

225 Village Green Square – Official Plan and Zoning Amendment Applications - Preliminary Report

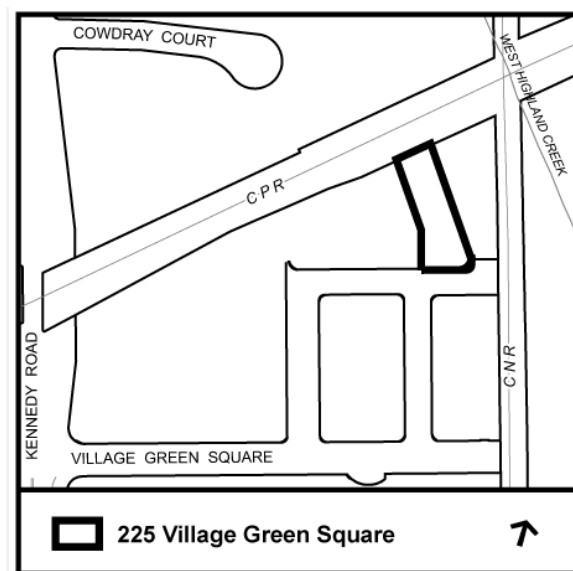
Date:	January 28, 2015
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward 40 – Scarborough-Agincourt
Reference Number:	P:\2015\Cluster B\PLN\PGMC\PG15018 (14 203075 ESC 40 OZ & 14 265942 ESC 40 OZ)

SUMMARY

These official plan and zoning by-law applications have been submitted to re-designate and rezone lands at 225 Village Green Square in order to allow them to be redeveloped for high density residential purposes.

This report provides preliminary information on the above-noted applications and seeks Planning and Growth Management Committee's directions on further processing of the applications and on the community consultation process.

The applications should proceed through the standard planning review process, including the scheduling of a community meeting. A final report will be prepared and a public meeting will be scheduled once all the identified issues have been satisfactorily addressed and all required information is provided.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 225 Village Green Square together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 2005, the Ontario Municipal Board (OMB) approved official plan and zoning by-law amendments, and a draft plan of subdivision, to permit the development of a new, mixed use, predominately high density residential community on the subject lands. This was largely based on the premise that the Sheppard Subway would be extended from its current terminus at Don Mills (Fairview Mall) to the Scarborough Centre via a preferred alignment that included an inter-modal (combined TTC/GO) subway station near the intersection of the Canadian Pacific Railway (CPR) and GO Transit / Canadian National Railway (CNR) lines. The Agincourt GO Station, currently located on the north side of Sheppard Avenue East, would be re-located and integrated with the new subway station.

The approvals permitted a maximum of 2,100 residential dwelling units; a new local road network; a 1.7 acre central public park; office and retail uses; and lands for a future transit terminal. Maximum permitted heights for apartment dwellings range from approximately 30 to 40 storeys. An office building approximately 24 storeys (95 metres) in height was envisioned.

Detailed urban design guidelines, based upon the original concept Master Plan, were also developed and were intended to guide the design of the community and be used when evaluating individual site plan approval applications.

Metrogate Inc. (Tridel) purchased the lands in 2007 and subsequently revised the draft plan of subdivision and secured implementing official plan and zoning by-law amendments. Changes mainly consisted of revising the proposed internal road system resulting in the re-configuration of the park and development blocks. The existing urban design guidelines were also revised and re-titled Metrogate Agincourt Redevelopment Urban Design Guidelines. No changes to the overall permitted density of development, number of dwelling units, size of the park block or previously agreed upon community benefits were requested at that time.

The related staff report related to these approvals can be found at this link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2007.SC11.25>

Community benefits include the provision of two, non-profit daycare facilities (the first one is already in operation), public art within the new central park, transfer of Block 9 for a future transit (bus & subway) terminal and the construction of or funding of a pathway connection on Block 9 under the CPR line to provide a connection to Collingwood Park.

Metrogate Plan of Subdivision (Plan 66M-2460)

The plan of subdivision was registered in 2008 and created an internal road system. Suffern Road was renamed Village Green Square and this street name applies to the entire public road system that extends to Kennedy Road (see Key Map). The plan of subdivision is comprised of five (5) residential development blocks, an office block (Block 8 subject lands), a future road block (Block 6), the central park (Block 3) and a future transit terminal block (Block 9). The plan of subdivision and assigned addresses are shown on Attachment 6.

The registered subdivision agreement, among other matters, requires warning clauses related to noise and vibration from the CPR and GO Transit rail lines, nearby industrial and commercial operations and roadways to be included in all Agreements of Purchase and Sale and/or Rental Agreements for residential dwelling units. Further, individual noise and/or vibration studies to address such matters are required as part of the site plan review process for residential development blocks to ensure compliance with provincial guidelines.

Development has occurred in phases as originally intended, and the number of permitted residential dwelling units within the subdivision has, as a result of minor variance approvals, increased from 2,100 units to 2,237. Approximately 1,570 (70%) of these units have been completed and are occupied and 5 condominium corporations have been registered. Site plan approval is required for each phase and has occurred on each of the blocks developed to date.

