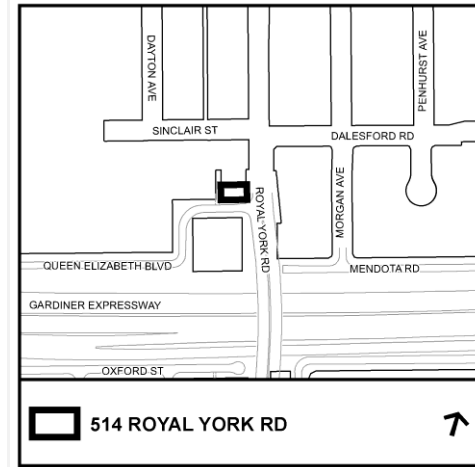
514 Royal York Road

#### Major Intersection

Royal York Road and F.G. Gardiner Expressway

#### Community Council / Ward

Etobicoke York/Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 514 Royal York Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Tandem Electrical Inc. (agent and owner)

#### Request / Development Proposal

Request by letter dated December 7, 2012 to convert the lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C – Industrial Class 1

South: *Employment Areas* / I.C – Industrial Class 1, across Queen Elizabeth Boulevard

East: *Neighbourhoods* / R4G – Residential Fourth Density Residential, across Royal York Road

West: *Employment Areas* / I.C – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 450 square metres in area, and contains a single family detached dwelling.

The following uses surround the site:

North: single family detached dwelling with frontage on Royal York Road;

South: single family detached dwellings with frontage on Royal York Road;

East: single family detached dwellings across Royal York Road; and

West: one-storey office and commercial building.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 514 Royal York Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Royal York Road ramp over the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the



larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Great Lakes Brewing Company, which is located approximately 115 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including odour. The brewery begins to brew beer in the early hours of the morning and has the potential to generate odour complaints, should residential uses be introduced within the area. Directly west of the site, with frontage on Sinclair Street are auto body collision shops.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across one major road – Royal York Road – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion. The residential neighbourhood to the north does not contain any community infrastructure.

There are no cross-jurisdictional issues related to the lands.

This conversion request forms part of a series of five requests within the area. They are:

1. 2 Queen Elizabeth Boulevard and 516 Royal York Road;
2. 7 Queen Elizabeth Boulevard and 506 Royal York Road;
3. 10 Queen Elizabeth Boulevard;
4. 12 Queen Elizabeth Boulevard; and
5. 514 Royal York Road.

Together, these seven properties add up to approximately 10,000 square metres (2.5 acres) of *Employment Areas*. These lands provide excellent visibility from the Gardiner Expressway and should be retained for employment uses. Residential intensification in the area is planned for and directed to The Queensway (approximately 250 metres to the north), for which staff completed an *Avenues Study* in 2003. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted.

Given its location at the entrance into the *Employment Area* along Queen Elizabeth Boulevard, this site should remain as an *Employment Area*. Conversion of this site may have the effect of de-stabilizing the *Employment Area* to the west.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 514 Royal York Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

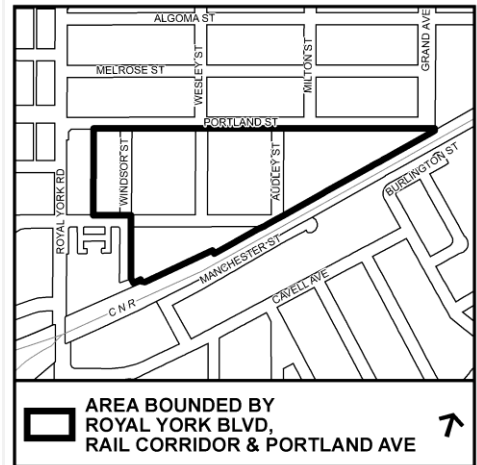
Lands bounded generally by Royal York Road, Portland Street, Grand Avenue, and the CN Rail Corridor (Mimico GO Station Triangle)

#### Major Intersection

Evans Avenue and Royal York Road

#### Community Council / Ward

Etobicoke York/Ward 6 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands bounded generally by Royal York Road, Portland Street, Grand Avenue and CN Rail Corridor as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands to limit employment uses on the lands to be compatible with adjacent residential uses and provide for additional non-residential permissions including small scale restaurant and retail uses associated with the employment use.
3. City Council request the Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Economic Development and Culture Division, to undertake a revitalization study intended to encourage economic growth and to increase amenitization of the Mimico GO Triangle *Employment Area*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Multiple Owners

#### Request / Development Proposal

Request by way of Motion EY16.24, dated May, 2012 from the local Ward Councillor adopted by Etobicoke York Community Council directing the Director of Community Planning, Etobicoke York District, to undertake a land use review of the lands east of

Royal York Road in the vicinity of the Mimico GO Station as well as lands along Judson Street within the context of the Municipal Comprehensive Review. A copy of the City Council Decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY16.24>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the lands as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1. Zoning By-law 569-2013 zones the lands as E 1.0, Employment Industrial to a maximum of 1.0 times density permitting a similar range of employment and light industrial uses as the IC.1 zone of the former City of Etobicoke Zoning Code. The lands at 71 Portland Street are not subject to By-law 569-2013.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / Former Etobicoke: R2 – Second Density Residential Zone;

South: *Employment Areas* and *Parks and Open Space Areas* / Former Etobicoke: R2 – Second Density Residential Zone and G – Greenspace;

East: *Parks and Open Space Areas* / Former Etobicoke: IC.2 – Industrial Class 2 ; and

West: *Mixed Use Areas* / Former Etobicoke: C – Commercial and R4 – Fourth Density Residential Zone (Site Specific By-laws 707-2005 and 244-2011)

### **Site and Surrounding Area**

The lands comprise an area of approximately 8.5 hectares and contain a number of light industrial, warehouse, office and automobile-related uses. This includes employment establishments specializing in design, home improvement and food production. A small shelter for single women is operated by the St. Vincent de Paul society at 60 Newcastle Street. The lands are adjacent to Mimico GO Station which includes a commuter parking lot and abuts the Metrolinx Lakeshore West/CN Rail corridor.

The following uses surround the lands:

North: across Portland street, a mix of low scale residential uses;

South: across the rail corridor, low scale residential uses, a restaurant (Blue Goose Tavern) and Manchester Park;

East: Grand Avenue Park; and

West: single detached dwellings and low scale commercial uses fronting Royal York Road, a recently constructed townhouse development (Peelar Mews), Christ Church Mimico Cemetery (329 Royal York Road) and a development site with an approval for a 25 storey residential apartment building (327 Royal York Road), and a 16 storey seniors residence (across Royal York Road).

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert these employment lands to meet the 2031 Provincial population forecast for Toronto.

Staff recommend the retention of the Mimico GO Station Triangle for employment uses through the re-designation of the lands to *Core Employment Areas*, with a Site and Area Specific Policy to reflect the need for compatibility between employment uses on the lands and adjacent residential uses as well as additional permissions for small scale restaurant and retail uses associated with the employment function.

In the staff report on employment lands considered at the November 8, 2012 meeting of Planning and Growth Management Committee, the lands were identified to be studied for intensification of both employment and residential uses under a *Regeneration Areas* designation. Staff's preliminary assessment of the lands, endorsed by City Council for consultation, indicated the lands could be converted to *Regeneration Areas* subject to the creation of a Site and Area Specific Policy or Secondary Plan that would address the following:

- net gain of employment activity;
- appropriate areas for residential intensification and open space;
- public realm improvement; and
- necessary buffering along the rail corridor.

In adopting the November 2012 report, City Council also directed staff to give further consideration to the lands prior to reporting on any conversion from employment uses.

Although physically separated from the larger employment area west of Royal York Road, the 2011 Employment Survey data indicates that the lands within the Mimico GO Station Triangle contain a significant number of employees (228) and establishments (35) relative to the size of the area (8.5 hectares). The analysis of 2011 employment data for the study area indicated a slight decline from a peak employment count in 2006, and an overall increase in employment counts over 1996 and 2001. The number of establishments has also increased slightly from 1996 to 2011, however the type of employment establishments has changed from primarily light manufacturing and food production to a broader range of employment uses including a recording studio, a graphic design firm and home improvement uses. Aside from the longer standing food production uses, many of the employment uses were established within the last 20 years. A survey of planning applications and building permits revealed a limited number of applications suggesting these new uses are able to occupy the existing building stock

without the need for improvements. Although the majority of the lands are occupied and the 2011 employment data indicates growth, some larger parcels of land have recently been vacated or are being leased for storage.

Staff also undertook additional consultation with landowners within the Mimico GO Triangle and adjacent lands on the south side of Judson Street west of Royal York Road, hosting a community meeting and sending a survey via registered mail. Comments raised through consultation identified existing conflicts between sensitive residential uses and employment activity and expressed an interest in a mix of uses to promote reinvestment in an aging building stock. There was also a level of uncertainty expressed in the future status of the lands as an area for employment was resulting in an impediment to reinvestment. Many industrial landowners indicated they also maintained nearby residences and established their business within the lands to be close to home. A key constraint on employment in the area identified by landowners is the inability of larger trucks and delivery vehicles to service the area and poor access to the Gardiner Expressway for the movement of goods. It was not clear from the consultation if employees took advantage of the study area's proximity to the Mimico GO Station.

Staff reviewed this information against the criteria presented in the November 2012 Preliminary Assessment and endorsed by City Council as necessary to support a conversion of the lands through a re-designation to *Regeneration Areas*, specifically those related to providing for a net gain of employment activity. The existing establishments within the lands would not be fully compatible with a policy goal of introducing and intensifying residential uses that would be provided for by a re-designation to *Regeneration Areas*. The introduction of residential uses could impact the ability of the existing uses to continue and displace them from the area as new residential uses begin to encroach into the interior of the lands.

If existing employment uses are displaced, the achievement of a net gain of employment activity would rely on the intensification of employment uses such as office which do not currently exist on the lands in high numbers but do not require large separation distances from residential uses. The reformatting of the employment profile from its current make up of light manufacturing and warehouse uses to office or other low-impact employment uses would require the replacement of existing low scale industrial buildings with new buildings appropriate for the new employment uses. Successful *Regeneration Areas* in other parts of the City are able to leverage existing building stock that are flexible enough to accommodate a change in use and sustain multiple uses, sometimes within the same building. New buildings would be required for the new employment functions which could prove to be too high a barrier to overcome for new establishments to locate on the lands.

Even with incentives for employment creation to meet the net gain of employment criteria endorsed by City Council, if an existing establishment is displaced by residential uses, there is no way to guarantee that the displaced employment would return to the study area. Retaining the employment use would provide the certainty required for landowners to reinvest in the employment area. Additional permissions such as small

scale retail and restaurant uses could provide some additional amenity to the employment area and take advantage of the proximity to the Mimico GO Station. These permissions would be provided for through the enactment of a Site and Area Specific Policy.

Two other considerations that may pose constraints to residential and employment intensification within the Mimico GO Triangle area are: required rail setback and appropriate building height transition from the established low-scale residential community immediately to the north. Given the proximity of the CN Rail Corridor, any new residential development would require a 30 metre setback or some form of crash wall. In addition to the rail setback, any new residential or non-residential development building heights would have to transition downwards towards the low-rise residential neighbourhood on the north side of Portland Street.

In order to provide the certainty to existing and future employers into the Mimico GO Triangle, staff are recommending that General Manager of Economic Development and Culture Division in consultation with the Chief Planner undertake a revitalization study intended to encourage economic growth and the amenization of the Mimico GO Triangle area.

### **Conclusion**

The existing employment activity on the lands has proven to be vibrant and fairly stable over time and the introduction and intensification of residential uses could displace these uses and jeopardize the low scale business incubation function served by the lands. Given the reasons described in the above Planning Rationale Summary, it would be difficult to realize the net gain of employment criteria previously identified as necessary through any re-designation to *Regeneration Areas*. It is staff's opinion that there is no need for the conversion of the lands from employment use.

Based on this analysis, the criteria in the Growth Plan, the Provincial Policy Statement, as well as the policies contained in the Official Plan, staff recommends that City Council retain the lands bounded by Royal York Road, Portland Street, Grand Avenue and the Metrolinx/CN Rail Corridor as *Employment Areas* and designate these lands as *Core Employment Areas*. Staff also recommends that City Council introduce a Site and Area Specific Policy for the lands to ensure non-residential uses are compatible with adjacent residential uses in terms of noise, dust, vibration and truck traffic standpoint, and also to provide for small scale restaurant and retail uses to amenitize the *Employment Area* and take advantage of the proximity to the Mimico GO Transit Station.

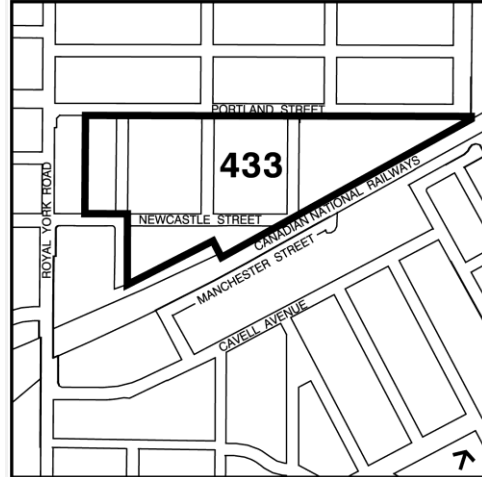
## Recommended Official Plan Amendment – Mimico GO Station Triangle

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 433 for the lands bounded generally by Royal York Road, Portland Street, Grand Avenue and the CN Rail Corridor (Mimico GO Station Triangle), as follows:

### "433. Mimico GO Triangle

- a) Employment uses on these lands are to be compatible with adjacent and nearby residential uses.
- b) Major retail developments with 6,000 square metres or more of retail gross floor area are prohibited, however small scale retail and restaurant uses are permitted.
- c) A revitalization study for the area will be undertaken to encourage economic growth and to increase amenitization by addressing the following:
  - i) improvements to vehicular access within the area for the movement of goods and employees;
  - ii) public realm enhancements to reduce conflicts between pedestrians and vehicles;
  - iii) provision of amenities within the area to create an attractive environment for existing and new employment uses; and
  - iv) improved pedestrian and vehicular access to the Mimico GO Station, including strategies for parking and pick-up and drop-off."





## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

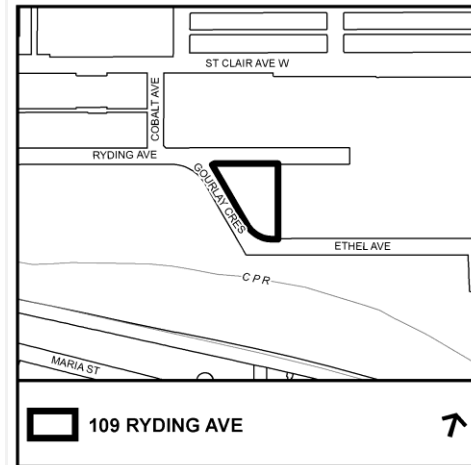
109 Ryding Avenue

#### Major Intersection

St. Clair Avenue West  
between Keele Street and Runnymede Road

#### Community Council / Ward

Etobicoke and York District / Ward 11 - York  
South-Weston



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 109 Ryding Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Walker, Nott, Dragicevic Assoc. Ltd (agent) / Paletta International Corporation (owner)

#### Request / Development Proposal

Request by letter dated March 14, 2013 to convert the lands to *Mixed Use Areas* to facilitate development of a range and mix of uses, including potential residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 14 / 17).

The former City of Toronto Zoning By-law No. 438-86 zones the property as IC (Height 14m). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 1.0(x285)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas / I3- heavy industrial*  
South: *Employment Areas / I3- heavy industrial*  
East: *Employment Areas / I3- heavy industrial*  
West: *Parks / G*

### **Site and Surrounding Area**

The property is approximately 5,795 square metres in area, and as of August 2013 contains a meat processing plant.

As of August 2013, the following uses surround the site:

North: Ryding Avenue, Meat Wholesaler, truck surface parking;  
South: Ethel Avenue, a vacant land parcel and CPR Corridor;  
East: Maple Leaf Foods Poultry Plant and slaughterhouse; and  
West: Gourlay Crescent / Runnymede Park containing George Bell Arena.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan. Maple Leaf Foods has leased both 109 Ryding and 99 Ryding since the early 1990's. The current use has been in operation since 1992. Maple Leaf's operation includes slaughter, processing and packing. Maple Leaf is the largest single employer in the area, currently employing approximately 700 employees. To the north are two other meat packing operations, ACD Meats and Corsetti Meats.

Maple Leaf Food's has a lease on 109 Ryding that extends until January 2016 and is renewable until January 2022. It would be premature to consider this conversion given the importance and high employment of the operations on-site and its lease security. The next Municipal Comprehensive Review could consider the intention of Maple Leaf Poultry and other area meatpackers such as Corsetti meats and A.C.D. Meats to the north. Paletta International has appealed OPA No. 144 implementing a St. Clair Avenue study which is currently before the Ontario Municipal Board. The basis of the appeal is to seek residential use permissions at 109 Ryding Avenue.

It is staff's opinion that the requested conversion will adversely affect the overall viability of the larger *Employment Area* and is premature. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however access to some do require the crossing of major streets, St. Clair Avenue West, Keele Street and Weston Road.

**Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan and loss of a major employer could affect the City's ability to meet the Province's employment forecast. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 109 Ryding Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

2075-2111 Sheppard Avenue East

#### Major Intersection

Sheppard Avenue East  
and Highway 404

#### Community Council / Ward

North York/Ward 33 - Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 2075-2111 Sheppard Avenue East by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area, and to allow an implementation plan to be established that encourages office development and amenities to serve offices, and establishes densities, new streets and blocks.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Northstar Developments (agent) / 2186600 Ontario Inc. (owner)

#### Request / Development Proposal

December 1, 2011 request for Official Plan permissions to construct residential uses.

### POLICY AND AREA CONTEXT

#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* and an *Avenue* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the site as Industrial-Office Business Park Zone [MO and MO(14)], permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Office Zone [E 1.5 (e1.5; o1.5)(x13) which permits hotels, offices, retail service and light manufacturing uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / RM2 – Multiple-Family Dwellings Second Density Zone  
South: *Employment Areas* / MO - Industrial-Office Business Park Zone  
East: *Employment Areas* / MO - Industrial-Office Business Park Zone  
West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 6,000 square metres in area, and as of July 2013 contained restaurant uses.

As of July 2013, the following uses surround the site:

North: low scale residential;  
South: automobile rental and automobile services (at 299 Yorkland Boulevard / 2135 Sheppard Avenue East which is also a conversion site) and office;  
East: automobile services (tires), and gasoline service station; and  
West: automobile services (car wash).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 2075-2111 Sheppard Avenue East to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Sheppard Victoria Park employment lands ("the SVP lands") are part of the Consumers Road Business Park *Employment Area* and they include the site and other lands fronting the south side of Sheppard Avenue East (from Yorkland Road to Victoria Park Avenue) and the west side of Victoria Park Avenue (from Sheppard Avenue to the north edge of the Highway 401/Victoria Park Avenue interchange).

A conversion of the site and the surrounding SVP lands to *Mixed Use Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the SVP lands are characterized by all of the following distinguishing traits.

The SVP lands are part of the Consumers Road Business Park *Employment Area* and represent sites located at the north and east peripheries of the *Employment Area* on two major streets. Two major residential developments with high-rise residential towers have been approved on Sheppard Avenue East by the Ontario Municipal Board (at 2025-2045 and 2205-2255 Sheppard Avenue). These major residential developments are having a significant transformative impact upon the edge conditions of the Business Park. The interior of the Business Park is comprised of primarily office uses (94 per cent in 2010), has significant opportunities for office intensification and does not include impactful industries that are incompatible with residential uses. The SVP lands will be well served by rapid transit. Two LRT stops associated with the funded Sheppard East LRT are planned at the Business Park edges, at Consumers Road and at Victoria Park Avenue. Much of the community infrastructure needed to accommodate proposed residential uses is in proximity to the SVP lands in adjacent residential communities to the north and east.

The conversion of the site and surrounding SVP lands would therefore not adversely affect the overall viability of the *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally; required additional community infrastructure will be planned for through further analysis of the SVP lands. There are no cross-jurisdictional issues related to the lands.

The SVP lands are strategically located on the route of the funded Sheppard East LRT, with two planned stops abutting these lands. These lands are therefore highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with rapid transit. As well, these lands have important vehicle access due to the Highway 401/Victoria Park Avenue and the Highway 404/Sheppard Avenue interchanges located at either end of the Business Park. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the SVP area.

Staff recommend that the Consumers Road Business Park interior be designated as *General Employment Areas*. The Business Park interior is characterized as having large areas of surplus parking lots and other opportunities for development and intensification of *Employment Area* uses, in particular office uses. Because of the significant opportunities for office intensification, the size of the Business Park and SVP lands, the size of parcels, and the introduction of rapid transit and residential uses on the SVP lands, it is recommended that an implementation plan be developed for both the overall Business Park and the SVP lands to address:

- incentives to encourage new office development;
- the provision of amenities to create an attractive office environment;
- development densities; and
- the creation of new streets and blocks.

As well, staff recommend a Site and Area Specific Policy be introduced with respect to the interior of the Business Park to:

- limit *Employment Area* uses to those compatible with adjacent existing and planned residential uses in the abutting *Mixed Use Area*;

- prohibit major retail uses; and
- permit restaurants, recreation and entertainment facilities, and small and medium scale retail stores and services only when these uses are located within multi-storey buildings that include *Core Employment Area* uses, particularly office uses.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Sheppard Avenue and Victoria Park Avenue employment lands to *Mixed Use Areas*, subject to conditions in a Site and Area Specific Policy regarding intensification is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 2075-2111 Sheppard Avenue East and designate them as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area, and to allow an implementation plan to be established that encourages office development and amenities to serve offices, and establishes densities, new streets and blocks. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

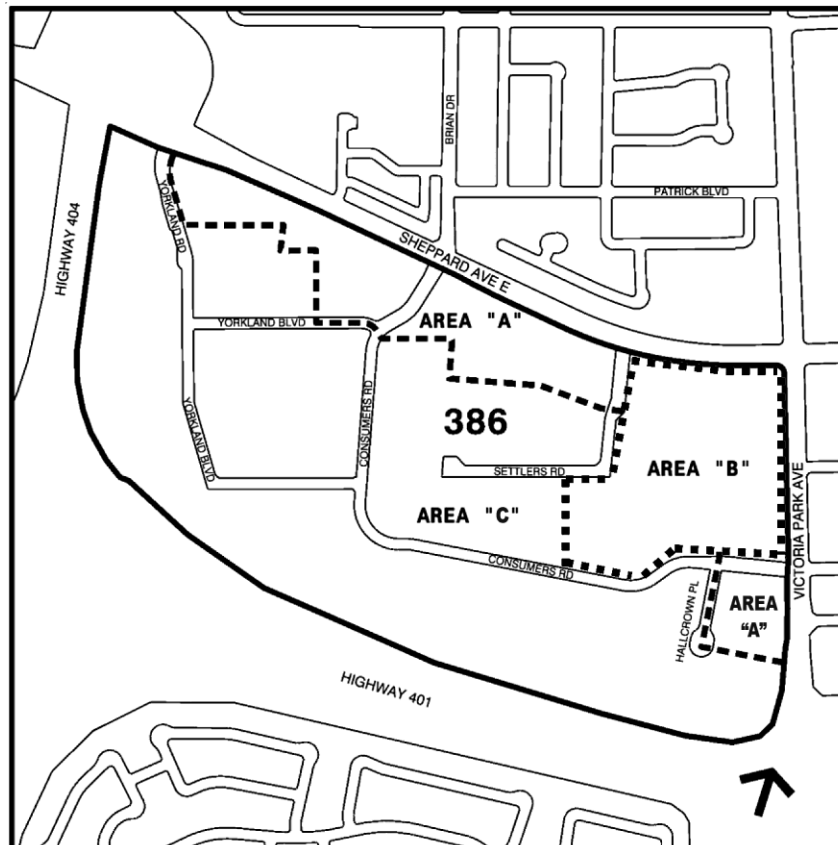
- 2135 Sheppard Avenue East / 299 Yorkland Boulevard
- 500 Consumers Road
- 2450 Victoria Park Avenue
- 2550 Victoria Park Avenue

**Recommended Official Plan Amendment –  
2075-2111 Sheppard Avenue East and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

**"386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404**



- (a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
- i) an incentive program for Council adoption to encourage office development;
  - ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
  - iii) development densities; and
  - iv) the creation of new streets and blocks.



### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

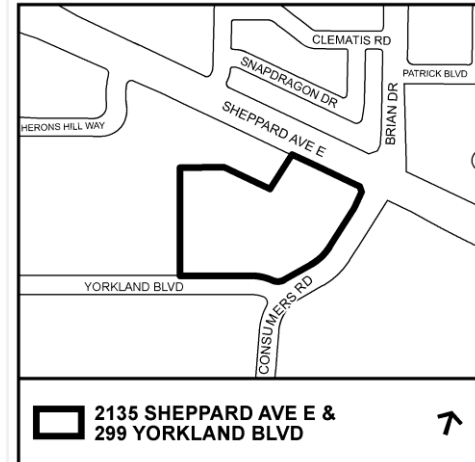
2135 Sheppard Avenue East /  
299 Yorkland Boulevard

#### Major Intersection

Sheppard Avenue East  
and Highway 404

#### Community Council / Ward

North York / Ward 33 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 2135 Sheppard Avenue East / 299 Yorkland Boulevard by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area, and to allow an implementation plan to be established that encourages office development and amenities to serve offices, and establishes densities, new streets and blocks.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Hiltin Hills Development Inc. (applicant and owner)

#### Request / Development Proposal

Request by way of application to convert the site to permit three residential buildings with heights from 30 to 47 storeys in addition to a proposed public park and a 3-storey stand-alone large format retail building.