The proposed office block (Block 8) is the subject of these official plan and zoning amendment applications. This conversion request for high density residential will further increase the total number of permitted dwelling units within the subdivision by an additional 450 units. This will bring the total to approximately 2,700 units.

Official Plan Amendment (OPA) 231

At its meeting of December 16, 17 and 18, 2013, City Council considered a request to convert these employment lands for non-employment purposes as part of the Municipal Comprehensive Review. Under Section 2.2.6.5 of the Provincial Growth Plan for the Greater Golden Horseshoe, the City may convert employment lands for non-employment uses only through such a Municipal Comprehensive Review. At the same meeting, City Council adopted Official Plan Amendment (OPA) 231 which redesignates the subject lands from "Employment Areas" to a "Mixed Use Areas" designation to allow for residential uses on the site.

In addition, OPA 231 amended Site and Area Specific Policy No. 5 of the Agincourt Secondary Plan, which applies to all of the Metrogate subdivision lands, to delete residential density limits.

The Final Assessment and Planning Rationale related to the applicant's earlier conversion request is attached as Attachment 8.

In January 2014, the City submitted OPA 231 to the Minister of Municipal Affairs and Housing for approval. The decision of City Council and OPA 231 can be found at the following links: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2> and implementing By-law <http://www.toronto.ca/legdocs/bylaws/2013/law1714.pdf>

On July 9, 2014, the Ministry of Municipal Affairs and Housing issued its decision on OPA 231. The Ministry decision approves the majority of OPA 231 with minor modifications. There were no changes related to the proposed amendments affecting the Metrogate subdivision lands.

The appeal period has concluded on the Minister's decision and the City is in receipt of multiple appeals. No appeals received are specifically related to the Metrogate lands, however, there are some appeals that relate to the entire City. The matter is now before the OMB and there may be opportunity to narrow appeals to allow for conversions Council supported and that were not the subject of site specific appeals to proceed.

Pre-Application Consultation

A pre-application consultation meeting on the proposed rezoning application was held on April 9, 2014 to discuss complete application submission requirements. Issues discussed included, but were not limited to, the need for the development proposal to be designed in accordance with the Metrogate Agincourt Redevelopment Urban Design Guidelines, the need for a transportation impact study and timing of any possible approvals given the implications posed by OPA 231.

In November 2014, the proponents advised that they intended to file an application to amend the official plan consistent with the designation advanced by the City under OPA 231. A pre-application meeting was not held as the applicants had already filed a complete rezoning application. As a result, the submission requirements for the proposed official plan amendment were minimal and they were advised of these requirements by e-mail.

ISSUE BACKGROUND

PROPOSAL

A 32 storey (94 metres) residential apartment building (condominium) with 450 dwelling units is proposed above a two storey podium. The proposed unit mix is 405, one bedroom units and 45, three bedroom units.

A shared vehicular access with Block 7 to the west is proposed on the west portion of this site. Parking is proposed within 4 levels of underground parking as well as within part of the first and second storeys of the podium. A total of 508 parking spaces are proposed, 450 resident and 58 visitor spaces. All of the visitor parking spaces are located within the first level of the podium. The resulting parking rates are 1.0 space per dwelling unit for residents and 0.13 parking spaces per unit for visitor parking.

Visitor and resident bicycle parking spaces are proposed both at and below grade at a rate of 0.9 spaces per unit for residents (405) and 0.1 spaces for visitors (45).

A tower floor plate of 940 square metres is proposed which the applicants suggest would be consistent with the floor plate of an office building should it have proceeded on site.

900 square metres of indoor and outdoor private amenity space is proposed, all on the third level. This results in a proposed rate of 2.0 square metres per dwelling unit for both indoor and outdoor amenity space.

No retail or service commercial or office uses are proposed.

The closest part of the development is approximately 6.6 metres from the south edge of the elevated (approximately 7 metres) CPR right of way to the north which is classified as a Principal Main Line. The closest part of any dwelling unit to the adjacent CPR right-of-way is approximately 50 metres.

A development density of approximately 7.2 times the lot area is proposed.

A green roof is proposed on top of the 32nd floor.

SITE AND SURROUNDING AREA

The site is vacant and is approximately 3,900 square metres (0.4 ha) in area and has approximately 46 metres (151 feet) of frontage on the north side of Village Green Square. The site is approximately 105 metres in depth.

Abutting uses are as follows:

North: The Canadian Pacific Railway (CPR) line (elevated).

South: 1.7 acre public park (Block 3). High density residential development (Block 2) within two, thirty storey apartment towers. Two, 40 storey residential apartment towers are located on Block 1 along with convenience retail and the first of two non-profit daycare facilities secured as part of the S. 37 community benefit package for the subdivision

East: Vacant City owned lands (Block 9) reserved for future public transportation purposes.

West: Proposed high density residential development comprised of two, 35 storey towers and the second, non-profit daycare facility required as part of the S. 37 community benefit package for the subdivision. Phase one (east tower) is currently under construction.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Official Plan designates the site (Block 8) as "Employment Areas" on the Land Use Plan (see Attachment No. 5). As noted earlier in the OPA 231 section of this report, City Council, by way of OPA 231, supports the re-designation of these lands to "Mixed Use Areas" (see Attachment 8).