#### Application File No. and Status

Application No. 12 126689 NNY 33 OZ was submitted on February 23, 2012. A Preliminary Report dated May 10, 2012 was adopted with amendments by Planning and Growth Management Committee on June 18, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG16.6>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* and an *Avenue* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone [MO(10)], permitting motor vehicle dealership, manufacturing, office, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / RM2 – Multiple-Family Dwellings Second Density Zone  
South: *Employment Areas* / MO - Industrial-Office Business Park Zone  
East: *Employment Areas* / MO - Industrial-Office Business Park Zone  
West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 2.1 hectares in area, and as of July 2013 contained auto service and auto rental uses, and a vacant automobile service dealership building with associated surface parking.

As of July 2013, the following uses surround the site:

North: low scale residential and restaurant (at 2075-2111 Sheppard Avenue East which is also a conversion site);  
South: office, service, and private school;  
East: multi-storey offices, including medical offices, restaurant and service; and  
West: office, gasoline service station and automobile services (tires).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 2135 Sheppard Avenue East / 299 Yorkland Boulevard to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Sheppard Victoria Park employment lands ("the SVP lands") are part of the Consumers Road Business Park *Employment Area* and they include the site and other lands fronting the south side of Sheppard Avenue East (from Yorkland Road to

Victoria Park Avenue) and the west side of Victoria Park Avenue (from Sheppard Avenue to the north edge of the Highway 401/Victoria Park interchange).

A conversion of the site and the surrounding SVP lands to *Mixed Use Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the SVP lands are characterized by all of the following distinguishing traits.

The SVP lands are part of the Consumers Road Business Park *Employment Area* and represent sites located at the north and east peripheries of the *Employment Area* on two major streets. Two major residential developments with high-rise residential towers have been approved on Sheppard Avenue East by the Ontario Municipal Board (at 2025-2045 and 2205-2255 Sheppard Avenue). These major residential developments are having a significant transformative impact upon the edge conditions of the Business Park. The interior of the Business Park is comprised of primarily office uses (94 per cent in 2010), has significant opportunities for office intensification and does not include impactful industries that are incompatible with residential uses. The SVP lands will be well served by rapid transit. Two LRT stops associated with the funded Sheppard East LRT are planned at the Business Park edges, at Consumers Road and at Victoria Park Avenue. Much of the community infrastructure needed to accommodate proposed residential uses is in proximity to the SVP lands in adjacent residential communities to the north and east.

The conversion of the site and surrounding SVP lands would therefore not adversely affect the overall viability of the *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally; required additional community infrastructure will be planned for through further analysis of the SVP lands. There are no cross-jurisdictional issues related to the lands.

The SVP lands are strategically located on the route of the funded Sheppard East LRT, with two planned stops abutting these lands. These lands are therefore highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with rapid transit. As well, these lands have important vehicle access due to the Highway 401/Victoria Park Avenue and the Highway 404/Sheppard Avenue interchanges located at either end of the Business Park. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the SVP area.

Staff recommend that the Consumers Road Business Park interior be designated as *General Employment Areas*. The Business Park interior is characterized as having large areas of surplus parking lots and other opportunities for development and intensification of *Employment Area* uses, in particular office uses. Because of the significant opportunities for office intensification, the size of the Business Park and SVP lands, the size of parcels, and the introduction of rapid transit and residential uses on the SVP lands, it is recommended that an implementation plan be developed for both the overall Business Park and the SVP lands to address:

- incentives to encourage new office development;
- the provision of amenities to create an attractive office environment;

- development densities; and
- the creation of new streets and blocks.

As well, staff recommend a Site and Area Specific Policy be introduced with respect to the interior of the Business Park to:

- limit *Employment Area* uses to those compatible with adjacent existing and planned residential uses in the abutting *Mixed Use Area*;
- prohibit major retail uses; and
- permit restaurants, recreation and entertainment facilities, and small and medium scale retail stores and services only when these uses are located within multi-storey buildings that include *Core Employment Area* uses, particularly office uses.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Sheppard Avenue and Victoria Park Avenue employment lands to *Mixed Use Areas*, subject to conditions in a Site and Area Specific Policy regarding intensification is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 2135 Sheppard Avenue East/299 Yorkland Boulevard and designate them as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area, and to allow an implementation plan to be established that encourages office development and amenities to serve offices, and establishes densities, new streets and blocks. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

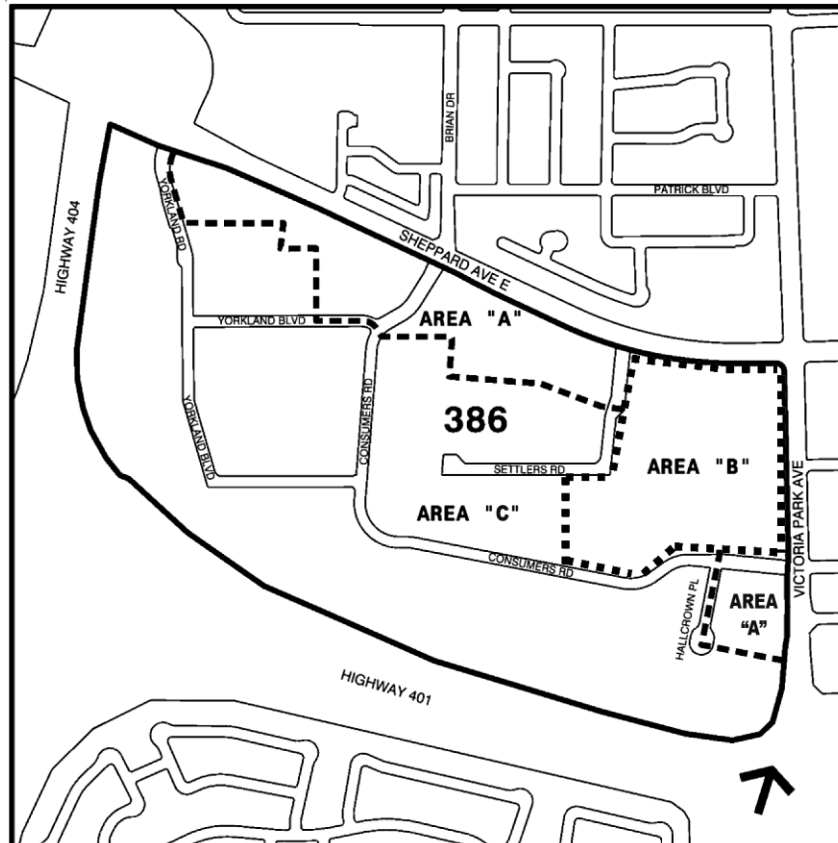
- 2075-2111 Sheppard Avenue East
- 500 Consumers Road
- 2450 Victoria Park Avenue
- 2550 Victoria Park Avenue

**Recommended Official Plan Amendment –  
2135 Sheppard Avenue East/299 Yorkland Boulevard and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

**"386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404**



- a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
  - i) an incentive program for Council adoption to encourage office development;
  - ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
  - iii) development densities; and
  - iv) the creation of new streets and blocks.

### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

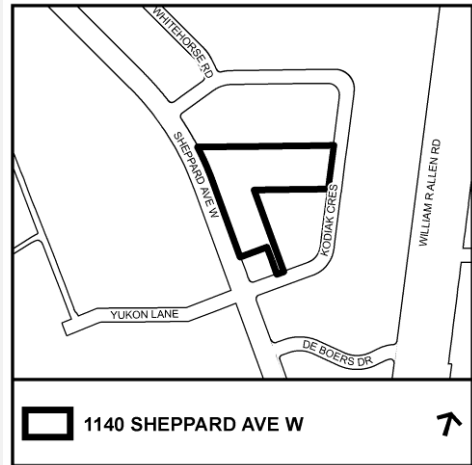
1140 Sheppard Avenue West

#### Major Intersection

Sheppard Avenue West  
and W.R. Allen Road

#### Community Council / Ward

North York / Ward 8 - York West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1140 Sheppard Avenue West as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

KLM Planning Partners Inc. (agent) / Markish Holdings Sheppard, JNZ Investments Limited (owner) and Markbrook Investments Limited (owner)

#### Request / Development Proposal

Request by letter dated March 22, 2013 to convert the site to permit residential uses. In addition to permitted office uses (in a 6-storey building), two 15-storey residential buildings are proposed with retail uses at grade. The owner proposes a site-specific policy to require that "*the proposed office component be built in conjunction with residential space to ensure that employment space is maintained and enhanced on site in the first phase of redevelopment.*"

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).



The former City of North York Zoning By-law zones the property as Industrial-Commercial Zone [MC(H)], permitting manufacturing, office and retail uses and limited institutional uses. The lands are also subject to Schedule D, the Airport Hazard Map. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(H) - Industrial-Commercial Zone  
South: *Employment Areas* / MC(H) - Industrial-Commercial Zone  
East: *Employment Areas* / MC(H) - Industrial-Commercial Zone  
West: *Institutional Areas* / A - Airport Hazard Area Zone

### **Site and Surrounding Area**

The property is approximately 2 hectares in area, and as of July 2013 contained office, service and retail uses.

As of July 2013, the following uses surround the site:

North: office, restaurant, grocery, manufacturing, retail warehouse and service;  
South: warehouse, gasoline service station and office; with residential beyond;  
East: warehouse, office, manufacturing, trade school and retail; and  
West: Denison Armoury (Department of National Defence) and research centre (Defence Research & Development Canada), with airport runway beyond.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1140 Sheppard Avenue West to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are only provided for within *Employment Areas*. The proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses.

Staff have concerns with the close proximity of the nearby airport runway located west of the site and the potential for compatibility issues between residential and other sensitive uses and the use of this airport runway by Bombardier Aerospace Incorporated, the Royal

Canadian Mounted Police and the Department of National Defence. Bombardier is one of the Toronto's largest employers; in 2012 they employed nearly 3,900 people at the Downsview plant. Staff are concerned that use of the airport runway may have noise and emission related impacts upon the proposed residential uses on the site.

Staff also have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between residential and sensitive non-residential uses and impactful industries, such as a distributor and warehouse facility that abuts the site (Imperial Coffee and Services Incorporated at 12 Kodiak Crescent) and an electronics manufacturer that is roughly 120 metres north of the site (Tectrol at 39 Kodiak Crescent). Staff are concerned that functions at these industries may have impacts upon the proposed residential uses on the site. As well, staff have concerns that the proposed conversion of the lands would adversely affect the abilities of these impactful industries to continue operating.

In addition, the Industrial-Commercial Zone of the zoning by-law provides as-of-right land use permissions for impactful industrial uses on lands located north, south and east of the site, including motor vehicle body repairs shops and various manufacturing uses. Staff are concerned that future uses on these lands near the site may have noise, odour, traffic and/or other adverse impacts upon the proposed residential uses on the site.

The owner proposes a site specific policy to ensure that the office component of the proposal is constructed in the first phase of development in conjunction with the proposed residential uses. As indicated in the Chief Planner's report, there are no immediate tools at the City's disposal to absolutely ensure that the proposed employment gross floor area is constructed or phased in any particular way.

The site is isolated from much of the existing or planned community infrastructure such as libraries and schools to accommodate the proposed residential conversion. There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 1140 Sheppard Avenue West as *Employment Areas* and designate them as *General Employment Areas*.

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See also related request to convert lands at the following address:

- 3710 Chesswood Drive

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

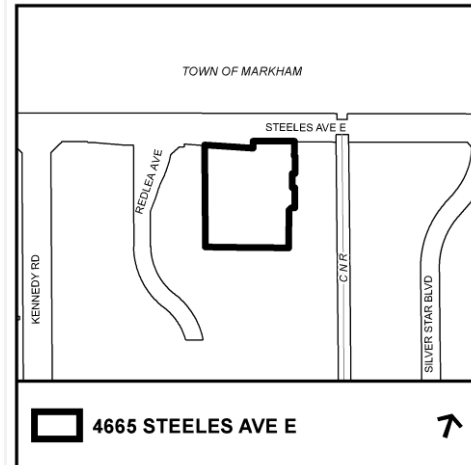
4665 Steeles Avenue East

#### Major Intersection

Kennedy Road and Steeles Avenue East

#### Community Council / Ward

Scarborough/Ward 39 - Scarborough- Agincourt



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands bounded by Steeles Avenue East to the north, the GO Train corridor to the east, the north boundary of the properties fronting Passmore Avenue to the south and the future Redlea Avenue extension to the west, including 4665 Steeles Avenue East, by designating them as *Regeneration Areas*.
2. Council introduce a Site and Area Specific Policy for these lands to require that *Regeneration Areas* Section 4.7.2 development criteria and other matters be addressed, including office use opportunities in proximity to the GO Train Station, a land use buffer to separate residential uses from the abutting *Employment Areas*, a separation of any residential building from the rail line, a street and block plan that includes a requirement for the Redlea Avenue extension and the provision of office gross floor area with redevelopment.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bruce McMinn Barrister & Solicitor (agent) / Global Fortune Real Estate Development Corp. (owner)

#### Request / Development Proposal

Request by letter dated January 27, 2012 to convert the site to *Mixed Use Areas* to permit high density residential development. The applicant also requests that existing retail commercial and industrial employment land use policies continue to apply to the lands.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

Site and Area Specific Policy No. 104 permits business and trade schools, libraries, fraternal organizations, long term care facilities, recreational uses and places of worship on the lands. Site and Area Specific Policy No. 133 permits retail and service uses, including stand-alone retail stores and/or power centres on the lands.

The former City of Scarborough Employment District Zoning By-law No. 24982 zones the site as Special District Commercial (SDC). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North (City of Markham): *Commercial (Major Commercial Area) / Special Commercial Two-Special (SC2-S)*  
South: *Employment Areas / Special District Commercial (SDC)*  
East: *Employment Areas / Special District Commercial (SDC)*  
West: *Employment Areas / Community Commercial (CC), Employment (E), Vehicle Service (VS)*

### **Site and Surrounding Area**

The property is approximately 1.57 hectares in area, and as of August 2013 accommodates a parking lot serving the adjacent Splendid China commercial development at 4675 Steeles Avenue East.

The following uses surround the site:

North: retail commercial shopping areas in the City of Markham;  
South: Milliken Station on Go Transit line and associated parking area, and a proposed commercial development at 3447 Kennedy Road;  
East: commercial mall (Splendid China), beyond GO Train line and commercial; and  
West: commercial building and vacant land.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 4665 Steeles Avenue East to *Mixed Use Areas* to permit residential uses, to meet the Province's population forecast for Toronto or to mitigate land use incompatibilities. The site is however part of an *Employment Area* that shares certain common characteristics.

The employment lands including the 4665 Steeles Avenue are located at the northern edge of the Milliken Employment Area and are adjacent to the GO Train station. Employment lands east of the GO line have been redeveloped in recent years with commercial and service uses. Properties to the west along Kennedy Road accommodate a wide variety of light industrial, commercial and service uses, offices, educational and places of worship. The interior of this employment area ("the Redlea lands") remains largely underdeveloped with a potential for significant intensification when Redlea Avenue is extended south to Passmore Avenue and connects these lands to the surrounding road network. The proximity to the GO Train station supports development intensification of these underutilized employment lands. GO Train service is currently limited but is expected to increase in the future. Metrolinx has recently undertaken an Environment Assessment (EA) to consider improvements to the GO service to Stouffville.

At its November 27, 28 and 29, 2012 meeting, Council adopted a report dated October 23, 2012 from the Chief Planner and Executive Director which provided preliminary assessments of conversion requests for 65 sites including 4665 Steeles Avenue East. The preliminary assessment and draft policy direction indicated that the site should be retained for employment uses and be designated as *Retail Employment Areas*.

At its June 11, 2013 meeting, Council requested staff to conduct an additional analysis of the property at 4665 Steeles Avenue East "to consider whether an "Avenue" overlay of mixed use permissions would be appropriate on or near this property given its adjacency to the Milliken GO Station and significant Mixed Use developments approved by the City of Markham on the north side of Steeles Avenue across from this property". Council also directed that further analysis should consider, but not be limited to, the following criteria being addressed:

- a. The applicant demonstrating that a significant portion of the site will include employment uses;
- b. A phasing plan that articulates the employment uses noted in a. above will be constructed as a part of the first phase of any development; and
- c. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impact on business.

Since the November 2012 Council meeting, two submissions have been received from the applicant's planning consultant in support of the request to convert the subject site to *Mixed Use Areas*, to permit residential uses. The submissions contain comments on a number of issues including the provincial policies, the City's proposed draft Official Plan policies, and approved developments on the north side of Steeles Avenue East in the City of Markham.

A set of concept plans for one of the proposed developments on the north side of Steeles Avenue has been received. An "eye view" rendering showing four, approximately 19 to 26 storey high buildings at 4665 Steeles Avenue East was also included in the package. The material did not include information to address the issues listed above in sections a., b., and c. in the June 11, 2013 Council Direction.

The placement of the *Avenue* identification on Map 2, Urban Structure, over lands designated as *Employment Areas* was intended to encourage and support the development and intensification of these lands for employment uses. Due to different interpretations of the *Avenue* policies on employment lands and the resulting confusion, City Planning staff recommends that the *Avenue* overlay be eliminated from the *Employment Areas* designated lands. As the area is now being recommended to be designated as *Regeneration Areas*, which requires a study to guide intensified redevelopment there is no need for an *Avenue* overlay or *Avenue* study.

Lands on the north side of Steeles Avenue in the City of Markham, across from the site, are developed with commercial uses, including Market Village and Pacific Mall shopping centres. The Markham Official Plan (OP) designates these properties as 'Commercial (Major Commercial Areas)' which permits a broad range of retail and service commercial, recreational and institutional uses, offices and hotels. The designation provides also for medium and high density housing at appropriate locations. The existing zoning by-law permits various commercial, personal service, recreational and community amenity uses, as well as offices and hotels and does not permit residential uses.

Lands on the north side of Steeles Avenue, east of the GO Train corridor, are designated 'Community Amenity Area – Steeles Avenue' in the Main Street Milliken Secondary Plan in the Markham OP and are intended to develop with retail and office uses along Steeles Avenue. Medium and high density residential uses are permitted subject to a site-specific development application and zoning amendment. A development containing four seniors' residential buildings proposed by Mon Sheong Foundation was approved on the lands fronting the west side of the extended Midland Avenue, north of Steeles Avenue. Also, a residential development exists at the northwest corner of Steeles and Midland Avenues.

Current applications on the north side of Steeles Avenue are for the expansion of commercial uses, not residential developments. The owners of Market Village and Pacific Mall in Markham submitted two separate site plan control applications for redevelopment and expansion of their respective properties. The Remington Group, owner of the Market Village shopping centre, intends to redevelop its property with a new, approximately 79,500 square metre commercial centre. The Pacific Mall condominium ownership proposes a 35,000 square metre expansion of the existing commercial building. This project may not proceed as the development proponent has no consent of the Condominium Corporation. Both applications were endorsed in principle by the Markham's Development Services Committee in June 2011, subject to the satisfactory resolution of certain issues, one of which is the provision of adequate access to the sites from abutting streets including Steeles Avenue East. The plans submitted in

support of the proposals show a tunnel under the north part of Steeles Avenue to accommodate access to the redeveloped sites from the west.

Steeles Avenue is under the jurisdiction of the City of Toronto. A grade crossing with the GO Stouffville service line is approximately 63 metres east from the site. An EA to provide for the grade separation was approved in 2004 but the construction did not proceed at that time. The EA needs to be updated to reflect current requirements and take into account the proposed developments. In November 2012, Metrolinx commenced an EA to consider the need for improvements on the Stouffville GO service. The anticipated required road improvements on Steeles Avenue and the related matters such as cost sharing agreements and land requirements for the Steeles Avenue underpass construction have been the subject of discussions. The cross-jurisdictional issues have to be resolved before the proposed commercial development on the north side of Steeles Avenue can proceed. It is likely that any major development at 4665 Steeles Avenue East, may require the prior resolution of the above outlined cross-jurisdictional issues.

Based on the current land use policy framework, the 4665 Steeles Avenue site could accommodate a mixed use development consisting of a variety of uses such as offices, commercial and service uses, hotel, recreation and institutional uses as well as long term care facilities for seniors.

Further to the June 11, 2012 Council direction, planning staff undertook a detailed review of the Redlea lands, including 4665 Steeles Avenue East. The area comprises approximately 97,390 square metres. There are 138 establishments within these lands providing 333 jobs, including 208 full time and 125 part time jobs. The office sector followed by retail and service sectors provides most of the area employment. Approximately 89 per cent of the total employment on the Redlea lands is generated by the Splendid China Tower shopping mall at 4675 Steeles Avenue East. Lands south of the GO parking lot are vacant and/or used for storage but are the subject of a Site Plan Control application for retail and restaurant uses.

In the October 23, 2012 report to the Planning and Growth Management Committee, staff reviewed four employment areas that shared certain common characteristics and recommended that these areas be considered for intensification of both employment and residential uses. The Redlea lands display similar traits – proximity to existing GO station, relatively small and vacant employment node isolated from larger employment areas, with poor public realm conditions and in a need of improvements to existing infrastructure. The Redlea lands display these characteristics. Further, the existing Site and Area Specific Policy No. 104 permits long term care facilities for seniors.

The conversion and re-designation of the Redlea lands to *Regeneration Areas* would provide an opportunity to redevelop these lands on the basis of a consistent planning framework supportive of the GO Milliken Station. The *Regeneration Areas* policies require a framework in the form of a secondary plan, but because this is a relatively small area, a Site and Area Specific Policy would be appropriate to guide development. In view of the relative isolation of the Redlea lands, the proposed conversion would not adversely

affect the overall viability of a broader *Employment Area*. To ensure a balanced development of the lands supportive of the Provincial and City's economic objectives, City Planning staff recommend that the development framework outlined in the Site and Area Specific Policy include the requirement for increase of office gross floor area as part of residential development.

### **Conclusion**

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the lands at 4665 Steeles Avenue East from employment uses and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands and nearby lands requiring that *Regeneration Areas* Section 4.7.2 development criteria and other matters be addressed, including the separation of residential uses from both the GO Train corridor and the abutting employment uses and to require that residential development include the provision of office employment uses. The recommended Official Plan Amendment is shown below.