The site is also in the Agincourt Secondary Plan area and Site and Area Specific Policy No. 5 applies to the entire Metrogate subdivision. Related policies, among other matters, permit a maximum net density of development of 3.0 times the lot area (parks and roads not included) and a maximum of 2,100 dwelling units. OPA 231 proposes to retain the existing net density limit but to delete the reference to dwelling units as this is more appropriately left to the zoning by-law to restrict.

Detached and semi-detached dwellings are not permitted.

Zoning

The site is zoned Special District Commercial (SDC) under the former City of Scarborough Employment Districts Zoning By-law No. 24982, as amended. Daycare centres, day nurseries, financial institutions, home sales centre, non-commercial parking lots, offices, personal service shops, restaurants and retail stores are permitted. Residential uses are not permitted.

A maximum building height (excluding mechanical penthouse) of 95 metres is permitted on this block.

The zoning requires that dwelling units within the subdivision be located a minimum of 25 metres from the lot line abutting any rail line.

City-wide Zoning By-law No. 569-2013 does not apply to any of the lands within the Metrogate subdivision, including this block.

Site Plan Control

Site plan approval is required. A site plan application has not been submitted.

The registered subdivision agreement requires that a number of matters be secured during the site plan approvals process for each development block. These include, among other matters, fencing, safety berm and setback requirements from the adjacent rail lines, requirement to implement the Metrogate Agincourt Redevelopment Guidelines and need for individual noise and/or vibration studies for each development block.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The City-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Metrogate Agincourt Redevelopment Urban Design Guidelines

As previously noted, the entire Metrogate subdivision is subject to the Metrogate Agincourt Redevelopment Urban Design Guidelines. All phases of development approved to date have been subject to these guidelines which are intended to guide the design of the community and the required site plan review process for each block. These guidelines can be found at <http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Urban%20Design/Files/pdf/UD%20Guidelines/District/MetrogateAgincourt.pdf>

Reasons for the Application

The existing zoning for the site (Block 8) does not permit residential uses. A site specific zoning amendment to permit the proposed development and an amendment to the zoning for the entire subdivision, to increase the total number of permitted dwelling units, is required.

City initiated OPA No. 231 accommodates the requested official plan amendment given it re-designates Block 8 from "Employment Areas" to "Mixed Use Areas" and also amends Site and Area Specific Policy No. 5 under the Agincourt Secondary Plan to delete the maximum number of dwelling units. The applicants have chosen to submit this

application in an effort to expedite their extrication from the appeals of OPA No. 231, none of which specifically apply to their lands as previously noted.

COMMENTS

Application Submission

The following reports/studies were submitted with the rezoning application in August 2014: Planning Justification Report; Traffic Study; Functional Servicing Report; Stormwater Management Report; Draft Zoning By-law Amendment; Noise and Vibration Feasibility Study; Pedestrian Wind Conditions – Letter of Opinion; and Tree Declaration.

A Notification of Incomplete Application, issued on September 4, 2014, identified that a Toronto Green Standards Checklist and a Sun / Shadow Study were required to be submitted.

The outstanding information was submitted on September 29, 2014 and a Notification of Complete Application was issued on October 3, 2014.

The following reports/studies were submitted with the official plan amendment application in December 2014: Planning Justification Report.

A Notification of Complete Application was issued on January 7, 2015.

Issues to be Resolved

Traffic Impact

The proposed trip generation and impact of the proposed development on the local road network needs to be assessed. This includes impacts on the Kennedy Road and Village Green Square intersection and the Kennedy Road and Sheppard Avenue East intersection.

Vehicle Access

The proposed shared access will need to be assessed in tandem with the development plans on the adjacent Block 7. Plans submitted to date for Block 7 do not accommodate a shared access driveway.

Commercial floor space

As the subdivision builds out and as the number of residential dwelling units continues to increase, the need and desirability for additional convenience/service commercial and/or office uses within this development should be assessed.

Tower floor plate size

The proposed tower floor plate, at 940 square metres, exceeds the maximum 750 square metres established by the Tall Building Guidelines and should be reduced. The two existing towers on Block 2 each have 750 square metre floor plates as do the two proposed towers on Block 7.

S. 37 Community Benefits

Additional community benefits may be secured in return for any proposed increase in density of development. As noted earlier, the proposed building is within the allowable height limit for the site. This determination will be informed by the development proposal on Block 7 as additional approvals are required to be secured.

Future Road Block (Block 6)

A future road block (west of Block 7) was created as part of the earlier subdivision approval with the intention of improving future connectivity between lands north and south of the CPR line. Currently, Village Green Square is the only street that provides access to this area.

A City initiated feasibility study related to this future road connection (which has long been identified in the Agincourt Secondary Plan) and a multi-use pedestrian/cycling connection between Agincourt GO Station / Sheppard Avenue East and Village Green Square was completed last year. Preferred options were identified and a separate Municipal Class EA may be undertaken by the City to further evaluate these options. Metrogate and other key landowners were advised of this study

To date, ownership of this block has not been transferred to the City. This block should be transferred to the City prior to or as a condition of any approvals on Block 8 (subject lands).

OPA 231

As noted earlier in the report, OPA 231 already accommodates the requested land use re-designation from "Employment Areas" to "Mixed Use Areas" on Block 8. The applicants have chosen to submit this application with a view to expediting the approval of the City endorsed re-designation of their lands at the OMB. No implementing zoning by-law should be considered by City Council until the required Official Plan permissions are in place.

Canadian Pacific Railway (CPR)

The proposed setback and / or safety measures will need to be reviewed and approved by CPR and secured through the site plan approvals process.

Toronto Green Standard

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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Fax No. 416-396-4265

E-mail: dmuirhe@toronto.ca

SIGNATURE

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Elevations

Attachment 3: Elevations

Attachment 4: Zoning

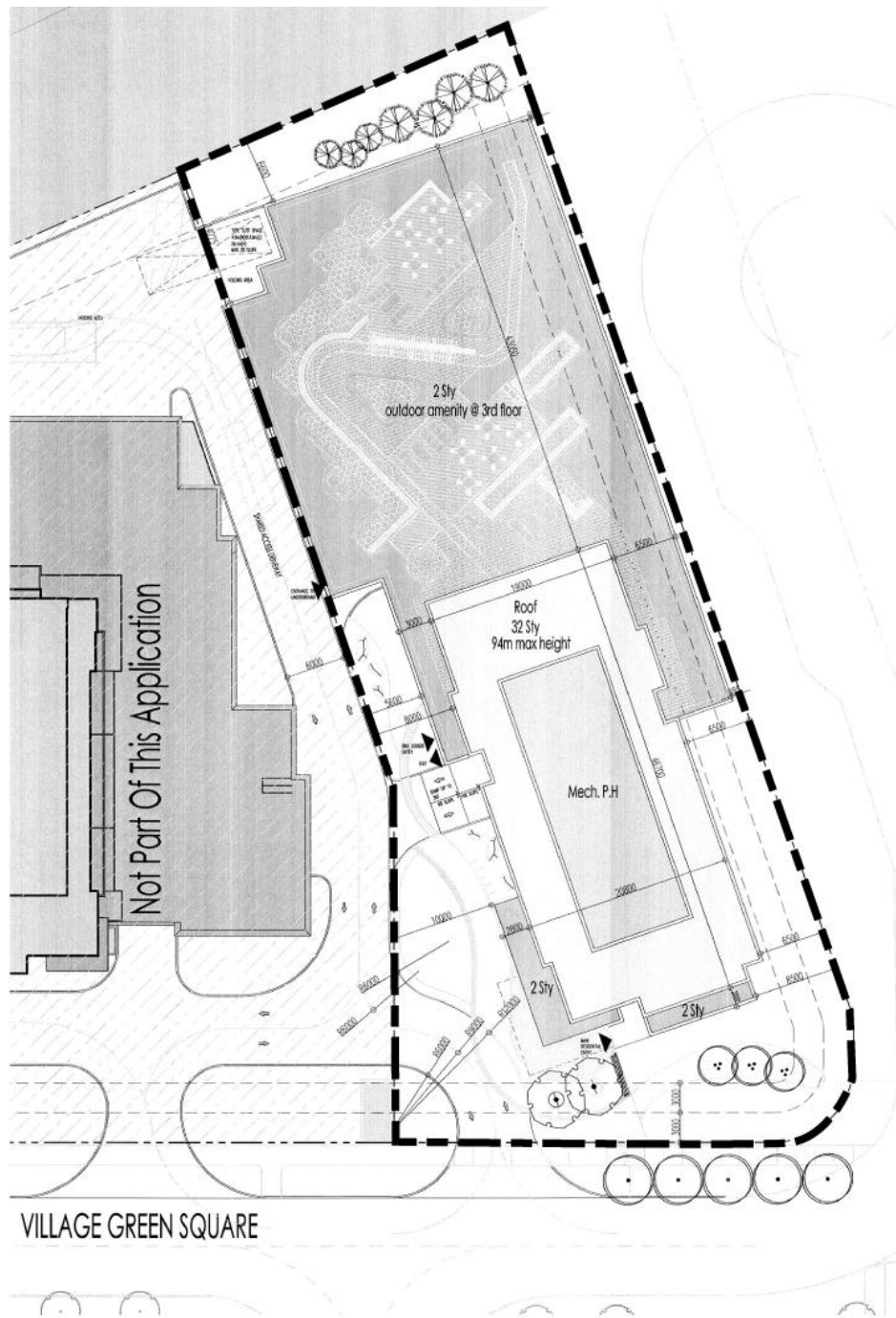
Attachment 5: Official Plan

Attachment 6: Metrogate Plan of Subdivision

Attachment 7: Application Data Sheet

Attachment 8: Final Assessment – Request to Convert Employment Lands

Attachment 1: Site Plan



Site Plan

225 Village Green Square

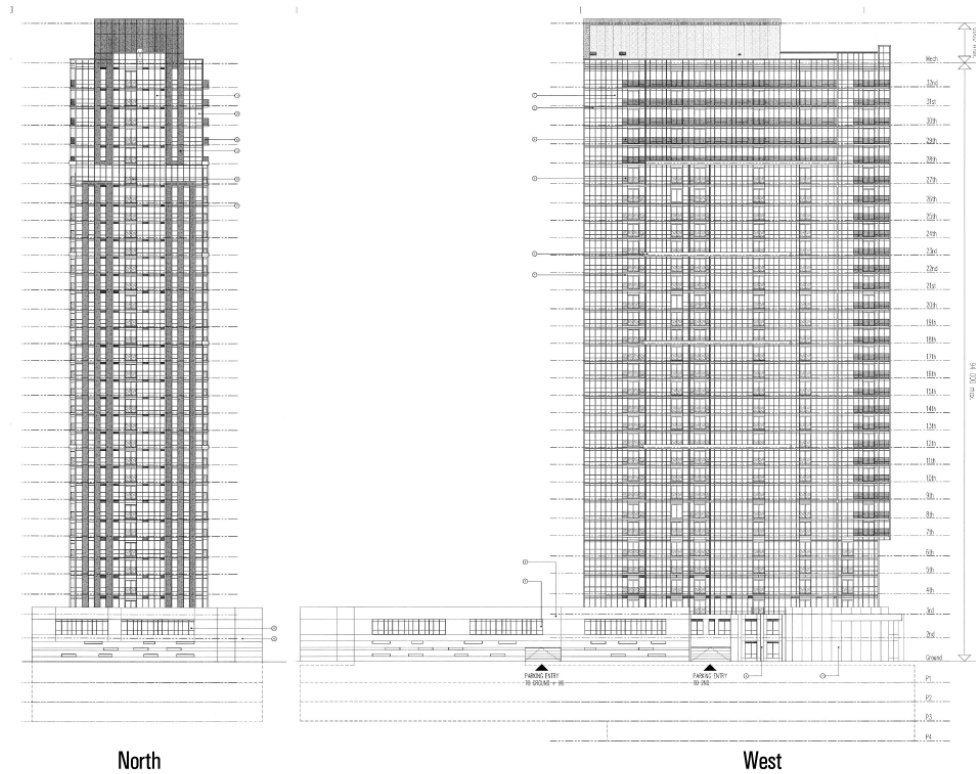
Applicant's Submitted Drawing

Not to Scale
11/05/14



File # 14 203075 ESC 40 0Z

Attachment 2: Elevations



Elevations

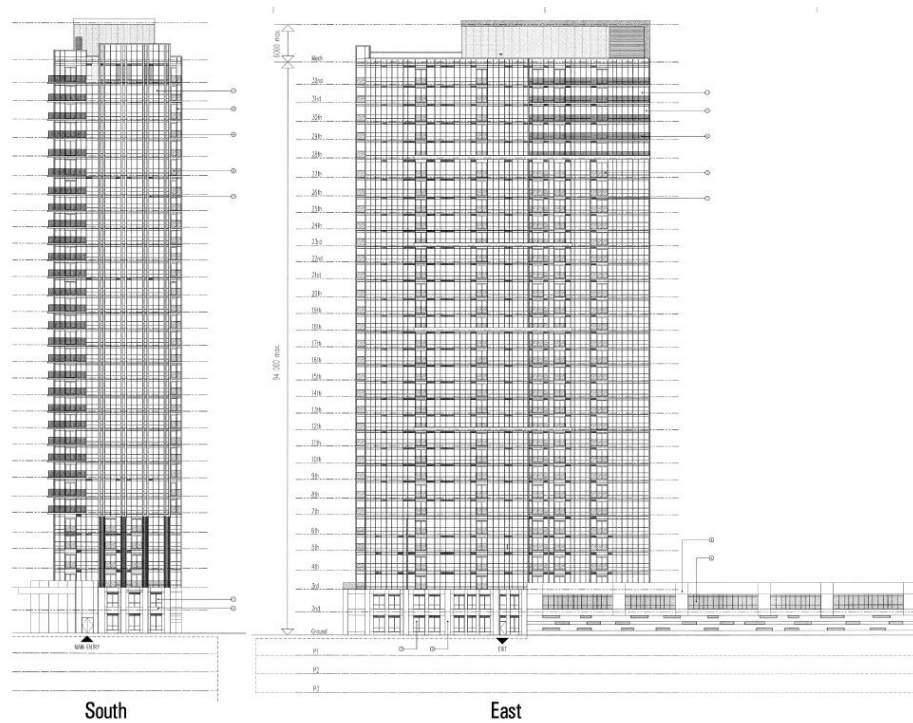
Applicant's Submitted Drawing

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11/5/14