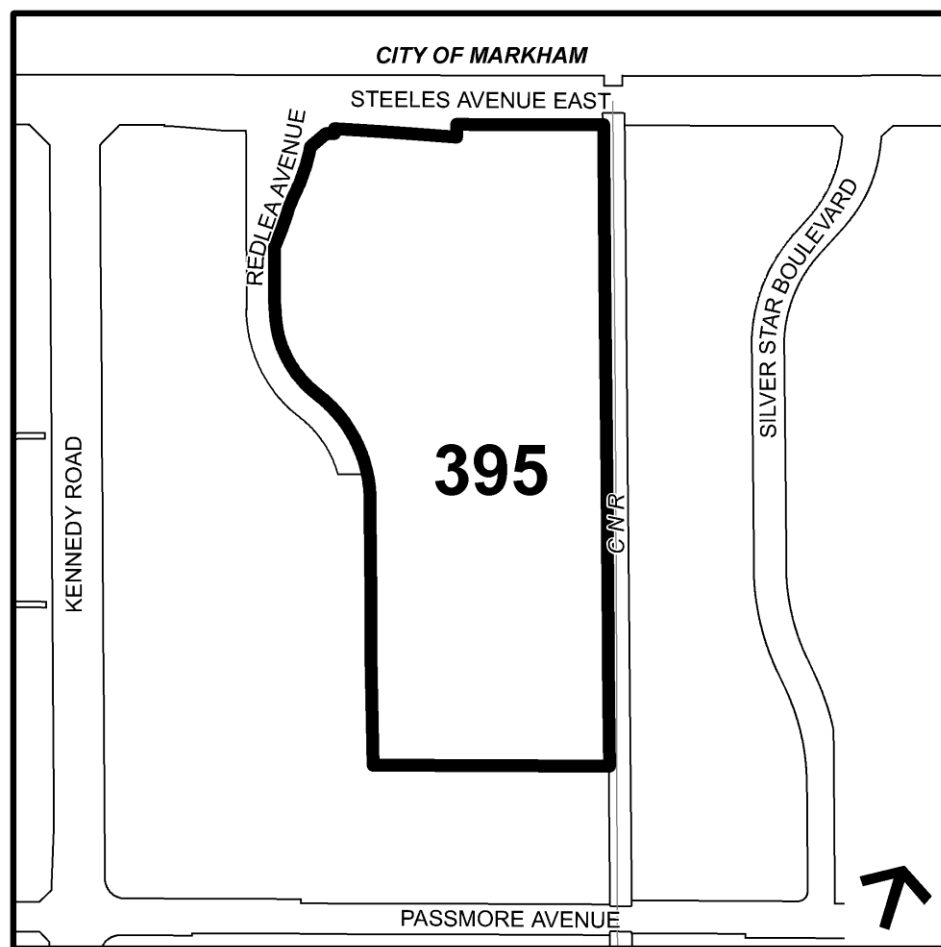


**Recommended Official Plan Amendment –  
4665 Steeles Avenue East and  
adjacent lands south and west of the GO Train Corridor**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 395 for the lands bounded by Steeles Avenue East, Go Train Corridor, Redlea Avenue Extension and the north boundary of properties on Passmore Avenue, as follows:

**"395. Lands bounded by Steeles Avenue East, GO Train Corridor, Redlea Avenue Extension and the north boundary of properties on Passmore Avenue**



- a) Development of the lands will proceed in accordance with a framework to be established through a study of the area that addresses the matters identified in Section 4.7.2 of the Official Plan and also the following matters:
  - i. land use buffer to appropriately separate residential and sensitive non-residential uses from nearby *Employment Areas*;

- ii. appropriate separation to the GO Train corridor on the east boundary of the study area;
  - iii. the design of any sensitive uses and buildings containing residential and other sensitive uses to mitigate noise, vibration and other adverse effects from the *Employment Areas* lands and the GO Train corridor;
  - iv. a street and block plan that includes the Redlea Avenue Extension and other appropriate connections;
  - v. a requirement that development of residential units also provide the gross floor area of office employment uses; and
  - vi. a requirement that Redlea Avenue is extended to Passmore Avenue prior to new development within the lands subject to Site and Area Specific Policy No. 395.
- b) The above noted study and any subsequent amendments to this Site and Area Specific Policy are deemed to satisfy the requirement for a secondary plan pursuant to Section 4.7.2 of the Official Plan."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

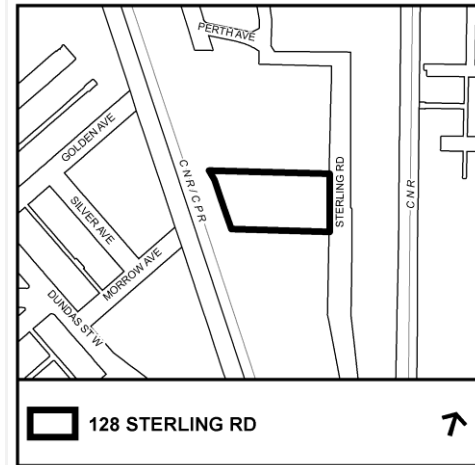
128 Sterling Road

#### Major Intersection

Sterling Road and Dundas Street West

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies City Council retain the lands at 128 Sterling Road as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Goodmans (agent) / Ehrlich (128 Sterling) Ltd (owner)

#### Request / Development Proposal

Request by letter dated August 28, 2012 to convert the lands to *Mixed Use Areas*.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates 128 Sterling Road as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as I3D3 (Height 23m). New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 3.0) which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / Industrial ('I') 3 D3;
- South: *Employment Areas* / Industrial ('I') 3 D3
- East: *Utility Corridors* / Transportation ('T')
- West: *Employment Areas* / Industrial ('I') 3 D3 and Residential ('R") 2 Z0.6

### **Site and Surrounding Area**

The property is approximately 7,810 square metres in area, and as of August, 2013 contains small scale manufacturing uses and recreation uses.

As of August, 2013, the following uses surround the site:

- North: 158 Sterling Road (subject to a conversion request);
- South: Nestlé's chocolate factory (72 Sterling Road);
- East: moving supply and paper company (Colt Paper), Nestle trailer parking, beyond is a rail corridor; and
- West: West Toronto Railpath and rail corridor.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan. The site is surrounded on the north, south and east by employment lands and uses. On the west the site is bounded by a major rail corridor.

It is City Planning staff's opinion that if the conversion is granted to permit a mix of uses including residential uses, it will have a negative impact on the overall viability of the larger employment area. Granting the conversion request would establish a precedent that would allow for the conversion of other lands in the area including the abutting 158 Sterling Road, which has also submitted a conversion request and an application for a mixed use development that includes a significant residential component. Combined, the conversion of these sites would result in an unacceptable loss of available and limited employment designated lands, which could accommodate a variety of uses including small scale entrepreneurial start up operations.

The site abuts Nestle Canada's factory located at 72 Sterling Road. This facility is a major employer that that operates 24 hours a day, 7 days a week. Residential uses next to Nestlé's plant would severely impact its operations placing the continued existence of the plant at risk. There are no cross-jurisdictional issues related to the lands.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however some do require the crossing of a major street (i.e., Dundas, Dufferin, Lansdowne and Bloor).

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. There is also no need to grant the conversion to address ongoing land use incompatibilities. It is City Planning's opinion that by granting the conversion request a precedent would be established leading to the conversion of other sites in the area including 158 Sterling Road. These conversions would undermine and destabilize the larger employment area increasing the loss of available employment lands and risking the loss of a major manufacturer and employer in the City. As such, based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 128 Sterling Road as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

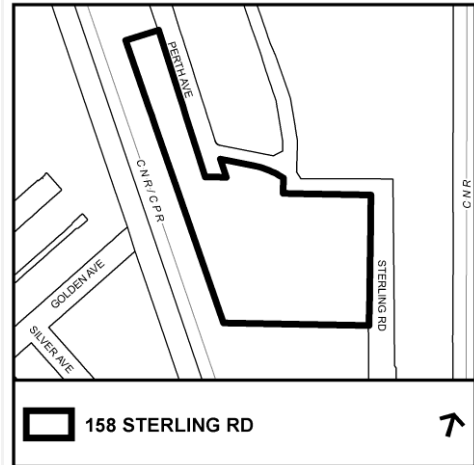
158, 164 & 181 Sterling Road

#### Major Intersection

Sterling Road and Dundas Street West

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies:
  - a. City Council retain the portion of the lands at 158 and 164 Sterling Road that is generally located south of the Perth Avenue/Sterling Road intersection as *Employment Areas* and designate them as *Core Employment Areas*.
  - b. City Council retain the lands at 181 Sterling Road as *Employment Areas* and designate them as *Core Employment Areas*.
  - c. City Council convert the portion of the employment lands at 158 and 164 Sterling Road that is generally north of the intersection of Perth Avenue and Sterling Road by designating it as *Mixed Use Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Urban Strategies, Inc. (applicant) / Castlepoint (owner)

#### Request / Development Proposal

Request by way of Official Plan Amendment application to allow for residential and commercial uses at 158, 164, 181 and 200 Sterling Road. The application includes 73,700 square metres of commercial space and 717 residential units.

### **Application File No. and Status**

Application No. 12 148264 STE 30 OZ was submitted on March 30, 2012. A Refusal Report dated October 11, 2012 was adopted by City Council on November 27, 28 & 29, 2012. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.6>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates 158, 164 and 181 Sterling Road as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The lands at 200 Sterling Road are designated *Neighbourhoods* on Map 18 of the Official Plan and as such are not considered part of the conversion request.

The former City of Toronto Zoning Code zones the property as I3D3 (Height 23m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas, Mixed Use Areas and Neighbourhoods*/ Industrial ('I') 3 D3, Commercial Residential ('CR') T2.0 C2.0 R2.0 and Residential ('R') 2 Z0.6
- South: *Employment Areas* / Industrial ('I') 3 D3
- East: *Utility Corridors* / Transportation ('T')
- West: *Employment Areas and Neighbourhoods* (Perth Avenue frontage) / Industrial ('I') 3 D3 and Residential ('R") 2 Z0.6

### **Site and Surrounding Area**

The property is approximately 3.15 hectares in area. As of August, 2013 the majority of the lands are vacant except for the historically designated 10-storey Northern Aluminum Company Building located at 158 Sterling Road.

As of August, 2013, the following uses surround the site:

- North: commercial, office, studio uses (213 Sterling Road), low scale residential (north of site east side of Perth Avenue), place of worship (north of site, west side of Perth Avenue south of Bloor Street West);
- South: 128 Sterling Road (also subject to a conversion request, abuts Nestlé's chocolate factory and contains, recreation, office and small scale manufacturing uses) and Nestlé's chocolate factory (72 Sterling Road);
- East: 163 Sterling Road (contains small scale offices, studios and ancillary daycare) beyond is a rail corridor; and
- West: West Toronto Railpath and rail corridor.

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in some instances may exist to convert some sites to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Conversion and re-designation of the lands south of the Perth Avenue/Sterling Road intersection would increase the area's inherent and historical land use incompatibilities by potentially facilitating the development of sensitive residential uses closer to a major manufacturing operation.

Conversion and re-designation of the Perth Avenue lands north of the Sterling Road/Perth Avenue intersection is recommended to help address and reduce land use incompatibilities. The currently vacant employment designated lands on the west side of Perth Avenue, face low scale residential uses. The existing in-force land use permissions could potentially facilitate the introduction of employment uses that may not be compatible to the residential dwellings located on the east side of Perth Avenue. The *Mixed Use Areas* designation is recommended to provide a buffer between the low scale residential uses to the east from the rail corridor on the west. The *Mixed Use Areas* designation is also in keeping with the character of the lands north to Bloor Street West.

The above described Perth Avenue employment lands exempted, it is City Planning staff's opinion that if the conversion is granted to permit residential uses it will have a negative impact on the overall viability and destabilize the larger employment area. In addition to this conversion request, City Planning have received a conversion request for 128 Sterling Road which sits between the lands and Nestlé's located at 72 Sterling Road. By granting the conversion for 158 Sterling Road a precedent would be set that could lead to the conversion of 128 Sterling Road. Combined, these two conversions would result in an unacceptable loss of available and limited employment designated lands, which could accommodate a variety of uses including small scale entrepreneurial start up operations.

Additionally, Nestle Canada's factory is a major employer that that operates 24 hours a day and 7 days a week. Residential uses on the site would severely impact Nestle's operations, placing the continued existence of the plant at risk.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the area, however some do require the crossing of a major street (i.e., Dundas, Dufferin, Lansdowne and Bloor). There are no cross-jurisdictional issues related to the lands.



## **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. With the exception of the Perth Avenue employment lands, there is also no need to grant the conversion to address land use incompatibilities. It is City Planning's opinion that by granting the request for the lands located south of the Perth Avenue-Sterling Road intersection land use incompatibilities would be exacerbated, which could undermine and destabilize the larger employment area increasing the loss of available employment lands and risking the loss of a major manufacturer and employer in the City. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council only approve the conversion request for the Perth Avenue employment lands, but retain the majority of the lands south of the Perth Avenue-Sterling Road intersection as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

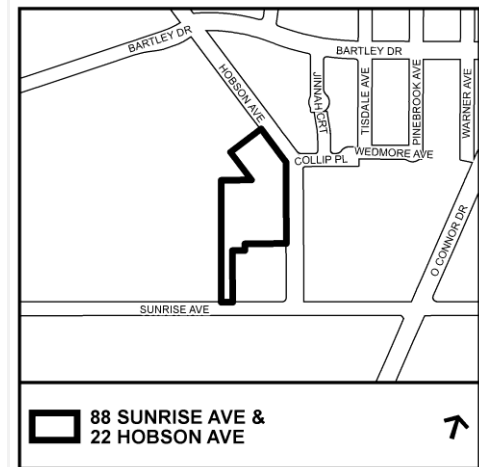
88 Sunrise Avenue and  
22 Hobson Avenue

#### Major Intersection

O'Connor Drive and  
Victoria Park Avenue

#### Community Council / Ward

North York / Ward 34 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 88 Sunrise Avenue and 22 Hobson Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Weir Foulds LLP (applicant) / Islamic Community of Afghans in Canada (owner)

#### Request / Development Proposal

Request by letter dated December 13, 2012 for a Site and Area Specific Policy to permit a place of worship on 88 Sunrise Avenue and a community centre on 22 Hobson Avenue.

Site Plan Application No. 11 250127 NNY 34 SA was submitted on August 3, 2011 and proposes a place of worship on 88 Sunrise Avenue and a community centre on 22 Hobson Avenue. The proposal does not comply with either the Official Plan or zoning by-law.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the lands as an *Employment District* on Map 2: Urban Structure Map and they are designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones 22 Hobson Avenue as Industrial Zone One (M1) and 88 Sunrise Avenue as Industrial Zone Two (M2), permitting office, warehouse, various manufacturing, retail/showroom, business service, restaurant, recreational and limited institutional uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

In 1999, Ontario Municipal Board Order No. 0956 approved a minor variance to the zoning by-law regarding the 22 Hobson Avenue land and permitted a place of worship at that location. As noted above, a place of worship is currently proposed on the lands at 88 Sunrise Avenue.

The following land use designations and zoning categories surround the lands:

North: *Employment Areas* / M1 - Industrial Zone One

South: *Employment Areas* / M2 - Industrial Zone Two and M2(51) - Industrial Zone Two

East: *Neighbourhoods* / M1 - Industrial Zone One and RM1(83) - Multiple-Family Dwellings First Density Zone

West: *Employment Areas* / M2 - Industrial Zone Two

### **Site and Surrounding Area**

The lands total approximately 1.83 hectares in area, and contain a place of worship (at 22 Hobson Avenue) and a surface parking lot (at 88 Sunrise Avenue).

As of August 2013, the following uses surround the site:

North: manufacturing;

South: printing, place of worship and automobile body shop;

East: self storage facilities and low scale residential; and

West: manufacturing, service and office.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The conversion of these lands to allow a proposed place of worship at 88 Sunrise Avenue, and a proposed community centre at 22 Hobson Avenue, could lead to further land use incompatibilities. The requested introduction of these uses on the lands will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are only provided for within *Employment Areas*. The proposal would create a precedent for further conversions for sensitive non-residential uses and residential uses on nearby *Employment Area* lands, thereby diminishing further the supply of employment land for *Employment Area* uses and destabilizing the *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, such as the following operations that abut the site: Eversoft Foam which produces foam products at 173 Bartley Drive, Peerless Electric which has warehousing facilities at 161 Bartley Drive and the City of Toronto City Clerk's Office which operates print facilities at 2 Hobson Avenue. In addition, DD Autobahn Collision Centre operates an automobile body shop inclusive of spray painting facilities approximately 20 metres from the site.

Staff are concerned that functions at these facilities may have noise, odour and traffic related impacts upon the proposed place of worship and community centre uses on the site. Staff are also concerned that the proposed uses on the site will result in traffic related impacts upon nearby employment uses, given the adjacency of driveway access for the operations of Eversoft Foam and Peerless Electric.

An industrialist located near the site has written to City Planning staff to express opposition to the proposed place of worship and community centre uses. They are concerned about traffic issues which are caused by the existing place of worship and hamper their operations. They are also concerned they may receive complaints from people on the site regarding noise at their firm, and the resulting obligations they would face to modify their operations. Further, the industrialist advises that approval of the proposal could result in driving their operations away from their current location in Toronto.

In addition, the Industrial Zone Two of the zoning by-law provides as-of-right land use permissions for impactful industrial uses on lands located north and west of the site, including motor vehicle body repair shops and a variety of manufacturing uses. Staff are concerned that future uses on these lands near the site may have noise, odour, traffic and / or other adverse impacts upon the proposed sensitive non-residential uses on the lands.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 88 Sunrise Avenue and 22 Hobson Avenue as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

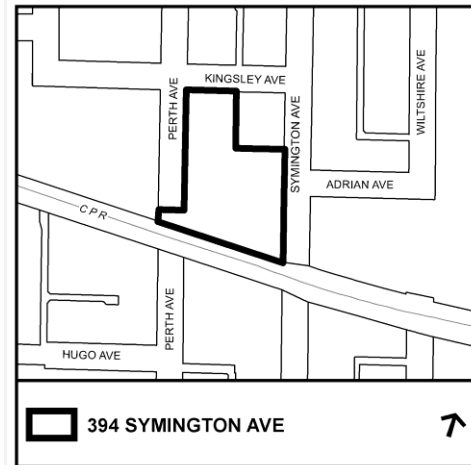
394 Symington Avenue

#### Major Intersection

Dupont Street and Landsdowne Avenue

#### Community Council / Ward

Etobicoke York / Ward 17 - Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 394 Symington Avenue by designating them as *Neighbourhoods*.
2. City Council introduce a Site and Area Specific Policy for the lands to require a 30 metre setback from the rail corridor.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

PMG Planning Consultants (agent) / The Symington Holdings Ltd. (owner)

#### Request / Development Proposal

Request by letter dated February 17, 2012 to re-designate the site with a combination of *Mixed Use Area, Neighbourhoods* and/or site specific designations. Proposed uses include a pharmacy with medical office space above, a 7-storey extended care/retirement home facility, and stacked townhouse units along the south side of Kingsley Avenue to the east side of Perth Avenue.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 17).

The former City of Toronto Zoning By-law No. 438-86 zones the property as I2 D2 (Height 14m) Exceptions s12(1)177 permits a rubber product factory, Section 12(1)307, Section 12(2)236 prohibits automobile related uses and Section 12(2)270. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 2.0 (x301)] which permits manufacturing, warehouse, wholesaling and office uses.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / R2 Z0.6 - Residential  
South: *Employment Areas* / T - transportation CPR tracks  
East: *Neighbourhoods* / R2 Z0.6 - Residential and I2 D2 - Industrial  
West: *Neighbourhoods* / I2 D2 – Industrial

### **Site and Surrounding Area**

The property is approximately 7,900 square metres in area, and as of August 2013 contains outdoor storage uses.

As of August 2013, the following uses surround the site:

North: low scale residential;  
South: CPR tracks;  
East: low scale residential on Symington Avenue and employment uses across Symington Avenue; and  
West: school / school yard.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need does exist to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The lands were formerly used by a heavy industry that relocated in part because of adverse affects upon nearby residential uses. The site is currently vacant but is being used to store construction materials outside in an open storage area. It is City Planning staff's opinion that a conversion to permit residential would be compatible with the surrounding uses and provide some compatibility with the surrounding area and eliminate any potential future land use compatibility issues. Any residential use would be required to be setback 30 metres and buffered from the rail corridor to the south. As the site is the only employment designated site on the west side of Symington Avenue between Symington Avenue and Osler Street, it is staff's opinion that the requested conversion will not adversely affect the overall viability of a larger *Employment Area*.

There are no cross-jurisdictional issues related to the lands.

The site is immediately adjacent to and within a residential neighbourhood with community infrastructure such as Pelham Avenue Playground, and St. John the Evangelist schoolyard, Davenport Perth Child Care Centre, Wallace Emerson Community Centre, St. Clair Silverthorn Library, Symington Avenue Playground and both public and Catholic schools to accommodate the proposed residential conversion.

### Conclusion

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, a conversion of the site addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the employment lands at 394 Symington Avenue by designating them as *Neighbourhoods*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to require that residential uses be set back from the rail corridor. The recommended Official Plan amendment is shown below.

## Recommended Official Plan Amendment – Site and Area Specific Policy for 394 Symington Avenue

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 438 for the lands known municipally in 2012 as 394 Symington Avenue, as follows:

### "438. 394 Symington Avenue

Residential uses are permitted provided a 30 metre setback from the rail corridor property line is provided."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

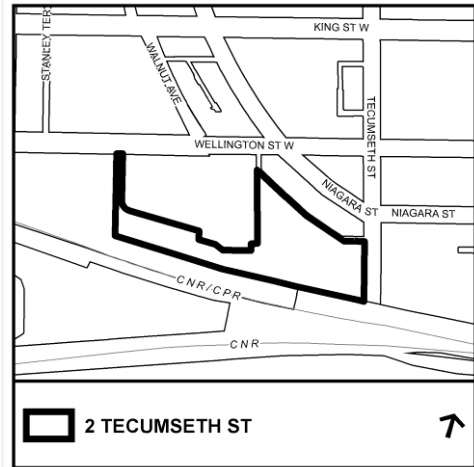
2 Tecumseth Street

#### Major Intersection

Tecumseth Street and King Street West

#### Community Council / Ward

Toronto East York/Ward 19 - Trinity Spadina



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and Official Plan policies, City Council convert the employment lands at 2 Tecumseth Street by designating them as *Regeneration Areas*.
2. City Council amend the Garrison Common North Secondary Plan to establish the following:
  - a. Permission for existing uses at 2 Tecumseth Street until such time as the current meat processing operations cease;
  - b. Conditions for the re-development of both 28 Bathurst Street and 2 Tecumseth Street within the broader context of the area;
  - c. Completion of the ongoing study for the Bathurst, Tecumseth, Wellington, Strachan area, which among other matters will identify and locate a land use buffer to be designated *General Employment Areas* between the City Works and Emergency Services yard and potential sensitive land uses that may be introduced onto the lands east of the yard as a result of the study; and
  - d. Prohibiting redevelopment that includes residential uses at 2 Tecumseth Street until the study is completed.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Allan Leibel (agent) / Quality Meats (owner)

#### Request / Development Proposal

Request by letter dated December 18, 2012 for a conversion to *Regeneration Areas* or *Mixed Use Areas*.



## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 18). The lands are also subject to Site and Area Specific Policy No. 1 in The Garrison Common North Secondary Plan (Chapter 6, Section 14).

The former City of Toronto Zoning Code zones the property as I2D3 (Height 18m).

The following land use designations and zoning categories surround the site:

- North: *Neighbourhoods and Employment Areas* / Residential ('R') 3 Z1.5 and Industrial ('I') 2 D3
- South: *Utility Corridors* / Transportation ('T')
- East: *Employment Areas* / Industrial ('I') 1 D3
- West: *Employment Areas* / Industrial ('I') 2 D3 and Parks ('G')

### **Site and Surrounding Area**

The site is approximately 1.74 hectares in area, and as of September 2013 contains meat processing uses (Quality Meats).

As of September 2013 the following uses surround the site:

- North: low scale residential;
- South: Lakeshore rail corridor;
- East: vacant/parking (28 Bathurst), artist live/work (89-109 Niagara Street); and
- West: derelict, former incinerator and City Works and Emergency Services yard.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, converting the site by designating it as *Regeneration Areas* is desirable to ensure that future land uses are compatible with adjacent sensitive uses and to address a number of key planning issues related to the potential redevelopment of the site once the current meat processing operations cease. Once owned and operated by the City as the Toronto Municipal Abattoir during the first half of the 20<sup>th</sup> century, the lands were purchased and are currently occupied by Quality Meats. Once one of many industrial uses in the Niagara area, Quality Meats is now the only major industrial use (apart from the City works yard at 677 and 701 Wellington

Street West) remaining in the area. Over the last couple of decades residential uses have increasingly located in the Niagara area. These uses are not compatible with the current operations at 2 Tecumseth Street.

In recognition of the changing context of the surrounding land uses, the owners of Quality Meats submitted a conversion request in anticipation that the current meat processing operations may not be viable at 2 Tecumseth Street over the long term. However, no indication has yet been provided to City staff regarding a time line for a possible termination of meat processing operations. Until such time as operations cease, Quality Meats remains an important contributor to the City's overall economy, employing upwards of 780 employees. Economic Development staff are working with Quality Meats to secure an alternative location within the City of Toronto.

As such, it is recommended that until such time as Quality Meats ceases its current operations, it should continue to enjoy the "grandparenting" protection currently within Site and Area Specific Policy No. 1 of the Garrison Common North Secondary Plan. City Planning staff are also recommending additional protective measures be incorporated into the Secondary Plan including the requirements for impact studies as part of any development application within 70 metres of 2 Tecumseth Street, the requirement for construction management plans and a 70 metre buffer between 2 Tecumseth Street and possible redevelopment of the lands at 28 Bathurst Street. These measures are set out in the proposed amendment to the Site and Area Specific Policy in the secondary plan.

The proposed Site and Area Specific Policy also recognizes and addresses the potential impact the possible future redevelopment of 2 Tecumseth Street could have on the surrounding area especially when combined with the possible conversion and redevelopment of 28 Bathurst Street. As City Planning staff evaluated the two conversion requests, other major planning issues emerged including the maintenance of employment in the area, the relationship to the residential communities to the north, transportation and pedestrian connections through the area, buffering to the rail corridor to the south, the provision of community services and facilities, the potential impact on a City owned heritage structure and on views to Fort York. Furthermore, 2 Tecumseth Street directly abuts a strategic City Works and Emergency Service yard located at 677 and 701 Wellington Street West necessitating additional buffering.

In response to these and other issues, Planning and Growth Management Committee directed City Planning staff on May 16, 2013 to undertake a study of the area bounded Bathurst Street, Strachan Avenue, the rail corridor and Wellington Street West. The Committee's direction can be found at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

Since receiving direction to undertake the study, City Planning staff have had initial meetings with staff from other divisions and representatives of the conversion request submissions. An official launch of the study was held on October 15, 2013 and it is anticipated there will be significant interest on the part of the public, land owners and other stakeholders. Although the Municipal Comprehensive Review is to be completed

by November 2013, City Planning staff believe the proposed Site and Area Specific Policy and proposed designation as *Regeneration Areas* for both 28 Bathurst and 2 Tecumseth Streets is sufficient to guide the study.

A critical outcome of the study will be the establishment of a land use buffer to be designated as *General Employment Areas* between the City yard and any potential sensitive land uses that could be introduced onto 2 Tecumseth Street and other adjoining lands as a result of the area study. This employment land use buffer is critical to firstly provide space for employment uses in the area and secondly to permit the long term operation and buffering of the City yard. The proposed Site and Area Specific Policy provides for amendments that may be required to the Secondary Plan in order to incorporate the conclusions of the study.

Although there are community facilities and services within the Niagara area, including a City owned daycare at 28 Bathurst Street, there is a need to ensure that there will be sufficient services to accommodate the possible combined redevelopment of both 28 Bathurst and 2 Tecumseth Streets. As such, it is recommended that the above discussed study evaluate the need for and if necessary ensure there is provision for these services.

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of 2 Tecumseth Street is required to address a number of significant planning related issues should Quality Meats cease operations and seek to redevelop the lands. With the potential redevelopment of 28 Bathurst Street, a large range of planning issues emerge including environmental remediation, the protection and retention of existing employment uses in the area, the impact on City operations and the need to ensure any redevelopment is compatible with the increasing residential context of the area. City Planning staff recommend that the ongoing study for the area continue and that in the interim redevelopment that includes residential uses should not be permitted on 2 Tecumseth Street.

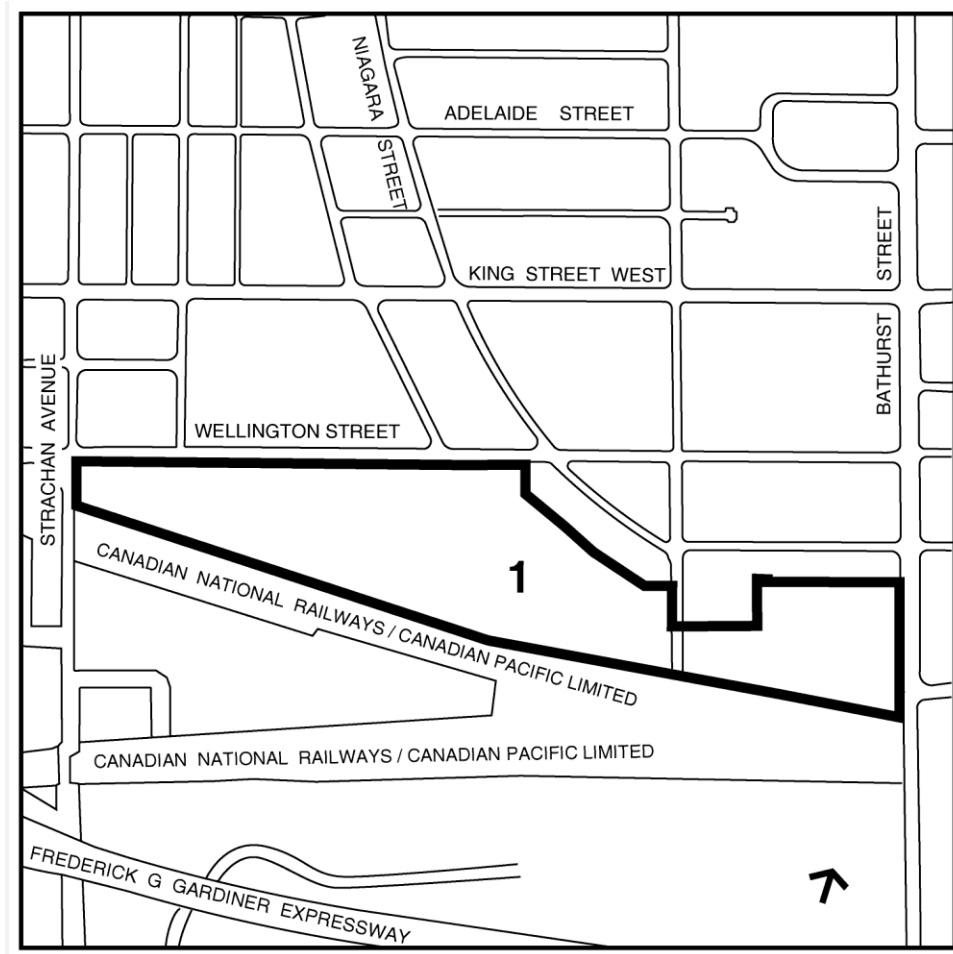
City Planning staff recommend that the site be designated as *Regeneration Areas* and that City Council introduce a Site and Area Specific Policy into the Garrison Common North Secondary Plan to give direction to the redevelopment of both this site and 28 Bathurst Street, as well as ensure broader community wide impacts are considered through the ongoing study of the area. The recommended Official Plan amendment is shown below.

**Recommended Official Plan Amendment –  
2 Tecumseth Street and nearby lands**

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Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting the map and policies for Site and Area Specific Policy No. 1 and replacing it with the following map and text:

**"1. 28 Bathurst Street, 2 Tecumseth Street, 677, 701 Wellington Street and 53 Strachan Avenue**



- a) The meat processing operations located at 2 Tecumseth Street as of December 16, 2013 are permitted until such time the plant ceases operations. Until such time the plant ceases operations the following will apply:
  - i) all development and re-development proponents for sensitive residential uses within 70m of the plant will submit a study prior to the enactment of any zoning by-law amendment that evaluates, to the satisfaction of the City of Toronto in consultation with the Ministry of the Environment, how the proposed sensitive residential use would affect the ability of the plant to carry out normal business activities.

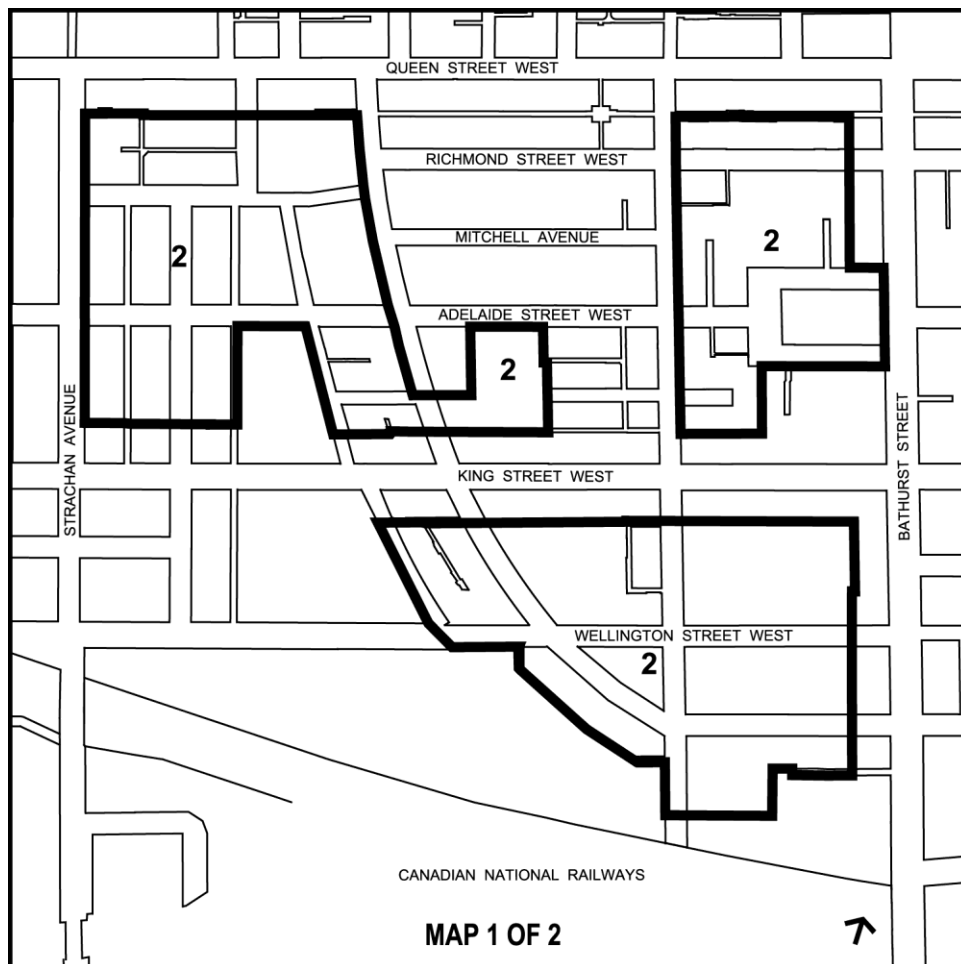
The study will also evaluate whether the anticipated users of the proposed residential use will potentially be subject to adverse effects from on-site contamination or from odour, noise and other contaminants that could be discharged from the plant and recommend to the satisfaction of the City any necessary mitigation and/or buffering measures to be undertaken by the proponent;

- ii) any proposed development for adjacent sites including all lands from 28 Bathurst Street west to Strachan Avenue and north from the rail corridor to King Street West will include a construction management plan as part of the application. The plan will to the satisfaction of the Chief Planner and Executive Director, City Planning Division, evaluate the impact construction vehicles could have on the employment operations at 2 Tecumseth Street and propose mitigation measures if required to be undertaken by the proponent.
- b) Residential uses along the Bathurst Street frontage of 28 Bathurst Street may be permitted subject to the following:
- i) the lands have been environmentally remediated to requirements as established by the Ministry of the Environment;
  - ii) the proposed development adheres to the City's Mid-rise Guidelines;
  - iii) the proposed development is appropriately buffered to the satisfaction of the appropriate railway authorities from the rail corridor to the south; and
  - iv) the proposed development is consistent with the results of the Bathurst-Strachan-Wellington area study.
- c) Until such time as the meat processing facility located at 2 Tecumseth Street ceases operations, no sensitive uses, including residential uses will be permitted on the portion of the lands at 28 Bathurst Street that extends 70m from Tecumseth Street. Non-sensitive uses such as offices, studios, parks, and parking will be permitted in the interim within the 70 metre buffer zone.
- d) Any proposed development for 28 Bathurst Street, will include a phasing plan to be submitted that among other matters as may be identified addresses to the satisfaction of the Chief Planner and Executive Director, City Planning Division, the following:
- i) if required, strategies to accommodate and if necessary relocate the parking for the employees of 2 Tecumseth Street;

- ii) impacts proposed construction may have on the adjoining daycare facility and if required any proposed mitigation measures to be undertaken by the proponent;
  - iii) the provision of 1 FSI (net required setbacks) of employment space on the lands; and
  - iv) timing and phasing of required environmental remediation.
- e) The area will be subject to a study, which is intended to set out a framework for the potential re-development of the area while taking into consideration the need to maintain employment in the area, the need to buffer potentially sensitive uses from impactful ongoing employment operations in the area (i.e.: City works yard), the establishment of effective connections and transition to the existing neighbourhood and the provision of parks and community services. Until this study is completed and the findings implemented, redevelopment that includes residential uses is not permitted on the lands at 2 Tecumseth Street. Amendments to this policy and/or Secondary Plan may be considered as required in order to incorporate and/or implement the conclusions, findings and/or recommendations of the study. In addition to the matters identified in Section 4.7.2 of the Official Plan, the study will:
- i) consider the potential redevelopment of the lands at 2 Tecumseth Street once current meat processing operations have ceased;
  - ii) identify and locate an appropriate land use buffer to be designated *General Employment Areas* in order to protect and buffer potential sensitive uses on lands east of the City Works and Emergency Services yard located at 677 and 701 Wellington Street West. Employment uses within this buffer zone will be limited to residentially sensitive employment uses such as offices and studios;
  - iii) identify and locate appropriate buffering to the rail corridor on the southern boundary of the study area;
  - iv) explore the potential to exchange and/or purchase/sale of portions of land between owners to achieve the above buffering and create a more efficient ownership pattern for City operations at the Wellington Street West yard;
  - v) address heritage considerations for the Wellington Street incinerator and the potential for adaptive re-use and preservation of the existing structure;
  - vi) identify appropriate buffering and transition to the low scale existing residential uses in the area;
  - vii) address measures to effectively link the study area with roads, pathways and/or corridors;

- viii) identify the appropriate location of new parks, open space and pedestrian links and treatment to existing parks in the area;
- ix) assess potential view impacts on Fort York due to potential development in the area;
- x) identify strategies to visually enhance the Front/Bathurst Street terminus; and
- xi) address the provision, location and/or relocation of community services and facilities in the study area such as daycares, libraries, community/recreation centres and public educational facilities."

Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting the map for Site and Area Specific Policy No. 2 and replacing it with the following map in order to remove 28 Bathurst Street from the map and policies for Site and Area Specific Policy 2.



## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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**Address**

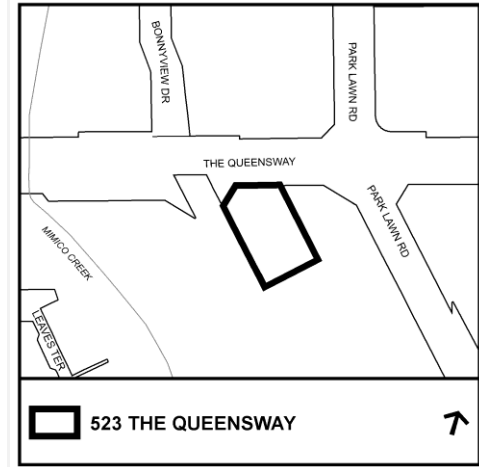
523 The Queensway

**Major Intersection**

Park Lawn Road and The Queensway

**Community Council / Ward**

Etobicoke York / Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 523 The Queensway as *Employment Areas* and designate them as *Core Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

1303150 Ontario Inc. (owner)

**Request / Development Proposal**

Request by letter (submitted on November 19, 2012) to convert the lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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**Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 15).

The Former City of Etobicoke Zoning Code zones the property as IC.1 – Industrial Class 1, permitting a range of industrial, commercial and office uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone (E 1.0) which permits manufacturing, warehouse, wholesaling and office uses.



The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / R2 – Second Density Residential Zone across The Queensway

South: *Employment Areas* / I.C1 – Industrial Class 1

East: *Employment Areas* / I.C1 – Industrial Class 1

West: *Natural Areas* / I.C1 – Industrial Class 1

### **Site and Surrounding Area**

The property is approximately 2,500 square metres in area, and contains a two-storey office building with surface parking. The site is almost entirely within the Toronto and Region Conservation Authority Regulation Limit

The following uses surround the site:

North: low-rise residential dwellings;

South: Mimico Creek;

East: One-storey bank with drive-through and Ontario Food Terminal across Park Lawn Road; and

West: Mimico Creek.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 523 The Queensway to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Park Lawn Road ramp of the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with

frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of the South Etobicoke *Employment Area*. In particular, converting sites across from the Ontario Food Terminal (OFT) has the potential to create undesirable land use conflicts.

According to a study conducted by the Canadian Urban Institute (June 2004), the OFT is an economic generator with a sales volume ranging between \$800 to \$900 million a year. Another study estimated that for every dollar of sales, about three dollars was returned to the Ontario economy, for a total of \$2.4 billion in economic benefits. According to the OFT, the Terminal directly and indirectly supports about 100,000 jobs through its networks of wholesalers, growers, buyers, truckers, and warehouse and office operations. Deliveries to the OFT occur 24-hours a day and often in the early hours of the morning, since its market opens at 4 a.m. It is estimated that one million vehicles enter and leave the site yearly (2,800 per day). In addition the truck traffic, the OFT is brightly lit at night to facilitate early morning deliveries. The OFT also plays an important role influencing and moderating the cost of fresh produce in the city by providing a venue for growers and smaller grocers to negotiate market prices, which prevents larger chain groceries to dominate the market.

At the Council meeting of November 27, 28 and 29, 2012, Council requested the Minister of Municipal Affairs and Housing and the Minister of Infrastructure to consider exercising his authority under the Growth Plan for the Greater Golden Horseshoe to identify the employment lands in the vicinity of the OFT as well as the OFT site itself as a provincially significant employment area. In his response, the Minister of Municipal Affairs and Housing has not directly addressed the issue of identifying the lands in the vicinity of the OFT as a provincially significant employment area. The response did, however, acknowledge that the City is currently undertaking a municipal comprehensive review of its employment lands and that the Mondelez/Kraft site at 23 Park Lawn Road has requested the conversion of their lands to permit non-employment uses. The Minister assures that Ministry staff will continue to work with the City's planning staff to support the City's employment policy vision.

The introduction of sensitive land uses on the site would create compatibility issues and threaten the viability of the OFT. A tenanted office/commercial building currently occupies the site, which in 2011 had 9 establishments employing 36 people. Given that the site is almost entirely within the Toronto and Region Conservation Authority (TRCA) regulation limit, it has very limited residential development potential.

The site has access across a major road, The Queensway, to a residential neighbourhood with community infrastructure such as public parks, public schools and a library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 523 The Queensway as *Employment Areas* and designate them as *Core Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

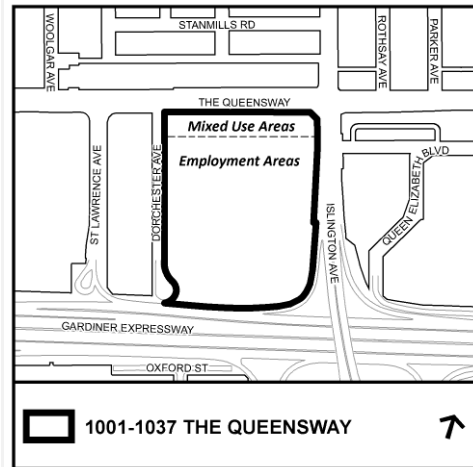
1001-1037 The Queensway

#### Major Intersection

Islington Avenue and The Queensway

#### Community Council / Ward

Etobicoke York / Ward 5 – Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the *Employment Area* portion of the lands at 1001-1037 The Queensway as *Employment Areas* and designate it as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for the lands that permits recreation and entertainment uses that are compatible with nearby residential uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Fogler Rubinoff LPP (agent) / RioCan Holding (owner)

#### Request / Development Proposal

Request by letter dated February 22, 2013 to convert the *Employment Area* lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* and *Avenues* on Map 2: Urban Structure Map and is split-designated as *Mixed Use Areas* at The Queensway frontage and *Employment Areas* for the remainder of the site (Section 4.6, Land Use Plan Map 13).

The Former City of Etobicoke Zoning Code split zones the property as AV Limited Commercial-Avenues and IC.1 – Industrial Class 1, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* / AV – Limited Commercial-Avenues

South: *Employment Areas* / I.C1 – Industrial Class 1

East: *Mixed Use Areas and Employment Areas* / CL-AV – Limited Commercial-Avenues and I.C1 – Industrial Class 1

West: *Mixed Use Areas and Employment Areas* / AV – Limited Commercial-Avenues and I.C2 – Industrial Class 2

### **Site and Surrounding Area**

The property is approximately 7.15 hectares in area, and contains a multi-screen cinema which backs onto the Gardiner Expressway, and commercial uses with frontage on The Queensway.

The following uses surround the site:

North: gas station and multi-unit residential building with retail uses on the ground floor;

South: warehousing buildings across the Gardiner Expressway;

East: low-rise residential and one-storey retail uses with frontage on Islington Avenue; and

West: office and retail uses (between one and three storeys across Dorchester Avenue.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1001-1037 The Queensway to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for

truck and van access for the movement of goods. The south and eastern portion of the site is along the Islington Avenue on-ramp to the Gardiner Expressway and adjacent to the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry. This site has very prominent visibility from off the Gardiner Expressway and very high noise levels.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with *Ministry of the Environment* standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

The site has access across two major roads –Islington Avenue and The Queensway – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

In 2003, City Planning staff reported on an *Avenues Study* for The Queensway between the Mimico Creek to the east and Kipling Avenue to the west. The site falls within the study area. The Staff Final Report erroneously identified the site as the "Queenston Square (1001 The Queensway)" development site, which obtained approvals for residential uses (File Nos. 05 130637 WET 05 OZ and 05 131129 WET 05 OZ). The correct address for the Queenston Square development is 1053-1061 The Queensway. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted. The site was up-zoned to achieve building heights between six and eight storeys along The Queensway, whereas the rear portion of the site remained zoned I.C1. These residential permissions have been in place since 2003 and have not been realized. It is staff's opinion that the characteristics of the southern portion of the site related to the proximity of the Gardiner and its on-ramps do not lend themselves to residential purposes. The Final Report for the Avenues Study can be accessed at this link:

<http://www.toronto.ca/legdocs/2003/agendas/council/cc030521/et4rpt/cl015.pdf>

Staff are recommending a Site and Area Specific Policy permitting recreation and entertainment uses on the *Employment Areas* portion of the site. Any recreation, entertainment or employment uses must be compatible with potential residential development on the north portion of the site.

At its meeting on June 11, 12, and 13, 2013, City Council requested the Chief Planner to conduct additional analysis on the site, despite staff's preliminary assessment. Council outlined the following criteria for staff to consider, include but not be limited to (Item PG24.5):

1. The applicant demonstrating that a significant portion of the site will include employment uses;
2. A phasing plan that articulates the employment uses noted in criteria 1 will be constructed as part of the first phase of any development; and
3. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impacts on business.

The above Planning Rationale Summary reflects staff's overall assessment of the requested conversion. Staff have not received any supporting material from the applicant to demonstrate how they intend to satisfy Council's additional criteria, listed above.

## Conclusion

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 1001-1037 The Queensway as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for the lands to permit recreation and entertainment uses compatible with residential uses.

### Recommended Official Plan Amendment – 1001-1037 The Queensway

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 432 for the lands known municipally in 2013 as 1001-1037 The Queensway, as follows:

#### "432. 1001-1037 The Queensway

- a) Entertainment and recreation uses are permitted.
- b) Employment uses will be compatible with nearby residential uses."





## 5 Year Official Plan and Municipal Comprehensive Review: Final Assessment – Request to Convert Employment Lands

### LOCATION

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#### Address

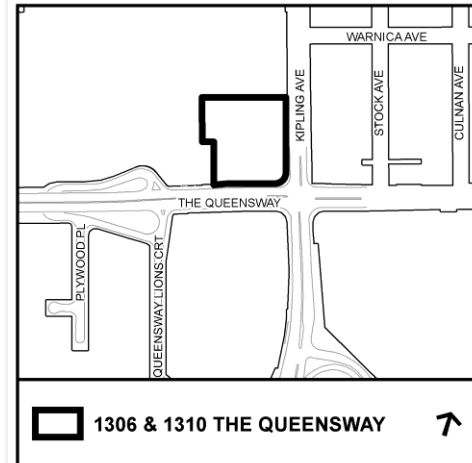
1306 and 1310 The Queensway

#### Major Intersection

Kipling Avenue and The Queensway

#### Community Council / Ward

Etobicoke York / Ward 5 - Etobicoke Lakeshore



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 1306 and 1310 The Queensway as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Weston Consulting Group Inc. (applicant) / David H. Green Investments (owner)

#### Request / Development Proposal

Request by letter dated May 10, 2012 to convert the lands to *Mixed Use Areas* to permit residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 13).

The Former City of Etobicoke Zoning Code zones the property as IC.2 – Industrial Class 2, permitting a range of industrial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / I.C2 – Industrial Class 2

South: *Employment Areas* / I.C2 – Industrial Class 2

East: *Mixed Use Areas* and *Neighbourhoods* / AV – Limited Commercial-Avenues, CL – Limited Commercial Zone, and R2 – Second Density Residential Zone

West: *Employment Areas* / I.C2 – Industrial Class 2

### **Site and Surrounding Area**

The property is approximately 4.5 hectares in area, and contains four auto-related businesses, two low-rise residential dwellings fronting onto Evans Avenue and a multi-tenant single storey commercial building fronting onto the East Mall.

The following uses surround the site:

North: truck depot with surface parking and one-storey building;

South: one and two-storey retail and commercial buildings across The Queensway;

East: low-rise residential fronting on Kipling Avenue and one-storey commercial buildings fronting on The Queensway; and

West: three-storey restaurant building and automobile dealership.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 1306 and 1310 The Queensway to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Growth Plan policy 2.2.6.9 states that municipalities are encouraged to designate and preserve employment lands in the vicinity of existing highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate. Employment sites that front a major expressway or highway are valuable and well-suited for business, given their visibility and prominence as well as for truck and van access for the movement of goods. This site is located close to the Kipling Avenue ramp to the Gardiner Expressway.

The most significant clustering of conversion requests/applications in the City is along the Gardiner Expressway/QEW corridor from the Humber River to the east, the City of Mississauga boundary to the west, Evans Avenue to the south and properties with

frontage on The Queensway to the north. The Gardiner/QEW corridor forms part of the larger South Etobicoke *Employment Area*, which is the largest employment area in the City with regard to employment and third largest in terms of land area. In 2011 the broader South Etobicoke *Employment Area* had approximately 40,000 employees and accounted for almost 12 per cent of the City's total industrial square footage. The South Etobicoke *Employment Area* has access from Highways 427 and 27, the Gardiner Expressway and major streets, which provide TTC bus service. The employment area can also be accessed by the subway and GO Train.

In 2011, there were over 10,430 employees in 498 firms in the Gardiner/QEW corridor. Within the Gardiner/QEW corridor, both the number of firms and the number of employees has increased slightly between 2001 and 2011. A broader employment context area that goes north to North Queen Street and south to Horner Avenue contained 19,500 employees in 885 establishments in 2011.

Staff reviewed a total of 16 conversion requests within the Gardiner/QEW corridor, almost all of which proposed some form of residential uses on the sites. The total area of the 16 conversion requests is approximately 31 hectares (77 acres) of employment lands. Although the conversion sites represent a small percentage (3.1 per cent) of the South Etobicoke *Employment Area* (987 hectares), the South Etobicoke *Employment Area* is able to accommodate manufacturing and warehousing uses that can take advantage of and rely upon the excellent truck access to highways and other modes of transportation for both goods movement and employee commuting. The sites along the Gardiner/QEW corridor provide visibility for businesses, making the South Etobicoke *Employment Area* an attractive area for industry.