225 Village Green Square

File # 14 203075 ESC 40 0Z

Attachment 3: Elevations



Elevations

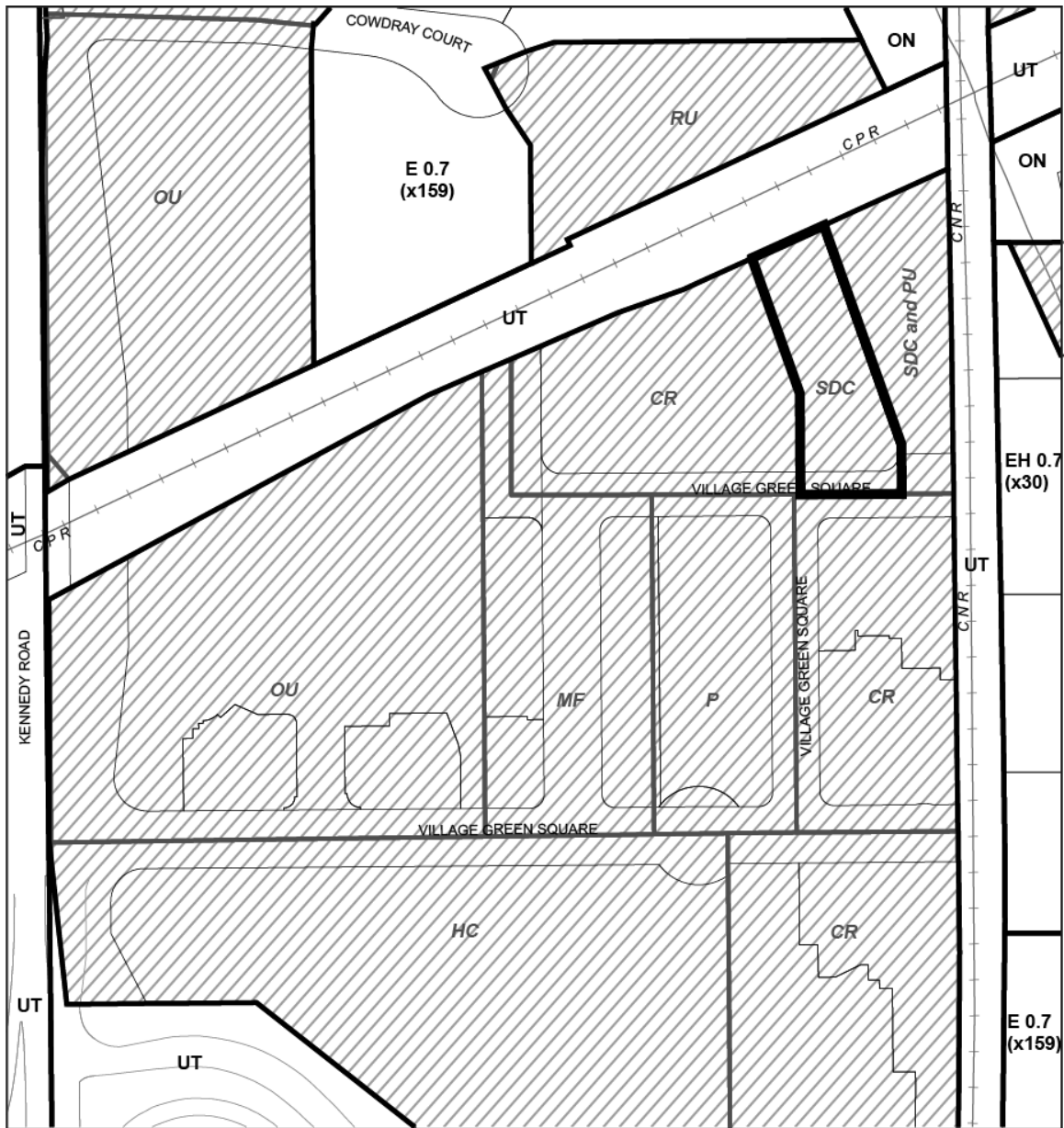
Applicant's Submitted Drawing

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225 Village Green Square

File # 14 203075 ESC 40 02

Attachment 4: Zoning



Zoning By-Law No. 569-2013

225 Village Green Square

File # 14 203075 ESC 40 02



Location of Application

RD Residential Detached
E Employment Industrial
EH Employment Heavy Industrial
ON Open Space Natural
UT Utility and Transportation



See Former City of Scarborough Employment District By-Law No. 24982

M Industrial Zone
MG General Industrial Zone
OU Office Uses Zone
HC Highway Commercial Zone
SDC Special District Commercial Zone