Local industries have expressed concern over the introduction of both residential and non-residential sensitive uses in or near employment lands. The introduction of sensitive uses could generate land use conflicts, given that some existing operations run 24 hours a day and 7 days a week. Noise and air abatement measures required to comply with Ministry of the Environment standards are costly and their obligation to do so does not provide industry the certainty required to remain within the South Etobicoke *Employment Area*.

It is staff's opinion that the requested conversion of sites within the Gardiner/QEW corridor will adversely affect the overall viability of this part of the South Etobicoke *Employment Area*.

Staff have concerns with the proximity of nearby industrial facilities and the potential for compatibility issues between sensitive land uses and impactful industries, including the Queensway Transfer and Processing Facility, which is approximately 150 metres away and would be categorized as a Class III industry, given the high probability of fugitive emissions, including noise. The 22,000 square metre Queensway Transfer and Processing Facility site processes and shreds used tires and takes in industrial, commercial and institutional waste. Beyond the processing facility, there exists a number of other impactful industries on the west side of Kipling Avenue that may generate

adverse impacts to any residential uses on the site, including Ryder Truck located immediately north of the site. Ryder Truck is a rental depot which potentially generates noise impacts.

The site has access across two major roads – Kipling and Islington Avenues – to a residential neighbourhood with community infrastructure such as parks, public schools, community recreation centres and library to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

In 2003, City Planning staff reported on an *Avenues Study* for The Queensway between the Mimico Creek to the east and Kipling Avenue to the west. The site falls outside the study area, given that the west side of Kipling Avenue is not identified as an *Avenue* on Map 2: Urban Structure of the Official Plan. The *Avenues Study* rezoned the study area lands to permit mixed use developments at greater heights and densities than what was previously permitted. Kipling Avenue provides a logical break between the stable residential neighbourhood on the east side and the *Employment Areas* on the west side of Kipling Avenue. The introduction of residential uses west of Kipling Avenue has the potential to de-stabilize the *Employment Areas* west of Kipling Avenue and north of The Queensway.

At its meeting on June 11, 12, and 13, 2013, City Council requested the Chief Planner to conduct additional analysis on the site, despite staff's preliminary assessment. Council outlined the following criteria for staff to consider, include but not be limited to (Item PG24.5):

1. The applicant demonstrating that a significant portion of the site will include employment uses;
2. A phasing plan that articulates the employment uses noted in criteria 1 will be constructed as part of the first phase of any development; and
3. Any residential uses be designed or situated in a manner to prevent or mitigate against adverse impacts of noise, vibration, traffic, odour and other contaminants from industry upon occupants of the new development and lessen complaints and their potential impacts on business.

The above Planning Rationale Summary reflects staff's overall assessment of the requested conversion, but have not received any supporting material from the applicant to demonstrate how they intend to satisfy Council's additional criteria, listed above.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 1306 and 1310 The Queensway as *Employment Areas* and designate them as *General Employment Areas*.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

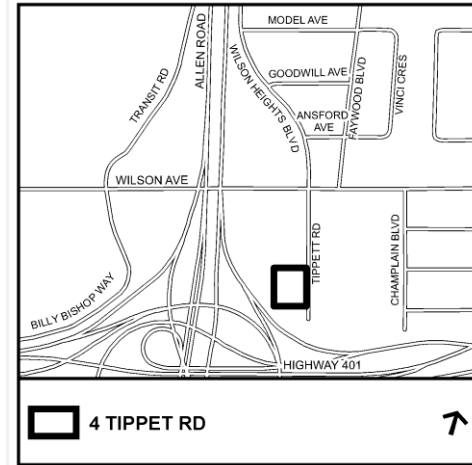
4 Tippet Road

#### Major Intersection

Wilson Avenue and  
William R. Allen Road Expressway

#### Community Council / Ward

North York / Ward 10 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 4 Tippet Road by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, a land use buffer to separate residential uses from nearby highways and requiring residential development to also increase the non-residential gross floor area.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Warehouse Properties Limited (owner)

#### Request / Development Proposal

Request by letter dated May 28, 2012 to convert the site to *Mixed Use Areas* in order to permit residential uses mixed with other uses.

### POLICY AND AREA CONTEXT

#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).

The former City of North York Zoning By-law zones the property as Industrial Zone Two (M2), permitting manufacturing, warehouse, office, institutional, retail and commercial uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 1.0 (x318)] which permits manufacturing, warehouse, wholesaling and office uses and is subject to Schedule D, Airport Hazard Map.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / M2 - Industrial Zone Two  
South: *Employment Areas* / MC(H) - Industrial-Commercial Zone  
East: *Employment Areas* / M2 and M2(31) - Industrial Zone Two  
West: *Employment Areas* / MC(H) - Industrial-Commercial Zone

### **Site and Surrounding Area**

The property is approximately 0.67 hectares in area, and as of July 2013 contained warehouse uses.

As of July 2013, the following uses surround the site:

North: wholesale, medical office, service and recreational;  
South: multi-storey office;  
East: office and warehouse and place of worship; and  
West: surface parking.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 4 Tippet Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Tippet employment lands include the site and surrounding lands bounded to the south by Highway 401, to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway, to the north by Wilson Heights Boulevard, and to the east by both Wilson Heights and Champlain Boulevards.

A conversion of the site and the surrounding Tippet employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the Tippet employment lands are characterized by all of the following distinguishing traits.

The Tippett employment lands are a relatively small pocket of employment land isolated and detached from the larger *Employment Area* to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway. Large vacant land parcels exist in the Tippett employment lands and employment is low, with only 426 employees in 2011 on the 14.8 hectares of land. Residential development has already occurred at the centre of the Tippett employment lands. Two residential towers have been constructed, and two residential towers are currently under construction on Wilson Avenue which limits some industrial employment in the Tippett area. The Tippett employment lands are well served by the Yonge-University-Spadina subway, with the Wilson station located at the west edge of the area. The Tippett employment lands also abut a residential community that includes some of the community infrastructure needed to accommodate the proposed residential uses.

The conversion of the site and surrounding Tippett employment lands would therefore not adversely affect the overall viability of the broader *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally, and required additional community infrastructure will be planned for through further analysis of the Tippett employment lands. There are no cross-jurisdictional issues related to the lands.

The Highway 401/Allen Road Expressway interchange, Highway 401 and the Allen Road Expressway to the south and west of the Tippett area may have noise impacts that are not compatible with residential and sensitive non-residential uses. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of a land use buffer to appropriately separate sensitive uses from Highway 401, the Allen Road Expressway and the interchange.

The Tippett employment lands are strategically located next to the Wilson subway station, and are also at the Highway 401/Allen Road Expressway interchange. These lands are highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with higher order transit. These lands are also highly suitable for the intensification of other non-residential uses appropriate to complement and serve proposed residential uses in the Tippett area so that a balanced and whole community can develop and thrive. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of requiring residential development in this area to also increase the non-residential gross floor area in the Tippett area. The specifics of securing the non-residential floor space will be addressed in the development framework for the area.

## **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 4 Tippett Road and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, and requiring residential development to also increase the non-residential gross floor area. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 6 Tippett Road
- 9 Tippett Road
- 30 Tippett Road
- 50 Wilson Heights Boulevard

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**Recommended Official Plan Amendment –  
4 Tippett Road and nearby lands**

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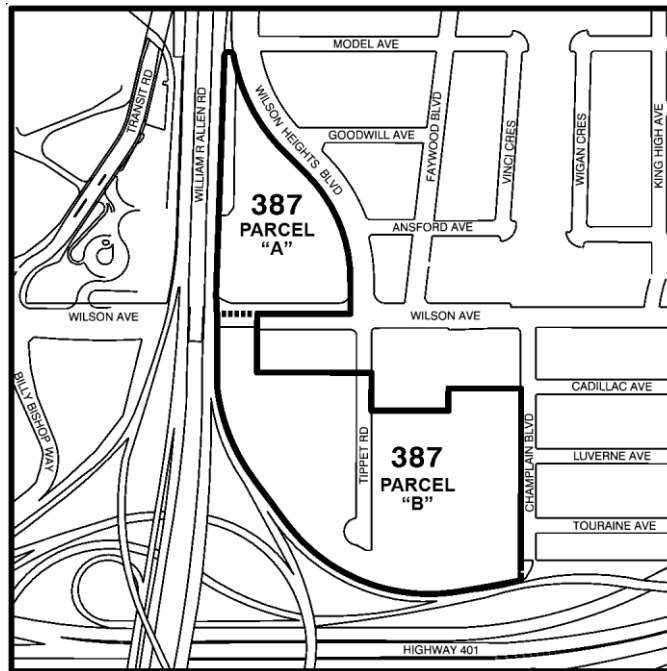
Chapter 6, Section 7, Downsview Area Secondary Plan, is amended by deleting from the policies and maps of the Secondary Plan all references to, and inclusion of all of the lands in the Secondary Plan area that are located both south of Model Avenue and east of William R. Allen Road and the Highway 401/William R. Allen Road Interchange.

... continued



Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 387 for the lands bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401, the Highway 401/William R. Allen Road Interchange and William R. Allen Road, as follows:

**"387. The Tippet Road Area**



A framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) Streets, pedestrian connections, blocks, densities and building heights;
- b) A requirement that 50 per cent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- c) A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- d) A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. Allen Road expressway interchange and the William R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

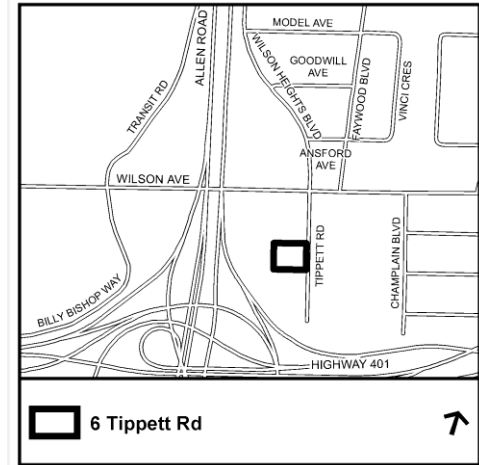
6 Tippett Road

#### Major Intersection

Wilson Avenue and  
William R. Allen Road Expressway

#### Community Council / Ward

North York / Ward 10 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 6 Tippett Road by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, a land use buffer to separate residential uses from nearby highways and requiring residential development to also increase the non-residential gross floor area.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Tippett Developments Inc. (owner)

#### Request / Development Proposal

Request by letter dated March 22, 2013 supporting a Preliminary Assessment by Planning staff for a re-designation to *Regeneration Areas*, and a request that the proposed net gain in "employment gross floor area" be measured so that only a gain in "employment" is required.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16). The lands are located within the Wilson District of the Downsview Area Secondary Plan.

The former City of North York Zoning By-law zones the property as Industrial Zone Two (M2), permitting manufacturing, warehousing, institutional, retail, commercial and office uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Zone [E 1.0 (x318)] which permits manufacturing, warehouse, wholesaling and office uses and is subject to Schedule D, Airport Hazard Map.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MC(H) - Industrial-Commercial Zone  
South: *Employment Areas* / M2 - Industrial Zone Two  
East: *Employment Areas* / M2 - Industrial Zone Two  
West: *Employment Areas* / MC(H) - Industrial-Commercial Zone

### **Site and Surrounding Area**

The property is approximately 0.46 hectares in area, and as of July 2013 contained wholesaling, medical office, service and recreational uses.

As of July 2013, the following uses surround the site:

North: surface parking (at 30 Tippett Road which is also a conversion site) and multi-storey residential (under construction);  
South: warehousing (at 4 Tippett Road which is also a conversion site);  
East: temporary residential development sales centre (at 9 Tippett Road which is also a conversion site); and  
West: surface parking.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 6 Tippett Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Tippett employment lands include the site and surrounding lands bounded to the south by

Highway 401, to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway, to the north by Wilson Heights Boulevard, and to the east by both Wilson Heights and Champlain Boulevards.

A conversion of the site and the surrounding Tippet employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the Tippet employment lands are characterized by all of the following distinguishing traits.

The Tippet employment lands are a relatively small pocket of employment land isolated and detached from the larger *Employment Area* to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway. Large vacant land parcels exist in the Tippet employment lands and employment is low, with only 426 employees in 2011 on the 14.8 hectares of land. Residential development has already occurred at the centre of the Tippet employment lands. Two residential towers have been constructed, and two residential towers are currently under construction on Wilson Avenue which limits some industrial employment in the Tippet area. The Tippet employment lands are well served by the Yonge-University-Spadina subway, with the Wilson station located at the west edge of the area. The Tippet employment lands also abut a residential community that includes some of the community infrastructure needed to accommodate the proposed residential uses.

The conversion of the site and surrounding Tippet employment lands would therefore not adversely affect the overall viability of the broader *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally, and required additional community infrastructure will be planned for through further analysis of the Tippet employment lands. There are no cross-jurisdictional issues related to the lands.

The Highway 401/Allen Road Expressway interchange, Highway 401 and the Allen Road Expressway to the south and west of the Tippet area may have noise impacts that are not compatible with residential and sensitive non-residential uses. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of a land use buffer to appropriately separate sensitive uses from Highway 401, the Allen Road Expressway and the interchange.

The Tippet employment lands are strategically located next to the Wilson subway station, and are also at the Highway 401/Allen Road Expressway interchange. These lands are highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with higher order transit. These lands are also highly suitable for the intensification of other non-residential uses appropriate to complement and serve proposed residential uses in the Tippet area so that a balanced and whole community can develop and thrive. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of requiring residential development in this area to also increase the non-residential gross floor area in the Tippet area. The specifics of securing the non-residential floor space will be addressed in the development framework for the area. It

should be noted that the request of the agent for this site to require a minimum number of employees as the basis for intensifying employment was reviewed by staff and is not practical.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 6 Tippett Road and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, a land use buffer to separate residential uses from nearby highways and requiring residential development to also increase the non-residential gross floor area. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 4 Tippett Road
- 9 Tippett Road
- 30 Tippett Road
- 50 Wilson Heights Boulevard

### **Recommended Official Plan Amendment – 6 Tippett Road and nearby lands**

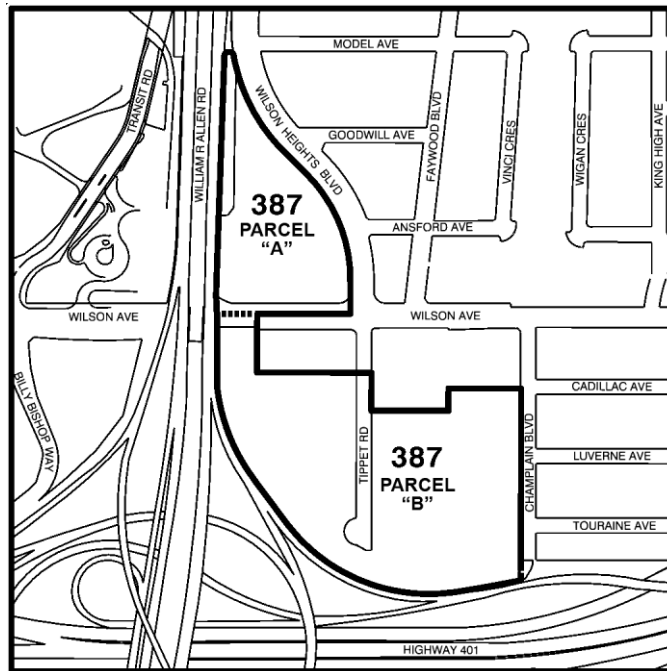
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Chapter 6, Section 7, Downsview Area Secondary Plan, is amended by deleting from the policies and maps of the Secondary Plan all references to, and inclusion of all of the lands in the Secondary Plan area that are located both south of Model Avenue and east of William R. Allen Road and the Highway 401/William R. Allen Road Interchange.

... continued

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 387 for the lands bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401, the Highway 401/William R. Allen Road Interchange and William R. Allen Road, as follows:

**"387. The Tippet Road Area**



A framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) Streets, pedestrian connections, blocks, densities and building heights;
- b) A requirement that 50 per cent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- c) A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- d) A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. Allen Road expressway interchange and the William R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

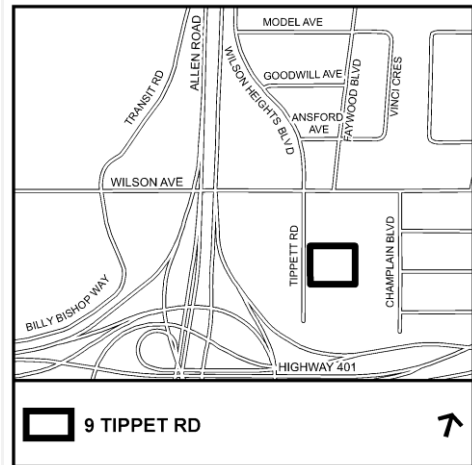
9 Tippet Road

#### Major Intersection

Wilson Avenue and  
William R. Allen Road Expressway

#### Community Council / Ward

North York / Ward 10 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 9 Tippet Road by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, a land use buffer to separate residential uses from nearby highways and requiring residential development to also increase the non-residential gross floor area.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Goodmans LLP, D. Bronskill (applicant) / Tippet Developments Inc. (owner)

#### Request / Development Proposal

Proposal by way of application to convert the site by removing lands bounded by Highway 401, Allen Road, Wilson Heights Boulevard, Wilson and Champlain Boulevards (including the site) from the *Employment District*, and re-designating the site to *Mixed Use Areas* in order to permit a proposed 14-storey residential building.

#### Application File No. and Status

File No. 11 255468 NNY 10 OZ was submitted on August 11, 2011. Preliminary Report dated October 21, 2011 was adopted by Planning and Growth Management Committee on November 8, 2011.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG9.2>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16).

The former City of North York Zoning By-law zones the property as Industrial Zone Two (M2(74)), permitting a variety of industrial, commercial and employment uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Mixed Use Areas* / RM6(173) - Multiple-Family Dwellings Sixth Density Zone  
South: *Employment Areas* / M2(31) - Industrial Zone Two  
East: *Employment Areas* / M1 - Industrial Zone One  
West: *Employment Areas* / M2 - Industrial Zone Two

### **Site and Surrounding Area**

The property is approximately 9,190 square metres in area, and as of July 2013 contained a warehouse building that is 3,700 square metres in area. The warehouse is being used as a temporary sales centre for a residential development project.

As of July 2013, the following uses surround the site:

North: multi-storey residential;  
South: office and warehouse;  
East: office; and  
West: service, recreational, medical office, wholesale and warehouse (at 6 Tippet Road which is also a conversion site).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 9 Tippet Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Tippet employment lands include the site and surrounding lands bounded to the south by Highway 401, to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway, to the north by Wilson Heights Boulevard, and to the east by both Wilson Heights and Champlain Boulevards.



A conversion of the site and the surrounding Tippet employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the Tippet employment lands are characterized by all of the following distinguishing traits.

The Tippet employment lands are a relatively small pocket of employment land isolated and detached from the larger *Employment Area* to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway. Large vacant land parcels exist in the Tippet employment lands and employment is low, with only 426 employees in 2011 on the 14.8 hectares of land. Residential development has already occurred at the centre of the Tippet employment lands. Two residential towers have been constructed, and two residential towers are currently under construction on Wilson Avenue which limits some industrial employment in the Tippet area. The Tippet employment lands are well served by the Yonge-University-Spadina subway, with the Wilson station located at the west edge of the area. The Tippet employment lands also abut a residential community that includes some of the community infrastructure needed to accommodate the proposed residential uses.

The conversion of the site and surrounding Tippet employment lands would therefore not adversely affect the overall viability of the broader *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally, and required additional community infrastructure will be planned for through further analysis of the Tippet employment lands. There are no cross-jurisdictional issues related to the lands.

The Highway 401/Allen Road Expressway interchange, Highway 401 and the Allen Road Expressway to the south and west of the Tippet area may have noise impacts that are not compatible with residential and sensitive non-residential uses. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of a land use buffer to appropriately separate sensitive uses from Highway 401, the Allen Road Expressway and the interchange.

The Tippet employment lands are strategically located next to the Wilson subway station, and are also at the Highway 401/Allen Road Expressway interchange. These lands are highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with higher order transit. These lands are also highly suitable for the intensification of other non-residential uses appropriate to complement and serve proposed residential uses in the Tippet area so that a balanced and whole community can develop and thrive. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of requiring residential development in this area to also increase the non-residential gross floor area in the Tippet area. The specifics of securing the non-residential floor space will be addressed in the development framework for the area.

A 5-storey office building (11,161 m<sup>2</sup> in gross floor area) was approved on the site by the Ontario Municipal Board in 2008, in conjunction with a multi-storey residential building located directly to the north. While the residential building was constructed as a first

phase, the office building was not constructed. In 2011, the owner submitted an Official Plan Amendment seeking permission for residential uses on the site. As outlined above, staff support residential uses on this and other Tippett area sites provided a development framework is established to, amongst other matters, require residential development on sites to also increase the non-residential gross floor area in the Tippett area.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 9 Tippett Road and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, and requiring residential development to also increase the non-residential gross floor area. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 4 Tippett Road
- 6 Tippett Road
- 30 Tippett Road
- 50 Wilson Heights Boulevard

### **Recommended Official Plan Amendment – 9 Tippett Road and nearby lands**

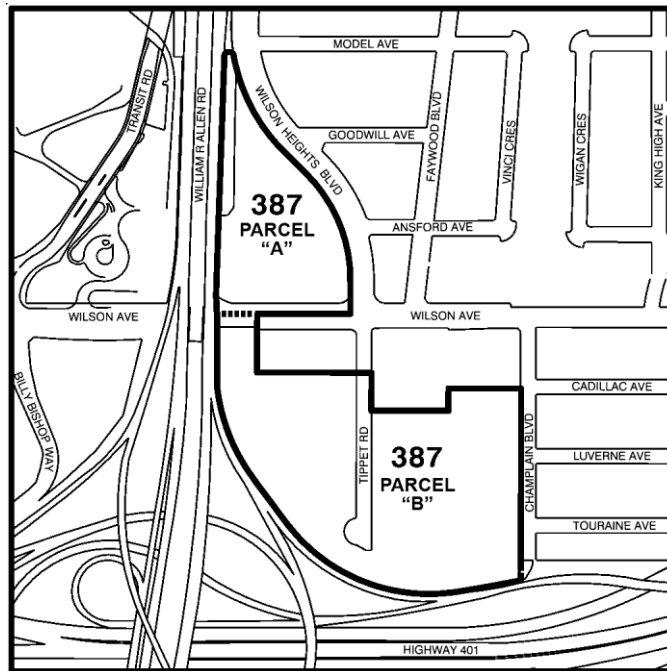
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Chapter 6, Section 7, Downsview Area Secondary Plan, is amended by deleting from the policies and maps of the Secondary Plan all references to, and inclusion of all of the lands in the Secondary Plan area that are located both south of Model Avenue and east of William R. Allen Road and the Highway 401/William R. Allen Road Interchange.

... continued

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 387 for the lands bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401, the Highway 401/William R. Allen Road Interchange and William R. Allen Road, as follows:

**"387. The Tippett Road Area**



A framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) Streets, pedestrian connections, blocks, densities and building heights;
- b) A requirement that 50 per cent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- c) A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- d) A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. Allen Road expressway interchange and the William R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

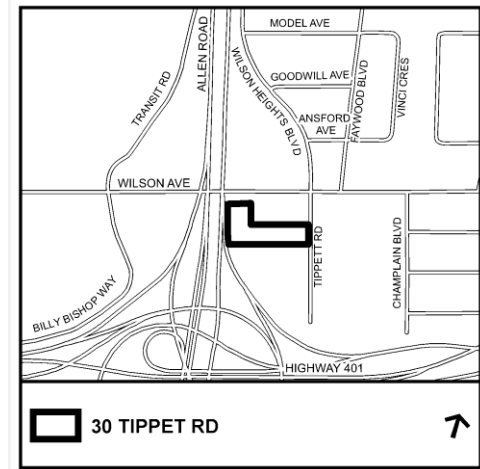
30 Tippet Road

#### Major Intersection

Wilson Avenue and  
William R. Allen Road Expressway

#### Community Council / Ward

North York / Ward 10 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 30 Tippet Road by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, a land use buffer to separate residential uses from nearby highways and requiring residential development to also increase the non-residential gross floor area.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Siglat Investments Ltd. (applicant) / (Build Toronto) City of Toronto (owner)

#### Request / Development Proposal

Proposal by way of applications to convert the north portion of the site and permit a 12-storey residential building, a 13-storey residential building and 30 townhouses.

#### Application File No. and Status

File No. 11 312374 NNY 10 OZ (Official Plan Amendment application) was submitted on November 18, 2011. A Preliminary Report dated January 30, 2012 was adopted with amendments by Planning and Growth Management Committee on February 16, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG11.2>

Application No. 12 294187 NNY 10 OZ was submitted on December 14, 2012. A Preliminary Report dated January 29, 2013 respecting this re-zoning application was adopted by Planning and Growth Management Committee on February 28, 2013. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG22.7>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the lands subject to the application as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16). In addition, the portion of the lands fronting Wilson Avenue is shown as an *Avenue* on the Urban Structure Map. The lands are located within the Wilson District of the Downsview Area Secondary Plan.