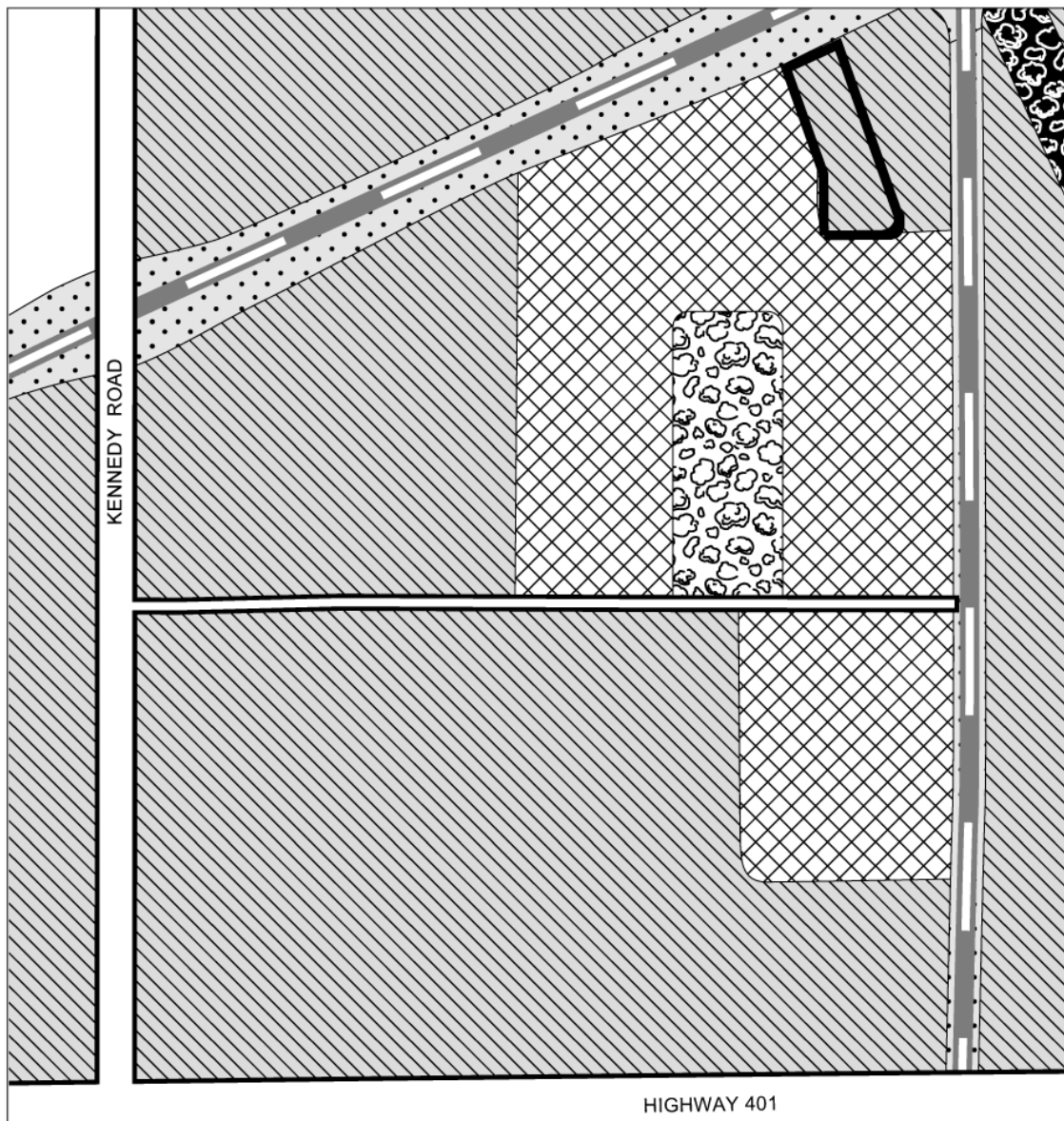
SDC & PU
CR
RU
P
MF

Special District Commercial Zone and
Public Utilities Zone
Commercial/Residential Zone
Recreational Zone
Parks Zone
Multiple Family Residential Zone



Not to Scale
Extracted: 11/05/2014









Attachment 5: Official Plan



TORONTO City Planning
Extract from Official Plan

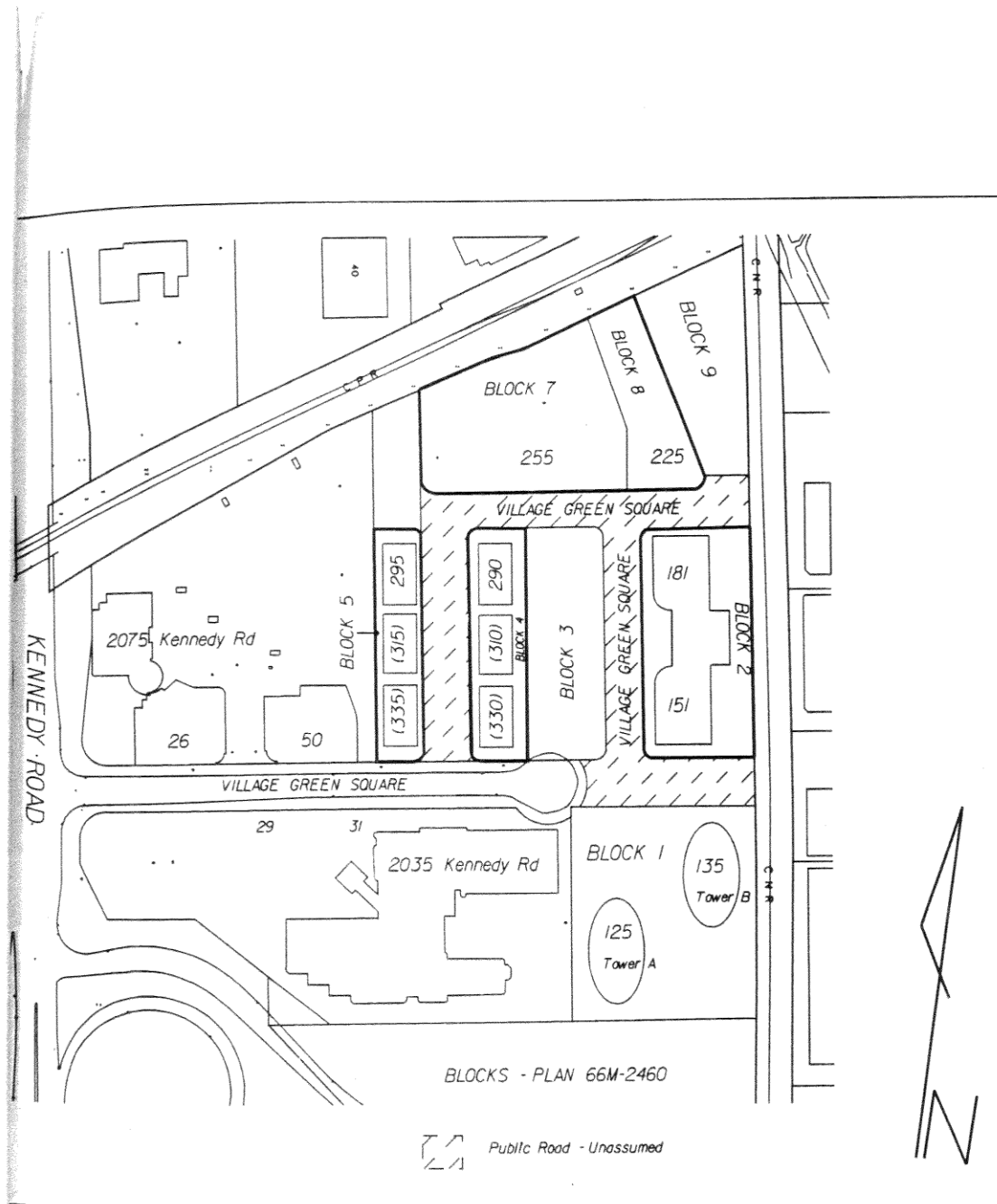
225 Village Green Square

File # 14 203075 ESC 40 02

	Site Location		Natural Areas		Institutional Areas		Utility Corridors
	Neighbourhoods		Parks		Employment Areas		
	Apartment Neighbourhoods						

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Not to Scale
11/05/2014

Attachment 6: Metrogate Plan of Subdivision



Attachment 7: Application Data Sheet

Application Type	Rezoning & Official Plan Amendments	Application Number:	14 203075 ESC 40 OZ & 14 265942 ESC 40 OZ
Details	Rezoning, Standard & Official Plan Amendment (OPA)	Application Dates:	August 7, 2014 & December 18, 2014

Municipal Address: 225 VILLAGE GREEN SQUARE

Location Description: PLAN 66M2460 BLK 8 **GRID E4006

Project Description: Rezoning for a 32 storey residential (condominium) apartment building containing 450 dwelling units (Block 8). OPA consistent with OPA No. 231. *Employment Areas to Mixed Use Areas.*

Applicant:	Agent:	Architect:	Owner:
METROGATE INC.	MICHAEL MAURO	GRAZIANI + CORAZZA ARCHITECTS INC.	METROGATE INC.

PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	SASP 5: Agincourt Secondary Plan
Zoning (By-law 24982):	SDC	Historical Status:	N
Height Limit (m):	95 m (excluding mechanical penthouse)	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	4188	Height:	Storeys:	32
Frontage (m):	46		Metres:	94
Depth (m):	105			
Total Ground Floor Area (sq. m):	2567			Total
Total Residential GFA (sq. m):	29386		Parking Spaces:	508
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	29386			
Lot Coverage Ratio (%):	61.3			
Floor Space Index:	7			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	405
2 Bedroom:	0
3 + Bedroom:	45
Total Units:	450

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	29386	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT: PLANNER NAME: Doug Muirhead, Senior Planner

TELEPHONE: (416) 396-7029

Attachment 8: Final Assessment – Request to Convert Employment Lands

LOCATION

Address

225 Village Green Square

Major Intersection

Kennedy Road and Highway 401

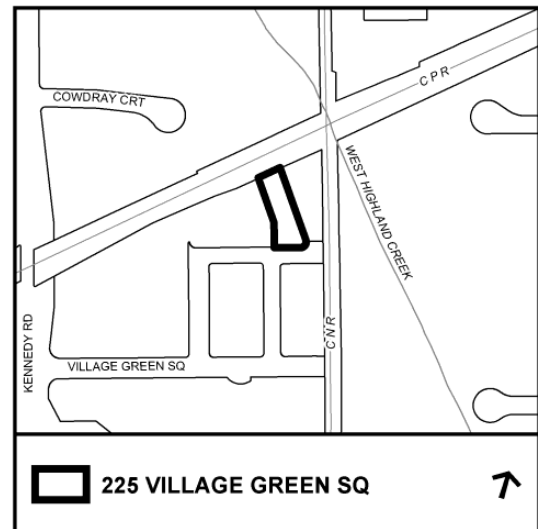
Community Council / Ward

Scarborough/Ward 40 – Scarborough-Agincourt

RECOMMENDATIONS

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

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

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.

Attachment 8: Final Assessment – Request to Convert Employment Lands (cont'd)

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);

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 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

Attachment 8: Final Assessment – Request to Convert Employment Lands (cont'd)

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*.

Attachment 8: Final Assessment – Request to Convert Employment Lands (cont'd)

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

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).