The former City of North York Zoning By-law zones the lands subject to the application as Industrial-Commercial Zone (MC(H)), permitting office, manufacturing and retail uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the lands subject to the applications:

- North: *Employment Areas* and *Mixed Use Areas* / RM6(186) - Multiple-Family Dwellings Sixth Density Zone and RM4 - Multiple-Family Dwellings Fourth Density Zone
- South: *Employment Areas* / M2 - Industrial Zone Two and MC(H) - Industrial-Commercial Zone
- East: *Mixed Use Areas* / RM6(173) - Multiple-Family Dwellings Sixth Density Zone
- West: *Employment Areas* / W.R. Allen Road, then A – Airport Hazard Area Zone

### **Site and Surrounding Area**

The lands subject to the development applications are approximately 1.15 hectares in area, and contain a surface parking lot.

As of July 2013, the following uses surround the lands subject to the application:

- North: surface parking (at 50 Wilson Heights Boulevard which is also a conversion site) and multi-storey residential (under construction);
- South: surface parking (south portion of 30 Tippett Road which is not subject to conversion request or application), and service, recreational, wholesaling and medical office (at 6 Tippett Road which is also a conversion site) and multi-storey office;
- East: multi-storey residential; and
- West: Highway 401/W.R. Allen Road Expressway interchange and W.R. Allen Road Expressway.

## PLANNING RATIONALE SUMMARY

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 30 Tippett Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Tippett employment lands include the site and surrounding lands bounded to the south by Highway 401, to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway, to the north by Wilson Heights Boulevard, and to the east by both Wilson Heights and Champlain Boulevards.

A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the Tippett employment lands are characterized by all of the following distinguishing traits.

The Tippett employment lands are a relatively small pocket of employment land isolated and detached from the larger *Employment Area* to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway. Large vacant land parcels exist in the Tippett employment lands and employment is low, with only 426 employees in 2011 on the 14.8 hectares of land. Residential development has already occurred at the centre of the Tippett employment lands. Two residential towers have been constructed, and two residential towers are currently under construction on Wilson Avenue which limits some industrial employment in the Tippett area. The Tippett employment lands are well served by the Yonge-University-Spadina subway, with the Wilson station located at the west edge of the area. The Tippett employment lands also abut a residential community that includes some of the community infrastructure needed to accommodate the proposed residential uses.

The conversion of the site and surrounding Tippett employment lands would therefore not adversely affect the overall viability of the broader *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally, and required additional community infrastructure will be planned for through further analysis of the Tippett employment lands. There are no cross-jurisdictional issues related to the lands.

The Highway 401/Allen Road Expressway interchange, Highway 401 and the Allen Road Expressway to the south and west of the Tippett area may have noise impacts that are not compatible with residential and sensitive non-residential uses. Staff therefore recommend

that the development framework outlined in the Site and Area Specific Policy include the matter of a land use buffer to appropriately separate sensitive uses from Highway 401, the Allen Road Expressway and the interchange.

The Tippett employment lands are strategically located next to the Wilson subway station, and are also at the Highway 401/Allen Road Expressway interchange. These lands are highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with higher order transit. These lands are also highly suitable for the intensification of other non-residential uses appropriate to complement and serve proposed residential uses in the Tippett area so that a balanced and whole community can develop and thrive. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of requiring residential development in this area to also increase the non-residential gross floor area in the Tippett area. The specifics of securing the non-residential floor space will be addressed in the development framework for the area.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 30 Tippett Road and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, and requiring residential development to also increase the non-residential gross floor area. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 4 Tippett Road
- 6 Tippett Road
- 9 Tippett Road
- 50 Wilson Heights Boulevard

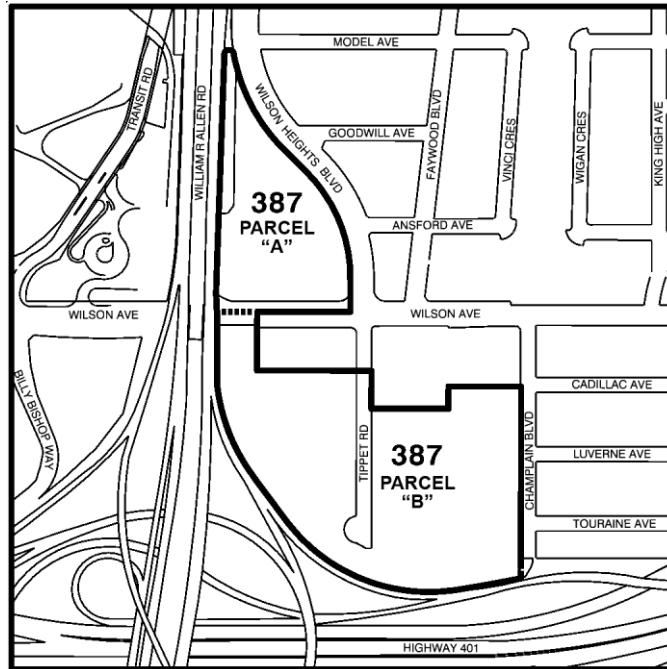
### **Recommended Official Plan Amendment – 30 Tippett Road and nearby lands**

---

Chapter 6, Section 7, Downsview Area Secondary Plan, is amended by deleting from the policies and maps of the Secondary Plan all references to, and inclusion of all of the lands in the Secondary Plan area that are located both south of Model Avenue and east of William R. Allen Road and the Highway 401/William R. Allen Road Interchange.

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 387 for the lands bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401, the Highway 401/William R. Allen Road Interchange and William R. Allen Road, as follows:

**"387. The Tippet Road Area**



A framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) Streets, pedestrian connections, blocks, densities and building heights;
- b) A requirement that 50 per cent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- c) A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- d) A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. Allen Road expressway interchange and the William R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways."



## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

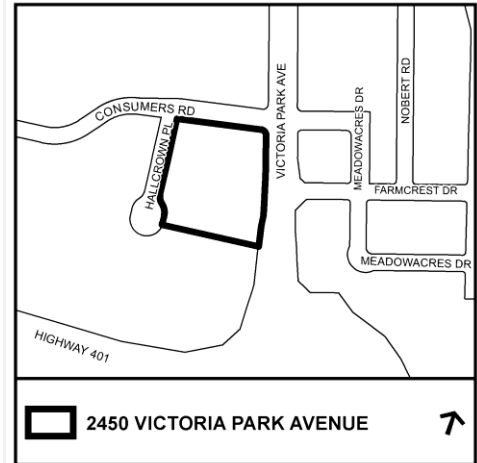
2450 Victoria Park Avenue

#### Major Intersection

Sheppard Avenue East and  
Victoria Park Avenue

#### Community Council / Ward

North York / Ward 33 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 2450 Victoria Park Avenue by designating them as *Mixed Use Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area, and to allow an implementation plan to be established that encourages office development and amenities to serve offices, and establishes densities, new streets and blocks.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Goldberg Group (applicant) / Wise Management Incorporated (owner)

#### Request / Development Proposal

Request by way of application to convert the site to *Mixed Use Areas* to permit townhouse units and a 30-storey residential building with retail uses at grade level. The existing office building on site is proposed to be retained.

#### Application File No. and Status

File No. 12 258101 NNY 33 OZ was submitted on October 4, 2012. A Preliminary Report dated December 19, 2012 was adopted with amendments by Planning and Growth Management Committee on January 28, 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG20.7>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* and an *Avenue* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone (MO), permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MO - Industrial-Office Business Park Zone

South: *Employment Areas* / MO(7) - Industrial-Office Business Park Zone

East: *Mixed Use Areas/NC* -Neighbourhood Commercial (Scarborough Zoning By-law)

West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 1.9 hectares in area, and as of July 2013 contained multi-storey office uses.

As of July 2013, the following uses surround the site:

North: multi-storey office (at 500 Consumers Road which is also a conversion site);

South: place of worship, private elementary school and community centre and hotel (at 55 Hallcrown Place which is also a conversion site);

East: Victoria Park Avenue, then restaurant, retail and service; and

West: multi-storey office.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 2450 Victoria Park Avenue to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Sheppard Victoria Park employment lands ("the SVP lands") are part of the Consumers Road Business Park *Employment Area* and they include the site and other lands fronting the south side of Sheppard Avenue East (from Yorkland Road to Victoria Park Avenue) and the west side of Victoria Park Avenue (from Sheppard Avenue to the north edge of the Highway 401/Victoria Park interchange).

A conversion of the site and the surrounding SVP lands to *Mixed Use Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the SVP lands are characterized by all of the following distinguishing traits.

The SVP lands are part of the Consumers Road Business Park *Employment Area* and represent sites located at the north and east peripheries of the *Employment Area* on two major streets. Two major residential developments with high-rise residential towers have been approved on Sheppard Avenue East by the Ontario Municipal Board (at 2025-2045 and 2205-2255 Sheppard Avenue). These major residential developments are having a significant transformative impact upon the edge conditions of the Business Park. The interior of the Business Park is comprised of primarily office uses (94 per cent in 2010), has significant opportunities for office intensification and does not include impactful industries that are incompatible with residential uses. The SVP lands will be well served by rapid transit. Two LRT stops associated with the funded Sheppard East LRT are planned at the Business Park edges, at Consumers Road and at Victoria Park Avenue. Much of the community infrastructure needed to accommodate proposed residential uses is in proximity to the SVP lands in adjacent residential communities to the north and east.

The conversion of the site and surrounding SVP lands would therefore not adversely affect the overall viability of the *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally; required additional community infrastructure will be planned for through further analysis of the SVP lands. There are no cross-jurisdictional issues related to the lands.

The SVP lands are strategically located on the route of the funded Sheppard East LRT, with two planned stops abutting these lands. These lands are therefore highly suitable for the intensification of offices consistent with the proposed Plan policy framework to grow the office sector in areas with rapid transit. As well, these lands have important vehicle access due to the Highway 401/Victoria Park Avenue and the Highway 404/Sheppard Avenue interchanges located at either end of the Business Park. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the SVP area. Given that the applicant proposes to maintain the existing office building on the site, such a requirement is easily met.

Staff recommend that the Consumers Road Business Park interior be designated as *Core Employment Areas*. The Business Park interior is characterized as having large areas of surplus parking lots and other opportunities for development and intensification of *Core Employment Area* uses, in particular office uses. Because of the significant opportunities for office intensification, the size of the Business Park and SVP lands, the size of parcels, and the introduction of rapid transit and residential uses on the SVP lands, it is recommended that an implementation plan be developed for both the overall Business Park and the SVP lands to address:

- incentives to encourage new office development;
- the provision of amenities to create an attractive office environment;
- development densities; and
- the creation of new streets and blocks.

As well, staff recommend a Site and Area Specific Policy be introduced with respect to the interior of the Business Park to:

- limit *Employment Area* uses to those compatible with adjacent existing and planned residential uses in the abutting *Mixed Use Area*;
- prohibit major retail uses; and
- permit restaurants, recreation and entertainment facilities, and small and medium scale retail stores and services only when these uses are located within multi-storey buildings that include *Core Employment Area* uses, particularly office uses.

Although the site is in proximity to the Highway 401/Victoria Park Avenue Interchange, it is not adjacent and is not easily visible from Highway 401, nor would it require the same degree of noise mitigation as an adjacent site.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Sheppard Avenue and Victoria Park Avenue employment lands to *Mixed Use Areas*, subject to conditions in a Site and Area Specific Policy regarding intensification is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 2450 Victoria Park Avenue and designate them as *Mixed Use Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area, and to allow an implementation plan to be established that encourages office development and amenities to serve offices, and establishes densities, new streets and blocks. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

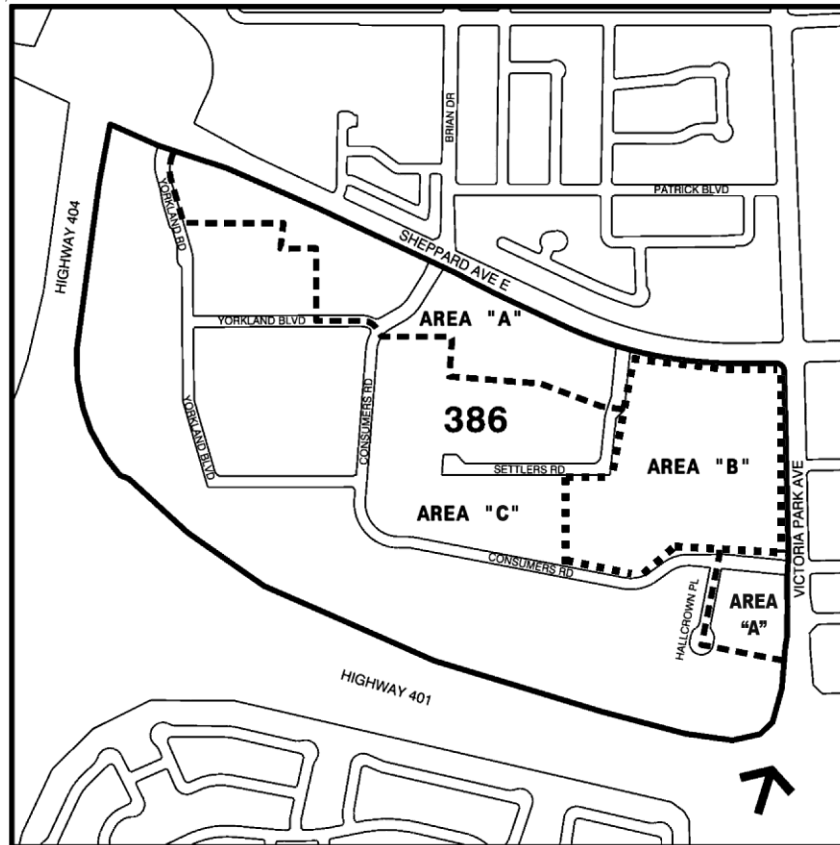
- 2075-2111 Sheppard Avenue East
- 2135 Sheppard Avenue East / 299 Yorkland Boulevard
- 500 Consumers Road
- 2550 Victoria Park Avenue

**Recommended Official Plan Amendment –  
2450 Victoria Park Avenue and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

**"386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404**



- a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
  - i) an incentive program for Council adoption to encourage office development;
  - ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
  - iii) development densities; and
  - iv) the creation of new streets and blocks.

### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

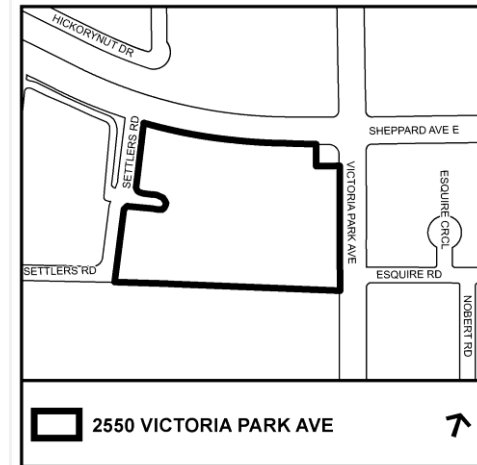
2550 Victoria Park Avenue

#### Major Intersection

Sheppard Avenue East and  
Victoria Park Avenue

#### Community Council / Ward

North York / Ward 33 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the part of the lands at 2550 Victoria Park Avenue fronting Sheppard and Victoria Park Avenues from employment lands by designating it as *Mixed Use Areas*; and retain the remainder of the lands at 2550 Victoria Park Avenue as *Employment Areas* and designate it as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area on either the *Mixed Use Area* or *Employment Area* lands, to prohibit major retail uses in the *Employment Area* and to allow an implementation plan to be established for the area which encourages office development and amenities to serve offices, and establishes new densities, streets and blocks.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird and Berlis (agent) / Manulife Financial (owner)

#### Request / Development Proposal

Official Plan permissions for residential uses were requested by Urban Strategies in July 2011. On June 11, 2013, Aird and Berlis requested flexibility to provide replaced and increased non-residential gross floor area on either the *Mixed Use Area* or *Employment Area* portion of the site.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19). ). The north and east portions of the site fronting onto Sheppard and Victoria Park Avenues are also shown as an *Avenue* on Map 2: Urban Structure Map.

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone (MO), permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Parks and Mixed Use Areas* / RM2 - Multiple-Family Dwellings Second Density Zone and C1- General Commercial Zone One and C2 – Local Shopping Centre
- South: *Employment Areas* / MO - Industrial-Office Business Park Zone
- East: *Mixed Use Areas* / HC - Highway Commercial and NC - Neighbourhood Commercial (former City of Scarborough Zoning By-law)
- West: *Employment Areas* / MO(5) - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 6.1 hectares in area, and contains multi-storey office uses.

As of July 2013, the following uses surround the site:

- North: park and retail plaza;
- South: multi-storey office and training centre (at 500 Consumers Road which is also a conversion site);
- East: restaurant, medical office, retail and service; and
- West: multi-storey offices.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 2550 Victoria Park Avenue to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Sheppard Victoria Park employment lands ("the SVP lands") are part of the Consumers Road Business Park *Employment Area* and they include the site and other lands fronting the south side of Sheppard Avenue East (from Yorkland Road to Victoria Park Avenue) and



the west side of Victoria Park Avenue (from Sheppard Avenue to the north edge of the Highway 401/Victoria Park interchange).

A conversion of part of the site and the surrounding SVP lands to *Mixed Use Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the SVP lands are characterized by all of the following distinguishing traits.

The SVP lands are part of the Consumers Road Business Park *Employment Area* and represent sites located at the north and east peripheries of the *Employment Area* on two major streets. Two major residential developments with high-rise residential towers have been approved on Sheppard Avenue East by the Ontario Municipal Board (at 2025-2045 and 2205-2255 Sheppard Avenue). These major residential developments are having a significant transformative impact upon the edge conditions of the Business Park. The interior of the Business Park is comprised of primarily office uses (94 per cent in 2010), has significant opportunities for office intensification and does not include impactful industries that are incompatible with residential uses. The SVP lands will be well served by rapid transit. Two LRT stops associated with the funded Sheppard East LRT are planned at the Business Park edges, at Consumers Road and at Victoria Park Avenue. Much of the community infrastructure needed to accommodate proposed residential uses is in proximity to the SVP lands in adjacent residential communities to the north and east.

The conversion of part of the site and surrounding SVP lands would therefore not adversely affect the overall viability of the *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally; required additional community infrastructure will be planned for through further analysis of the SVP lands. There are no cross-jurisdictional issues related to the lands.

The SVP lands are strategically located on the route of the funded Sheppard East LRT, with two planned stops abutting these lands. Given that the site is located at the planned Victoria Park LRT station, it is particularly suitable for the intensification of offices consistent with the proposed Plan policy framework to promote the office sector at rapid transit stations. As well, these lands have important vehicle access due to the Highway 401/Victoria Park Avenue and the Highway 404/Sheppard Avenue interchanges located at either end of the Business Park.

Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy require residential development in this *Mixed Use Area* to also increase the non-residential gross floor area in the SVP area. The site and abutting site at 500 Consumers Road are particularly large, deep sites that are recommended to be split designated with the front portion designated *Mixed Use Area* and the rear portion designated *General Employment Area*. With respect to these two sites, it is fitting to provide flexibility as to where the non-residential gross floor area is replaced on the large sites when residential development occurs on the *Mixed Use Area* parts of the sites. Staff recommend these two sites be subject to a site specific policy enabling the increase in non-residential gross floor area to occur in either the *Mixed Use Area* or the *General Employment Area* portions of the sites or a combination thereof, and be an employment use compatible with nearby residential uses.

Staff recommend that the Consumers Road Business Park interior be designated as *General Employment Areas*. The Business Park interior is characterized as having large areas of surplus parking lots and other opportunities for development and intensification of *Employment Area* uses, in particular office uses. Because of the significant opportunities for office intensification, the size of the Business Park and SVP lands, the size of parcels, and the introduction of rapid transit and residential uses on the SVP lands, it is recommended that an implementation plan be developed for both the overall Business Park and the SVP lands to address:

- incentives to encourage new office development;
- the provision of amenities to create an attractive office environment;
- development densities; and
- the creation of new streets and blocks.

As well, staff recommend a Site and Area Specific Policy be introduced with respect to the interior of the Business Park to:

- limit *Employment Area* uses to those compatible with adjacent existing and planned residential uses in the abutting *Mixed Use Area*;
- prohibit major retail uses; and
- permit restaurants, recreation and entertainment facilities, and small and medium scale retail stores and services only when these uses are located within multi-storey buildings that include *Core Employment Area* uses, particularly office uses.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the part of the site fronting Sheppard and Victoria Park Avenues and the surrounding Sheppard Avenue and Victoria Park Avenue employment lands to *Mixed Use Areas*, subject to conditions in a Site and Area Specific Policy regarding intensification, is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the front part of the employment lands at 2550 Victoria Park Avenue and designate it as *Mixed Use Areas*, and retain the rear part of the lands as *Employment Areas* by designating it as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands to require residential development in *Mixed Use Areas* to also increase the non-residential gross floor area on either the *Mixed Use Areas* or *Employment Areas* lands, to prohibit major retail uses in the *Employment Area* and to allow an implementation plan to be established for the area which encourages office development and amenities to serve offices, and establishes densities, new streets and blocks. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 2075-2111 Sheppard Avenue East
- 2135 Sheppard Avenue East / 299 Yorkland Boulevard
- 500 Consumers Road
- 2450 Victoria Park Avenue

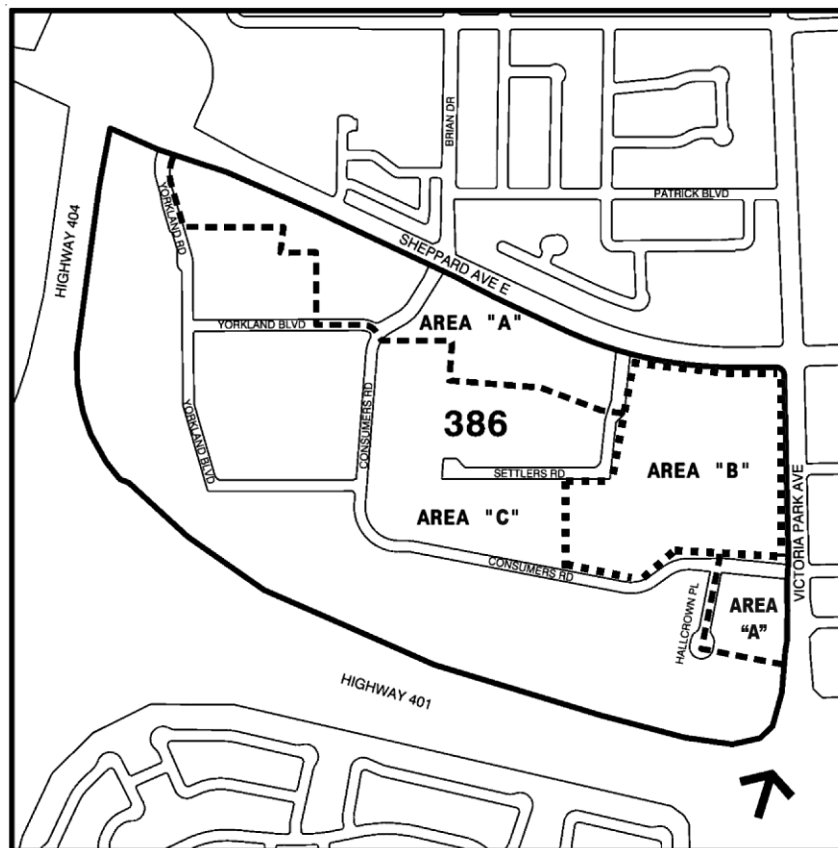
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**Recommended Official Plan Amendment –  
2550 Victoria Park Avenue and nearby lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

**"386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404**



- a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
  - i) an incentive program for Council adoption to encourage office development;

- ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
- iii) development densities; and
- iv) the creation of new streets and blocks.

#### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

#### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

#### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

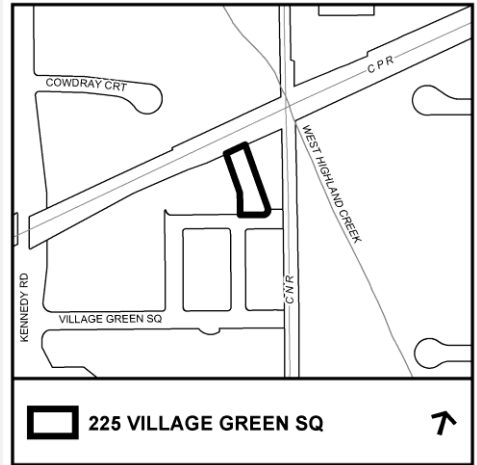
225 Village Green Square

#### Major Intersection

Kennedy Road and Highway 401

#### Community Council / Ward

Scarborough/Ward 40 – Scarborough-Agincourt



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 225 Village Green Square by designating them as *Mixed Use Areas*.
2. City Council amend Site and Area Specific Policy No. 5 in the Agincourt Secondary Plan to address residential unit count and density.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Mark Flowers, Davies Howe Partners LLP (agent) / Metrogate Inc. (owner)

#### Request / Development Proposal

Request by letter dated January 27, 2012 to convert the site to *Mixed Use Areas* to provide a broader range of uses including residential uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 19). The lands are in the vicinity to the Natural Heritage System shown on Map 9. Section 3.4, Natural Environment policies apply to the lands. The site is in the Agincourt Secondary Plan area, and Site and Area Specific Policy No. 5 applies to the entire Metrogate subdivision on Village Green Square, including the site.

The former Scarborough Employment Districts By-law No. 24982 zones the property as Special District Commercial (SDC). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Utility Corridor* (CPR line), *Employment Areas* / CPR - General Industrial (MG), beyond Recreational (RU)
- South: *Parks*, *Apartment Neighbourhoods* / Parks (P), Commercial Residential (CR)
- East: *Employment Areas*/Special District Commercial (SDC) and Public Utilities (PU)
- West: *Apartment Neighbourhoods* / Commercial Residential (CR)

### **Site and Surrounding Area**

The property is approximately 3,900 square metres in area, and as of August 2013 remains vacant.

The following uses surround the site:

- North: CPR line, beyond vacant land;
- South: park, high density residential uses;
- East: vacant land (reserved for public transportation and office/commercial uses);  
and
- West: vacant land to be developed with high density residential uses.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

The City does not need to convert any employment designated lands to meet the Provincial population forecast for Toronto. However, a need exists to convert the site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is within an employment area that in recent years has undergone a major change in character due to the introduction of residential uses on the abutting lands. In 2005, the Ontario Municipal Board approved a residential subdivision on the employment lands formerly occupied by the Toronto Truck Sufferance Terminal despite City's opposition. Village Green Square is the only road that connects the new residential neighbourhood, including the site, with Kennedy Road. The potential for conflicts between the needs of residents and industry renders the site unsuitable for many *Employment Areas* uses. An intermodal TTC/GO station and a bus terminal were to be established on the lands abutting to the east as part of the Sheppard subway extension to Scarborough Centre. However, uncertainty exists as to the potential for future provision of major transit improvement through this employment area, the type of facility and the

preferred location of alignment. In March 2012, Council confirmed its support for the Sheppard LRT running along Sheppard Avenue East from Don Mills subway station to Morningside Avenue. Recent decisions and actions of various stakeholders with respect to the potential expansion of and improvements to the existing rapid transit system in the City further indicate that priorities do not include transit improvements in this employment area, in the immediate future.

City Planning staff are of the opinion that given the site's location at the terminus of Village Green Square, the lack of the site's exposure and direct access to a major road and the close proximity of residential development, it is both unlikely and undesirable that the site be considered a viable location for many employment uses. It is City Planning staff's opinion that to avoid potential land use incompatibilities the proposed conversion of 225 Village Green Square to *Mixed Use Areas* could be supported. This approach would allow for a broad range of uses including both residential and residentially compatible employment uses at this location. Furthermore, the requested conversion of this isolated site will not adversely affect the overall viability and long term stability of the larger *Employment Area* located east of the GO Transit Corridor or an office development and the Ministry of Transportation storage maintenance facility on Kennedy Road at Village Green Square. There are no cross-jurisdictional issues related to the lands.

The Toronto and Region Conservation Authority (TRCA) has indicated this site is within their area of interest and has confirmed that the issues related to the natural heritage system policies including the flood protection of development on this site were addressed as part of the overall review and approval of the Metrogate subdivision which includes this site. TRCA has indicated no concern or further issues with the proposed conversion.

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed conversion is within the general area, however access to the majority of facilities requires the crossing of major streets (i.e., Kennedy Road and Sheppard Avenue) and/or commuting to more distant locations.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of the site addresses an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the employment lands at 225 Village Green Square by designating them as *Mixed Use Area*. It is also recommended that Site and Area Specific Policy No. 5 in the Agincourt Secondary Plan be amended to delete references to the maximum residential density and unit count. The recommended Official Plan amendment is shown below.

### **Recommended Official Plan Amendment – 225 Village Green Square**

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Chapter 6, Section 1, Agincourt Secondary Plan, is amended by deleting Sections c) and d) from Site and Area Specific Policy No. 5 and re-lettering Section e) to c).

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

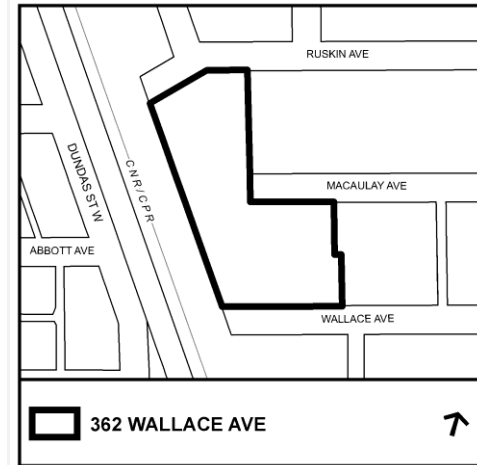
362 Wallace Avenue

#### Major Intersection

Wallace and Perth Avenues  
(between Bloor and Dupont Streets)

#### Community Council / Ward

Toronto East York / Ward 18 – Davenport



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the portion of 362 Wallace Avenue located within 30 metres of the West Toronto Railpath and rail corridor as *Employment Areas* and designate it as *General Employment Areas*; and convert the remainder of the employment lands by designating them as *Neighbourhoods*.
2. City Council introduce a Site and Area Specific Policy for the site to only allow residential uses provided certain conditions are met and restricting employment uses on lands designated *General Employment Areas* to those uses compatible with sensitive residential uses such as offices, parks, small scale restaurants, retail and service uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Kregg Fordyce (applicant) / Somerset Homes (owner)

#### Request / Development Proposal

Request by way of development application to convert a portion of the lands from *Employment Areas* to *Neighbourhoods* to permit the development of 169 stacked townhomes. A portion of the lands along the west boundary with the Georgetown GO rail corridor would remain *Employment Areas* and feature 25 light industrial units.



### **Application File No. and Status**

Applications No. 11-286663 STE 18 OZ was submitted on October 4, 2011. A Preliminary Report dated November 30, 2011 was adopted with amendments by Planning and Growth Management Committee on January 5, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG10.7>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan designates the site as *Employment Areas* (Section 4.6, Land Use Plan Map 18).

The former City of Toronto Zoning Code zones the property as I2 D2 (height 14m). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* and *Neighbourhoods* / Industrial ('I') 2 D2 H 14m & Residential ('R') 2 Z0.6
- South: *Neighbourhoods* / Industrial ('I') 2 D2 – site specific 894-2007(OMB) allows residential uses;
- East: *Neighbourhoods* / Residential ('R') 2 Z0.6
- West: *Utility Corridors* / Transportation ('T')

### **Site and Surrounding Area**

The property is approximately 1.26 hectares in area, and as of August, 2013 is vacant.

As of August, 2013, the following uses surround the site:

- North: Toronto Hydro Sub-station and low scale residential;
- South: converted industrial building containing 38 residential units and a new townhouse development with 134 units;
- East: low scale residential; and
- West: West Toronto Railpath and rail corridor.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

Although the City does not need to convert any employment designated lands to meet the population forecasts as provided by the Growth Plan, a need in some instances may exist to convert a site to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The lands at 362 Wallace Avenue are surrounded on the east, south and north by low scale residential uses. The current employment designation and zoning on the lands would permit employment uses such as open storage yards, industrial workshops and manufacturing operations that are not supportive of low scale residential uses. Additionally, the site does not have direct access to any major roads and any truck traffic would have to proceed through low rise residential lands in order to service the site. Conversion of the site to *Neighbourhoods* with some employment lands retained along the rail corridor for residentially compatible employment uses (i.e., offices, studios) would prevent any potential future land use incompatibilities with adjoining lands.

The former site of a paint factory, the lands are currently vacant and an isolated remnant of what was once a larger employment area. Former employment lands located directly south of the site at 351 and 371 Wallace Avenue and 26 Ernest Avenue were previously converted and are now designated *Neighbourhoods*.

It is City Planning staff's opinion that conversion of the majority of the site would not undermine the viability of the larger employment area. As noted above access to the area can only be obtained by traversing through low scale residential neighbourhoods, thereby making the site unsuitable for many industrial uses. The one remaining impactful employment use in the area is a scrap yard located at 26 Ernest Avenue, which is ceasing operations in the near future and is designated as *Neighbourhoods*. The lands directly north of the site at 26 Ruskin Avenue are occupied by a Toronto Hydro substation, which is not likely to seek a conversion and like other remaining employment uses in area (i.e., Canadian Red Cross at 21 Randolph Ave.) is more or less compatible with surrounding residential uses. There are no cross-jurisdictional issues applicable to this site.

Although the area is not viable for heavy employment uses such as manufacturing, there is still a need to ensure residentially compatible employment remains in the area. The City of Toronto has a limited stock of employment lands and there is a need to ensure an ample supply of employment lands is available to meet the provincial forecasts as provided in the Growth Plan. Also, a major transportation rail corridor runs through the area and as such there is a need to ensure there is adequate buffering to the area's sensitive low scale residential uses. As such City Planning staff recommend that a strip of land along the boundary of the rail corridor on the western edge of the lands be retained for employment uses and be designated as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be created to limit those employment uses to those that are compatible with residential uses. This is consistent to City Planning's approach to other conversion requests in the area (i.e., 50 Edwin Avenue and 45 Ernest Avenue).

City Planning staff have identified that existing or planned community infrastructure to accommodate the proposed residential conversion is within the Junction Triangle residential area. With the exception of secondary schools, most do not require the crossing of a major street.

### Conclusion

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. However, conversion of part of the site is needed to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council convert the majority of the employment lands at 362 Wallace Avenue by designating it as *Neighbourhoods*. It is also recommended that the remaining lands located along the western edge of the lands be retained as *Employment Areas* and be designated as *General Employment Areas*. Further, it is recommended that a Site and Area Specific Policy be introduced for the lands to limit employment uses to those that are compatible to adjacent low scale *Neighbourhoods* and that conditions be attached to any proposed development of the site. The recommended Official Plan amendment is shown below.

### Recommended Official Plan Amendment – 362 Wallace Avenue

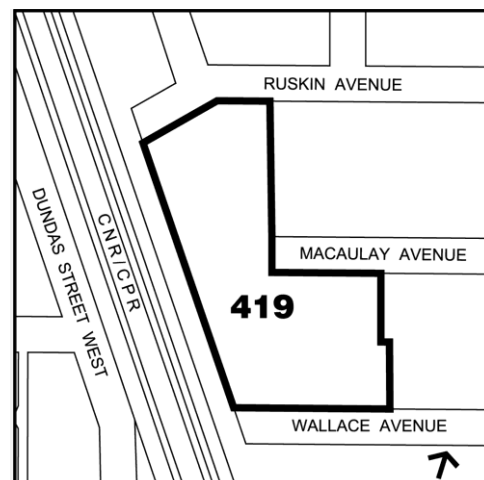
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Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 419 for the lands known municipally in 2012 as 362 Wallace Avenue, as follows:

#### "419. 362 Wallace Avenue

Residential uses on the site are permitted if the following conditions are met:

- a) A new public road running north/south, generally from the southern terminus of Edwin Avenue, through the site to Wallace Avenue is provided;
- b) Macaulay Avenue is extended to meet the new public road described in (a) above;
- c) A minimum of 3,800 square metres of non-residential gross floor area is constructed on the site prior to or at the same time as any residential gross floor area;



- d) Only residentially-compatible employment uses are permitted on the lands designated *General Employment Areas*;
- e) Any required alterations to the Wallace Avenue pedestrian bridge must respect the heritage designation of the bridge and the bridge must remain open during the alterations;
- f) A 3 metre wide publicly accessible pedestrian connection through the site to allow access from the terminus of Macaulay Avenue to the West Toronto Railpath will be provided;
- g) Site design must not have any negative impact on the West Toronto Railpath, and the elevation of any building constructed adjacent to the West Toronto Railpath will provide overlook to the path; and
- h) The western terminus of Wallace Avenue will be designed as a meeting / gathering place, and any buildings constructed at the south end of the site will face onto this space and provide animation."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

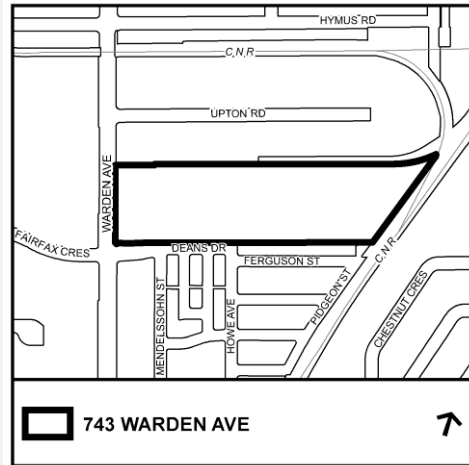
743 Warden Avenue

#### Major Intersection

Warden Avenue and St. Clair Avenue East

#### Community Council / Ward

Scarborough/Ward 35 - Scarborough Southwest



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 743 Warden Avenue as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

#### Applicant / Owner

Zahavish Commercial Developments (The Goldman Group) (agent / owner)

#### Request / Development Proposal

Request by letter dated April 13, 2011 to convert the site to *Mixed Use Areas* to permit the development of a commercial plaza at the front 78 metres of Warden Avenue and a residential subdivision of 224 townhouse units on the remaining portion of the site.

In May, 2012, the owner submitted a Planning Rationale in support of the conversion request. The material contained the description of the site and the surrounding land, the applicable policy context and the redevelopment potential for the property. The submission also indicated the owner's request to convert the front 0.8 hectares along Warden Avenue to *Mixed Use Areas* and the balance of the site (5.7 hectares) to *Neighbourhoods*. This position was confirmed in a subsequent letter of February 25, 2013 from the owner. The most recent correspondence of August 20, 2013 reiterates the owner's original request to convert the site to *Mixed Use Areas*.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as *Employment District* on Map 2: Urban Structure Map and designates as *Employment Areas* (Section 4.6, Land Use Plan Map 20). Site and Area Specific Policy No. 129 applicable to the front portion of the site permits retail and service uses, including stand-alone retail stores and/or power centres.

The former City of Scarborough Employment Districts Zoning By-law No. 24982 zones the portion of the site within 140 metres of the Warden Avenue streetline as Community Commercial (CC), with the balance of the site zoned as Industrial Zone (M). New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas*/ Industrial (M), General Industrial (MG), Special Industrial (MS), Vehicle Service (VS)

South: *Mixed Use Areas* along Warden Avenue, *Neighbourhoods* further east / Commercial/Residential (CR), Townhouse Residential (TH), Semi-detached Residential (SD)

East: *Utility Corridors*, further east *Neighbourhoods* /Institutional-Public Transit (I-PT), Public Utilities, School (SC)

West: *Employment Areas* / Industrial District Commercial (MDC), Industrial (M)

### **Site and Surrounding Area**

The property is approximately 6.57 hectares in area, and as of June 14, 2013 is vacant.

The following uses surround the site:

North: industrial uses fronting Upton Road including assembling and sale of metal fencing, metal coating applications, school bus storage and maintenance garage, seafood processing and distribution, manufacture and distribution of electrical supplies;

South: low scale residential;

East: former CNR/GO transit corridor, TTC subway line, hydro corridor, elementary school and further east low scale residential; and

West: coffee shop at the northwest corner of Warden Avenue and Fairfax Crescent, automotive supply and repair shops further north along the west side of Warden Avenue.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could affect Toronto's ability to meet the Provincial employment forecast.

There is no need to convert employment lands at 743 Warden Avenue to meet the Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The vacant site, formerly occupied by a metal processing industrial plant, is at the southern edge of the Golden Mile Employment District. To the south, a former commercial shopping plaza has been re-developed as a low scale residential neighbourhood.

The interface of residential and employment areas at this location was considered as part of the Warden Corridor Land Use Planning Study approved by Council in 2005 and is addressed by the Warden Woods Community Secondary Plan. Policy 2.1.13 in the Secondary Plan states that land uses, streets and blocks at the northern boundary of the Warden Woods Community will be arranged to preclude future expansion of the residential area in order to protect the stable employment area to the north. Publicly owned reserves will be established to preclude vehicular access between the new community and the employment area to the north. In 2009, City Council approved a rezoning application to permit a retail commercial development at the front portion of the property along Warden Avenue, with employment uses at the back. The recommended *General Employment Areas* designation will expand the range of uses permitted on the entire site while maintaining separation between a residential community to the south and industrial uses to the north.

City staff are concerned with the potential adverse impacts the introduction of sensitive uses on the site may have on the long term viability of existing employment operations on Upton Road and further north. There are a number of industrial businesses, including seafood processing, storage and a maintenance garage for a school bus fleet that may detract from the expected quality of the residential environment due to the nature of their operations, may cause complaints by future residents and could affect operations of industrial firms. In the long term, this could contribute to the gradual erosion of industrial activity in this viable larger employment area.

City Planning staff have identified that existing and planned community infrastructure to accommodate the proposed residential conversion is within the area, however, some require the crossing of major streets (i.e., Warden Avenue and St. Clair Avenue). There are no cross-jurisdictional issues applicable to this site.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, the City Planning Division recommends that City Council retain the lands at 743 Warden Avenue as *Employment Areas* and designate them as *General Employment Areas*. This designation will permit a wide range of uses while maintaining a separation and buffer between sensitive (residential) uses to the south and industrial uses to the north.

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

50 Wilson Heights Boulevard

#### Major Intersection

Wilson Avenue and  
William R. Allen Road Expressway

#### Community Council / Ward

North York / Ward 10 – York Centre



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council convert the employment lands at 50 Wilson Heights Boulevard by designating them as *Regeneration Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, a land use buffer to separate residential uses from nearby highways and also requiring a minimum of 50 per cent of the gross floor area on 50 Wilson Heights Boulevard be used for non-residential purposes.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Build Toronto (agent) / City of Toronto (owner)

#### Request / Development Proposal

Request by letter dated April 12, 2012 to convert the site to *Mixed Use Areas* in order to permit residential and commercial uses.



## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 16). The lands are located within the Wilson District of the Downsview Area Secondary Plan.

The former City of North York Zoning By-law zones the property as Multiple-Family Dwellings Fourth Density Zone (RM4), One-Family Detached Dwelling Fourth Density Zone (R4), and General Commercial Zone (C1). These zones permit apartment buildings, detached dwellings, local institutions and commercial uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Neighbourhoods* / R4 - One-Family Detached Dwelling Fourth Density Zone

South: *Employment Areas* and *Mixed Use Areas* / MC(H) - Industrial-Commercial Zone and RM6(186) - Multiple-Family Dwellings Sixth Density Zone

East: *Neighbourhoods* and *Mixed Use Areas* / R4 - One-Family Detached Dwelling Fourth Density Zone and RM4 - Multiple-Family Dwellings Fourth Density Zone

West: *Employment Areas* / C1 – General Commercial Zone and R4 - One-Family Detached Dwelling

### **Site and Surrounding Area**

The property is roughly 3.24 hectares in area, and contains a TTC surface parking lot.

As of July 2013, the following uses surround the site:

North: low scale residential;

South: TTC surface parking (at 30 Tippet which is also a conversion site) and multi-storey residential (under construction);

East: low scale residential; and

West: William R. Allen Road Expresway and Wilson subway station.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 50 Wilson Heights Boulevard to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses. The site is, however, part of an *Employment Area* that manifests particular characteristics. The Tippet

employment lands include the site and surrounding lands bounded to the south by Highway 401, to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway, to the north by Wilson Heights Boulevard, and to the east by both Wilson Heights and Champlain Boulevards.

A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because the Tippett employment lands are characterized by all of the following distinguishing traits.

The Tippett employment lands are a relatively small pocket of employment land isolated and detached from the larger *Employment Area* to the west by both the Highway 401/Allen Road Expressway interchange and the Allen Road Expressway. Large vacant land parcels exist in the Tippett employment lands and employment is low, with only 426 employees in 2011 on the 14.8 hectares of land. Residential development has already occurred at the centre of the Tippett employment lands. Two residential towers have been constructed, and two residential towers are currently under construction on Wilson Avenue which limits some industrial employment in the Tippett area. The Tippett employment lands are well served by the Yonge-University-Spadina subway, with the Wilson station located at the west edge of the area. The Tippett employment lands also abut a residential community that includes some of the community infrastructure needed to accommodate the proposed residential uses.

The conversion of the site and surrounding Tippett employment lands would therefore not adversely affect the overall viability of the broader *Employment Area*. Some community infrastructure needed to accommodate the proposed residential conversion is located locally, and required additional community infrastructure will be planned for through further analysis of the Tippett employment lands. There are no cross-jurisdictional issues related to the lands.

The Highway 401/Allen Road Expressway interchange, Highway 401 and the Allen Road Expressway to the south and west of the Tippett area may have noise impacts that are not compatible with residential and sensitive non-residential uses. Staff therefore recommend that the development framework outlined in the Site and Area Specific Policy include the matter of a land use buffer to appropriately separate sensitive uses from Highway 401, the Allen Road Expressway and the interchange.

Given the location of the site at the Wilson subway station, and given the proposed Plan policy framework to grow the office sector at rapid transit stations and to incorporate rapid transit stations into multi-storey development, it is appropriate that these vacant lands be subject to a Site and Area Specific Policy requirement that a minimum of 50 per cent of the gross floor area on the lands be used for non-residential purposes. The westerly portion of the lands which abuts the Allen Road Expressway should be used for employment/office purposes.

## **Conclusion**

It is staff's opinion that there is no need for the requested conversion to meet the City's population forecasts as provided by the Growth Plan. Further, conversion of the site is not needed to address land use incompatibilities. A conversion of the site and the surrounding Tippett employment lands to *Regeneration Areas*, subject to a development framework being outlined in a Site and Area Specific Policy is supportable because these employment lands are characterized by a number of specific distinguishing traits.

Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council convert the employment lands at 50 Wilson Heights Boulevard and designate them as *Regeneration Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby lands requiring that *Regeneration Area* Section 4.7.2 development criteria and other matters be addressed, including streets, pedestrian connections, blocks, densities and building heights, and also requiring that a minimum of 50 per cent of the gross floor area on 50 Wilson Heights Boulevard be used for non-residential purposes. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 4 Tippett Road
- 6 Tippett Road
- 9 Tippett Road
- 30 Tippett Road

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### **Recommended Official Plan Amendment – 50 Wilson Heights Boulevard and nearby lands**

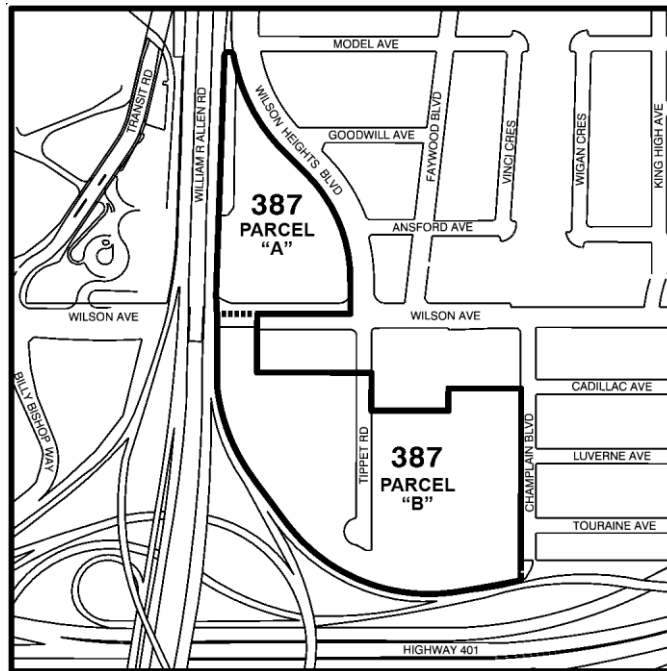
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Chapter 6, Section 7, Downsview Area Secondary Plan, is amended by deleting from the policies and maps of the Secondary Plan all references to, and inclusion of all of the lands in the Secondary Plan area that are located both south of Model Avenue and east of William R. Allen Road and the Highway 401/William R. Allen Road Interchange.

... continued

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 387 for the lands bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401, the Highway 401/William R. Allen Road Interchange and William R. Allen Road, as follows:

**"387. The Tippet Road Area**



A framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:

- a) Streets, pedestrian connections, blocks, densities and building heights;
- b) A requirement that 50 per cent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- c) A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- d) A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. Allen Road expressway interchange and the William R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways."

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

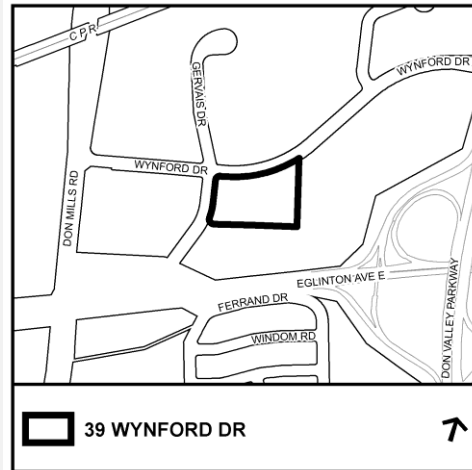
39 Wynford Drive

#### Major Intersection

Don Mills Road and  
Eglinton Avenue East

#### Community Council / Ward

North York / Ward 26 – Don Valley West



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 39 Wynford Drive as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Bousfields Inc. (agent) / Brookfield Financial (owner)

#### Request / Development Proposal

Request by letter dated November 26, 2012 to convert the site to *Mixed Use Areas* in order to permit residential uses mixed with other uses.

### POLICY AND AREA CONTEXT

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#### Official Plan and Zoning

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 20).

The former City of North York Zoning By-law zones the property as MO, permitting a range of commercial, institutional and industrial uses on the site. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MO - Industrial-Office Business Park Zone

South: *Employment Areas* / MO - Industrial-Office Business Park Zone

East: *Employment Areas*, SAS Policy 245 permits a museum / MO - Industrial-Office Business Park Zone

West: *Employment Areas* / MO and MO(17) - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The site is approximately 1.62 hectares in area, and as of June, 2013 contains a 5-storey office/commercial building.

As of June, 2013, the following uses surround the site:

North: multi-storey offices, medical offices, and places of worship;

South: a 9-storey office building (at 1200 Eglinton Ave. which is also a conversion site) and a 8-storey office building (at 15 Gervais Dr. which is also a conversion site);

East: Aga Khan Museum and Ismaili cultural centre; and

West: fuel station, grocery store and vacant right-of-way lands (at the northeast corner of Eglinton Avenue and Don Mills Road which is also a conversion request).

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 39 Wynford Drive to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

There is a clustering of six conversion requests in this *Employment Area* bounded to the east by the Don Valley Parkway, to the north by the rail corridor and Barber Greene Road, to the west by Leslie Street and to south by Eglinton Avenue East. The area is 132.6 hectares in size. The six sites are at 1150 Eglinton Avenue East/844 Don Mills Road, 1200 Eglinton Avenue East, the northeast corner of Eglinton Avenue and Don Mills Road, 15 Gervais Drive, 1121 Leslie Street and 39 Wynford Drive (the site).

In 2011, there were 6,836 employees in 207 firms in this *Employment Area*. In 2011, the site had 324 employees in a 5-storey office building. There are three major roadways providing access for traffic/deliveries both in and out of the area; Don Mills Road, Eglinton Avenue East and the Don Valley Parkway.

Staff reviewed a total of six conversion requests in this area, all of which seek residential use permissions. The total area of the six conversion requests is 30.13 hectares (74.5 acres) of employment lands, of which the site represents 1.62 hectares.

Staff have concerns with the potential impact of re-designating these lands from *Employment Areas* to *Mixed Use Areas* in order to permit residential and sensitive non-residential uses. The introduction of residential and sensitive non-residential uses on this site will adversely affect the overall viability of the *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas*. Currently, this site is currently occupied by a 5-storey office building. These lands are located within 500 metres of a planned station on the funded Eglinton Crosstown LRT route. The proposed Official Plan employment policy framework includes the promotion of office space within 500 metres of rapid transit stations, including along the LRT. Displacement of the office building on this site in close proximity to the LRT station would run counter to the policy direction of promoting office intensification near rapid transit.

The site is located within the interior of the *Employment Area*, at the corner of Wynford and Gervais Drives. The proposed conversion of this site would create a precedent for further conversions for residential and sensitive non-residential uses in this *Employment Area*, in particular within the *Employment Area* interior, thereby diminishing further the supply of employment land for *Employment Area* uses.

The site is isolated from existing or planned community infrastructure such as libraries, public schools, recreation centres and public parks to serve new residents.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 39 Wynford Drive as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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See also related requests to convert lands at the following addresses:

- 1150 Eglinton Avenue East and 844 Don Mills Road
- Eglinton Avenue and Don Mills Road - the northeast corner
- 1200 Eglinton Avenue East
- 15 Gervais Drive
- 1121 Leslie Street

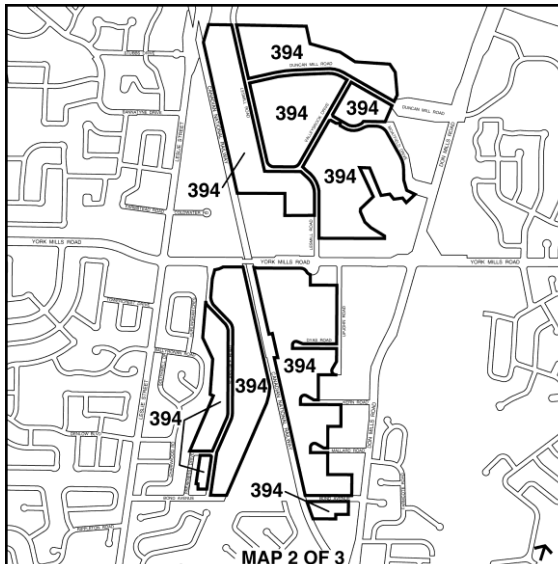
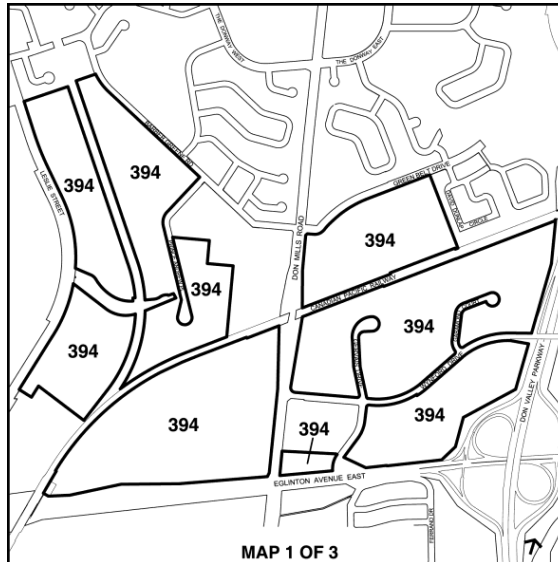
## Recommended Official Plan Amendment – 39 Wynford Drive and other lands

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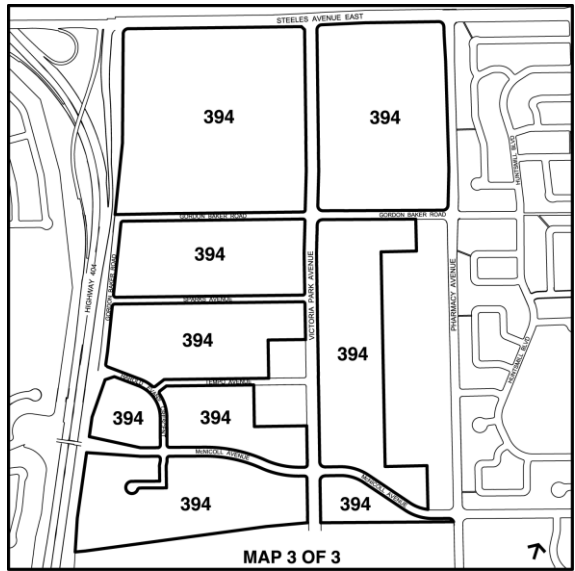
Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

### "394. Business Parks along the Don Valley Parkway Corridor

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.







## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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**Address**

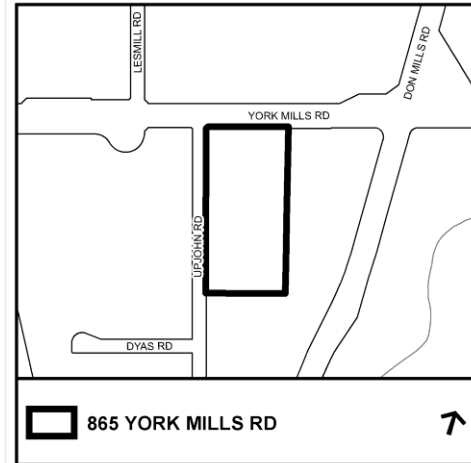
865 York Mills Road

**Major Intersection**

York Mills Road and  
Don Mills Road

**Community Council / Ward**

North York / Ward 34 – Don Valley East



### RECOMMENDATIONS

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 865 York Mills Road as *Employment Areas* and designate them as *General Employment Areas*.

### CONVERSION REQUEST DETAILS

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**Applicant / Owner**

Bousfields Inc. (agent) / 2141805 Ontario Inc. (owner)

**Request / Development Proposal**

Proposal by way of application to convert the site to permit residential uses on the lands, in three residential buildings ranging in height from 32 to 38 storeys. As well, two 25-storey office buildings and a hotel are proposed. Office and hotel uses are permitted in *Employment Areas*.

**Application File No. and Status**

Application No. 11 330777 NNY 34 OZ was submitted on December 23, 2011. A Preliminary Report dated February 28, 2012 was adopted by Planning and Growth Management Committee on March 22, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG12.8>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone (MO), permitting office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MO(24) - Industrial-Office Business Park Zone  
South: *Employment Areas* / MO - Industrial-Office Business Park Zone  
East: *Employment Areas* / MO(4) - Industrial-Office Business Park Zone  
West: *Employment Areas* / MO - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 3.35 hectares in area, and as of July 2013 contained restaurant, retail and service uses.

As of July 2013, the following uses surround the site:

North: hotel, conference centre, restaurant (at 900 York Mills Road which is also a conversion site) and office;  
South: multi-storey office;  
East: restaurant and multi-storey office; and  
West: restaurant and office.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 865 York Mills Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are provided for within *Employment Areas*. The proposed conversion of the site

would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands including the conversion site which is located directly north of the site at 900 York Mills Road, thereby diminishing further the supply of employment land for *Employment Area* uses. An agent for a nearby landowner in this *Employment Area* has written to Planning staff regarding the development proposal for the site, and has requested that staff also consider residential permissions on their lands should the site be converted to permit the proposed residential uses.

The owner proposes a site specific policy to ensure that the office component of the proposal is constructed in the first phase of development in conjunction with the proposed residential uses. As indicated in the Chief Planner's report, the City has no immediate tools at its disposal to absolutely ensure that the proposed employment gross floor area is constructed or phased in any particular way.

This site is isolated from existing or planned community infrastructure such as libraries, public schools and recreation centres to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 865 York Mills Road as *Employment Areas* and designate them as *General Employment Areas*.

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See also related request to convert lands at the following address:

- 900 York Mills Road

## 5 Year Official Plan and Municipal Comprehensive Reviews: Final Assessment – Request To Convert Employment Lands

### LOCATION

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#### Address

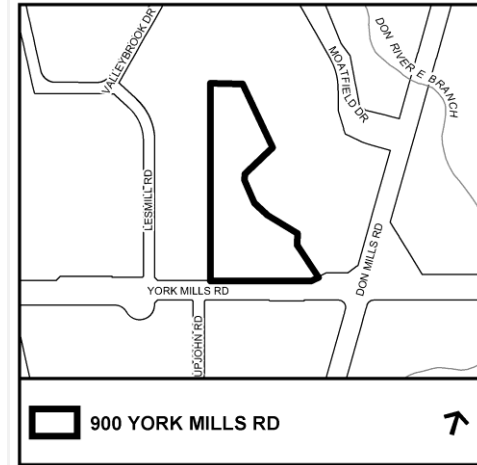
900 York Mills Road

#### Major Intersection

York Mills Road and  
Don Mills Road

#### Community Council / Ward

North York / Ward 34 – Don Valley East



### RECOMMENDATIONS

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#### The City Planning Division recommends that:

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 900 York Mills Road as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council include the rear portion of the lands in proposed Site and Area Specific Policy No. 394 that prohibits major retail uses and only permits restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services when those uses are located within the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses.

### CONVERSION REQUEST DETAILS

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#### Applicant / Owner

Aird and Berlis LLP (agent) / Westmont Hospitality Group (owner)

#### Request / Development Proposal

Request by letter dated July 28, 2011 to convert the site to *Mixed Use Areas* in order to permit residential uses in addition to an existing hotel, as illustrated by a preliminary concept plan showing two residential towers.

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the lands as Industrial-Office Business Park Zone [MO(24)], permitting hotel, office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 zones these lands as Employment Industrial Office Zone [E 1.5 (e1.5; o1.5)(x7) which permits hotels, offices, retail service and light manufacturing uses.

The following land use designations and zoning categories surround the site:

North: *Employment Areas* / MO(6) - Industrial-Office Business Park Zone

South: *Employment Areas* / MO - Industrial-Office Business Park Zone

East: *Parks and Open Space Areas - Natural Areas* / G – Greenbelt Zone and MO(6) - Industrial-Office Business Park Zone

West: *Employment Areas* / MO(6) - Industrial-Office Business Park Zone

### **Site and Surrounding Area**

The property is approximately 4.69 hectares in area, and contains hotel, conference centre and restaurant uses.

As of July 2013, the following uses surround the site:

North: private school;

South: restaurant, retail and service (865 York Mills Rd., which is also a conversion site);

East: ravine and restaurant; and

West: office, music school and wholesale retail.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to convert the employment lands at 900 York Mills Road to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The requested introduction of residential and sensitive non-residential uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas* and available for those uses that are provided for within *Employment Areas*. The

proposed conversion of the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands including the conversion site located directly south of the site at 865 York Mills Road, thereby diminishing further the supply of employment land for *Employment Area* uses.

Given the proximity of the site to a ravine, the Toronto and Region Conservation Authority has indicated this property is within their area of interest.

This site is isolated from existing or planned community infrastructure such as libraries, public schools and recreation centres to accommodate the proposed residential conversion.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 900 York Mills Road as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that the rear portion of the lands be included in proposed Site and Area Specific Policy No. 394 that would prohibit major retail uses, and only permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services in the lower level floors of multi-storey buildings comprised of *Core Employment Area* uses, including hotels. The recommended Official Plan amendment is shown below.

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See also related request to convert lands at the following address:

- 865 York Mills Road

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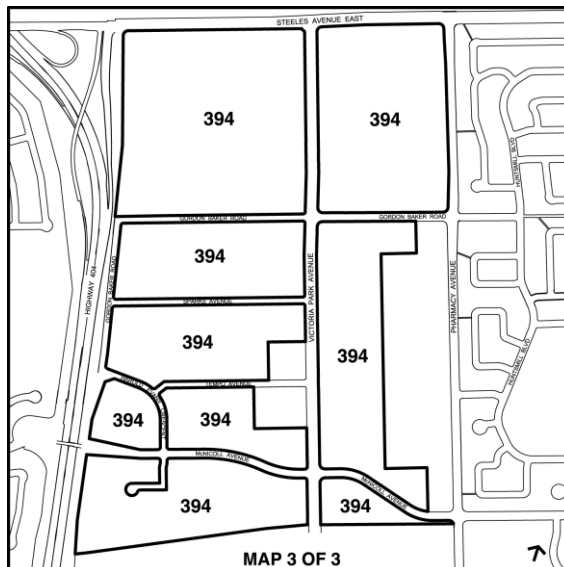
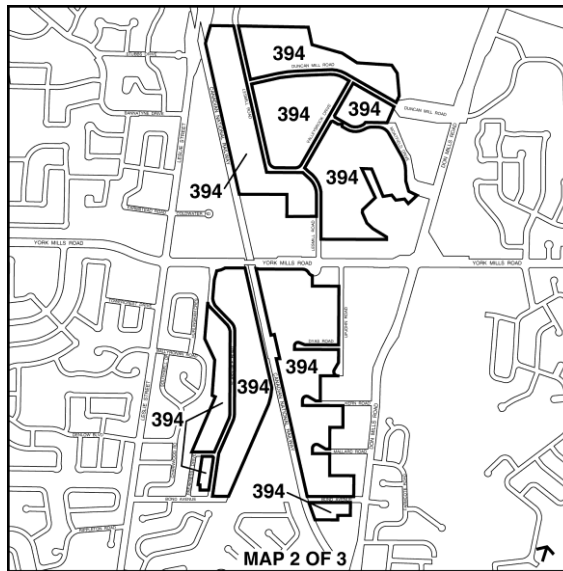
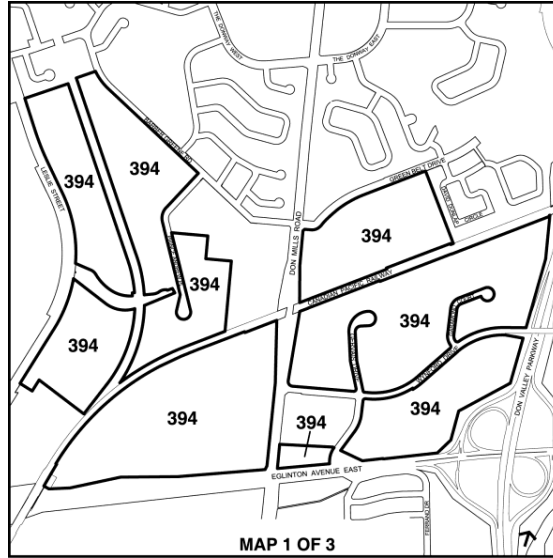
### **Recommended Official Plan Amendment – The rear portion of 900 York Mills Road and other lands**

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Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 394 for business park lands along the Don Valley Parkway Corridor, as follows:

#### **"394. Business Parks along the Don Valley Parkway Corridor**

- a) New major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses.





**5 Year Official Plan and Municipal Comprehensive Reviews:  
Final Assessment – Request To Convert Employment Lands**

**LOCATION**

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**Address**

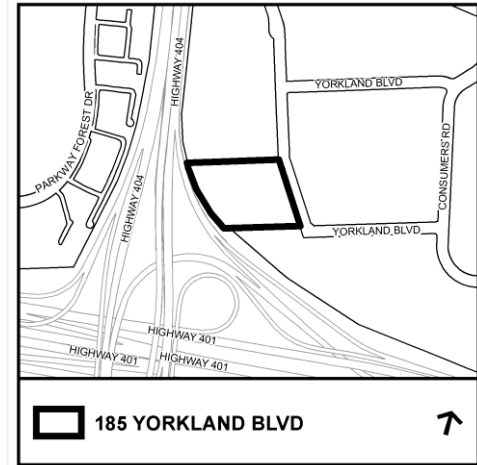
185 Yorkland Boulevard

**Major Intersection**

Sheppard Avenue East  
and Highway 404

**Community Council / Ward**

North York / Ward 33 – Don Valley East



**RECOMMENDATIONS**

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**The City Planning Division recommends that:**

1. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, City Council retain the lands at 185 Yorkland Boulevard as *Employment Areas* and designate them as *General Employment Areas*.
2. City Council introduce a Site and Area Specific Policy for these and nearby *Employment Area* lands to allow an implementation plan to be established which encourages office development and amenities to serve offices, establishes densities, new streets and blocks; to prohibit major retail uses; and to permit restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale stores and services only when these uses are in multi-storey buildings that include *Core Employment Area* uses.

**CONVERSION REQUEST DETAILS**

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**Applicant / Owner**

Macaulay Shiomi Howson Limited (applicant) / Siljub Toronto Limited (owner)

**Request / Development Proposal**

Proposal by way of application to convert the site to allow a proposed long term care facility and to use an existing hotel as an assisted living facility.

**Application File No. and Status**

Application No. 12 168238 NNY 33 OZ was submitted on May 7, 2012. A Preliminary Report dated August 13, 2012 was adopted with amendments by City Council on October 2, 2012.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG17.6>

## **POLICY AND AREA CONTEXT**

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### **Official Plan and Zoning**

The Official Plan identifies the site as an *Employment District* on Map 2: Urban Structure Map and it is designated as *Employment Areas* (Section 4.6, Land Use Plan Map 19).

The former City of North York Zoning By-law zones the property as Industrial-Office Business Park Zone [MO(9)], permitting hotel, office, manufacturing, retail and service uses. New citywide Zoning By-law No. 569-2013 does not apply to these lands.

The following land use designations and zoning categories surround the site:

- North: *Employment Areas* / MO(9) - Industrial-Office Business Park Zone
- South: *Employment Areas* / MO(8) - Industrial-Office Business Park Zone
- East: *Employment Areas* / MO(8) - Industrial-Office Business Park Zone and MO - Industrial-Office Business Park Zone
- West: Highway 401/Highway 404 Interchange

### **Site and Surrounding Area**

The property is roughly 2.33 hectares in area, and as of July 2013 contained hotel and restaurant uses.

As of July 2013, the following uses surround the site:

- North: multi-storey offices;
- South: vacant (proposed motor vehicle dealership with automobile service and repair);
- East: multi-storey office and banquet; and
- West: Highway 401/Highway 404 Interchange.

## **PLANNING RATIONALE SUMMARY**

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The existing supply of *Employment Areas* is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan. It should be noted however that while no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the Provincial employment forecast.

There is no need to introduce sensitive (residential) uses at 185 Yorkland Boulevard to meet the 2031 Provincial population forecast for Toronto or to address an incompatibility of *Employment Area* permissions with existing adjacent lands uses.

The site is located in the interior of the Consumers Road Business Park. The requested introduction of sensitive (residential) uses on the site will adversely affect the overall viability of the larger *Employment Area*. The proposed conversion of the lands would reduce the inventory of lands designated *Employment Areas*. The proposed conversion of

the site would create a precedent for further conversions for residential and sensitive non-residential uses on nearby *Employment Area* lands within the interior of the Consumers Road Business Park, thereby diminishing further the supply of employment land for *Employment Area* uses.

The proposed conversion of the site for sensitive (residential) uses would not implement Policy 2.2.6.9 of the Provincial Growth Plan that encourages municipalities to preserve employment lands at major highway interchanges for employment uses. This is a prominent site visible from Highways 401 and 404 due to its adjacency to the Highway 401/Highway 404 Interchange. Given the noise issues associated with sites located abutting highways and highway interchanges, the site is more appropriate for uses that are not sensitive in nature.

There are no cross-jurisdictional issues related to the lands.

### **Conclusion**

It is staff's opinion that there is no need for the requested conversion. Based on the criteria in the Growth Plan, the Provincial Policy Statement and the Official Plan policies, it is recommended that City Council retain the lands at 185 Yorkland Boulevard as *Employment Areas* and designate them as *General Employment Areas*. It is also recommended that a Site and Area Specific Policy be introduced for these and nearby *Employment Area* lands to allow an implementation plan to be established which encourages office development and amenities to serve offices, establishes densities, new streets and blocks; to prohibit major retail uses in the *Employment Area*; and to permit restaurants, recreation and entertainment facilities, and small and medium scale stores and services only when these uses are within multi-storey buildings that include *Core Employment Area* uses. The recommended Official Plan amendment is shown below.

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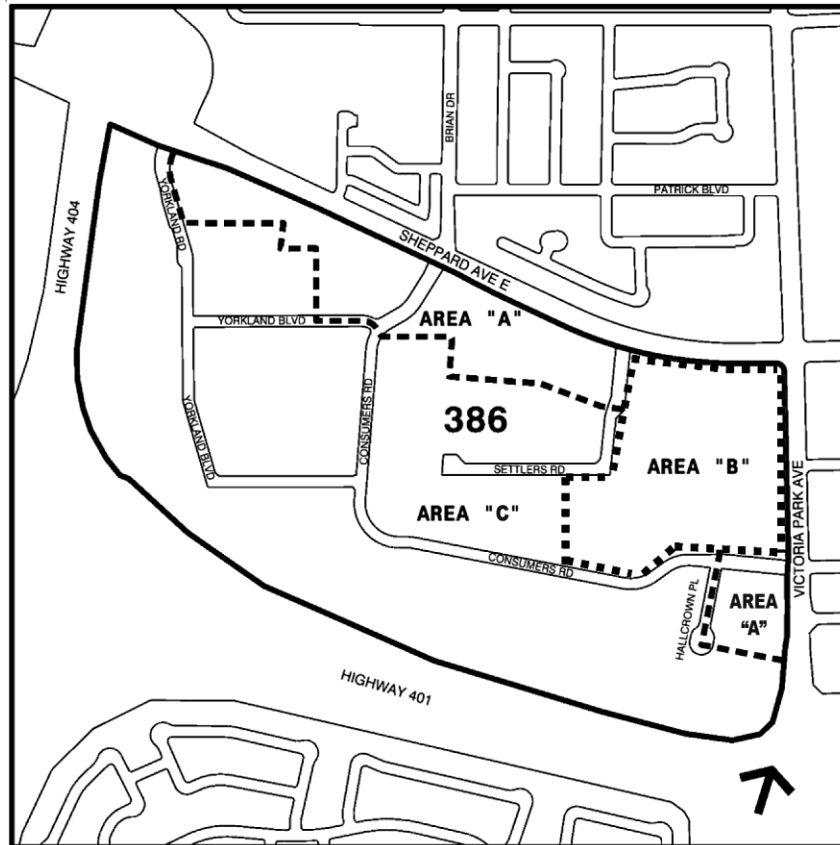
See also related request to convert lands at the following address:

- 55 Hallcrown Place

## Recommended Official Plan Amendment – 185 Yorkland Boulevard and nearby lands

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 386 for the lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401, the Highway 401/Highway 404 Interchange and Highway 404, as follows:

### "386. Lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highways 401 and 404



- a) An implementation plan will be established as Official Plan policy to address within Areas "A", "B" and "C" matters such as:
  - i) an incentive program for Council adoption to encourage office development;
  - ii) the provision of amenities throughout the area to create an attractive environment for existing and new offices;
  - iii) development densities; and
  - iv) the creation of new streets and blocks.

### **Area "A"**

- b) Development in Area "A" that includes residential units is required to also increase the non-residential gross floor area in Area "A".

### **Area "B"**

- c) Prior to the approval of residential development on *Mixed Use Area* land in Area "B", a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road.
- d) Development on *Mixed Use Area* land in Area "B" that includes residential units is required to also increase the non-residential gross floor area in Area "B", on land designated as *Mixed Use Areas* and/or on land designated as *General Employment Areas*.
- e) *Employment Area* uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the *Mixed Use Areas* land in Area "B".

### **Area "C"**

- f) *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B".
- g) Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C".
- h) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office uses."