

**2200 Islington Avenue – Zoning By-law Amendment and Draft Plan of Subdivision Applications – Final Report**

<b>Date:</b>	April 11, 2018
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 2 – Etobicoke North
<b>Reference Number:</b>	13 277902 WET 02 OZ 17 207652 WET 02 SB

**SUMMARY**

These applications propose to amend the former City of Etobicoke Zoning Code and seek Draft Plan of Subdivision approval to facilitate the redevelopment of the former Sears warehouse site at 2200 Islington Avenue. The development would comprise a total GFA of 83,818 m<sup>2</sup>, consisting of 50,018 m<sup>2</sup> of retail space in 18 new buildings and 33,800 m<sup>2</sup> of warehouse space in an existing building, surface parking spaces to support the development, privately owned publically accessible open space and a new public road. The proposal would be built in two phases: Phase 1 would include 32,334 m<sup>2</sup> of retail space, 33,800 m<sup>2</sup> of warehouse space in an existing building, surface parking spaces, 683 m<sup>2</sup> of privately owned publically accessible open space and a new "U" shaped public road. Phase 2, on the eastern portion of the site would consist of 17,684 m<sup>2</sup> of retail space, 2,364 m<sup>2</sup> of privately owned publically accessible open space and surface parking spaces.

A Holding provision is recommended for the eastern portion of the site which would be lifted upon the realignment of the Islington Avenue and Rexdale Boulevard intersection.

The Draft Plan of Subdivision application proposes to establish a new "U" shaped public road on the western portion of the site and



three development blocks. The new public road would be an organizing element for the new buildings on the site and would provide two access points to Rexdale Boulevard.

This report reviews and recommends approval of the application to amend the Zoning By-law as the addition of retail uses on the site is appropriate and compatible with the area context.

This report also advises that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision subject to the conditions generally listed in Attachment 8.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the former City of Etobicoke Zoning Code for the lands at 2200 Islington Avenue substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 7 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft Zoning By-law Amendment as may be required.
3. City Council direct the General Manager of Transportation Services and Chief Engineer and Executive Director of Engineering and Construction Services to pursue the delivery of the Islington Ave and Rexdale Blvd intersection realignment project including but not limited to incorporating the work into the City's capital program at no cost to the City and to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
4. Prior to Phase 2, the owner must submit an application to the City's Transportation Services Division for the closure of any remnant right-of-way resulting from the realignment of the Islington Avenue and Rexdale Boulevard intersection (the Highway) and must enter into an agreement and complete the purchase of the Highway from the City, conditional on City Council approving the permanent closure of the Highway, and subject to the necessary approvals being granted by appropriate City authorities to declare the Highway surplus and authorize the sale of the Highway to the owner.
5. Before introducing the necessary Bills to City Council for enactment, the owner for 2200 Islington Avenue shall resolve the outstanding appeal to Official Plan Amendment 231 to the satisfaction of City Solicitor and/or City Council.
6. In accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision as generally illustrated on Attachment 2 to this report subject to:
  - a. The conditions as generally listed in Attachment 8 to this report, which except as otherwise noted must be fulfilled prior to final approval and the release of the Plan of Subdivision for registration; and

- b. Any such revisions to the proposed Plan of Subdivision or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development.

### **Financial Impact**

The recommendations of this report have no financial impact.

### **DECISION HISTORY**

A Preliminary Report for the Zoning By-law Amendment application was considered by Etobicoke York Community Council at its meeting of February 25, 2014. The Preliminary Report can be viewed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EY31.9>

### **ISSUE BACKGROUND**

#### **Initial Proposal**

The redevelopment proposed in the December 2013 submission included 50,098 m<sup>2</sup> of retail and service commercial space and 17,224 m<sup>2</sup> of office space in 19 buildings. A total of 2,688 parking spaces were proposed for all retail and office uses. Two existing vehicular access locations off Rexdale Boulevard were to be maintained and one additional vehicular access location was proposed to be added on Islington Avenue just south of Rexdale Boulevard. Private driveways were to provide internal circulation on the site.

#### **Revised Proposal**

The revised proposal would redevelop the site with a total of 50,018 m<sup>2</sup> retail space in 18 new buildings and 33,800 m<sup>2</sup> of warehouse space in an existing building. A new public road would be created with a full intersection at the previously proposed western driveway entrances at Rexdale Boulevard. The new "U" shaped public road would become the organizing element for the proposed redevelopment, breaking this large site into three development blocks. Four privately owned publically accessible open spaces are proposed in the revised proposal, with one creating a gateway feature at a reconstructed Rexdale Boulevard/Islington Avenue intersection.

The site would be developed in two Phases: Phase 1, the western portion of the site, would include the a new public road, 32,334 m<sup>2</sup> of retail space in 11 retail buildings, a gas bar and the retention of a 33,800 m<sup>2</sup> warehouse building at the rear of the site and surface parking spaces. Phase 2, the eastern portion of the site, would be developed with 17,684 m<sup>2</sup> of retail space in 7 buildings and surface parking spaces.

The redevelopment of this site provides the opportunity to reconstruct and urbanize the Islington Avenue and Rexdale Boulevard intersection to create a more functional road pattern and improved pedestrian environment. The applicant and the City worked on the redesign of the intersection with the applicant undertaking the work on alternative alignments and have

developed a preferred design. As the existing roads are very wide, the realignment of the intersection would create remnant lands. The applicant has agreed that Phase 2 would only be redeveloped once the Islington Avenue/Rexdale Boulevard intersection has been realigned. A Holding provision has therefore been included in the Draft Zoning By-law Amendment to require the intersection to be reconstructed and operational prior to the lifting of the Hold.

## **Site and Surrounding Area**

The 21 ha site is located on the west side of Islington Avenue just north of Highway 401. The site was previously occupied by a Sears warehouse, a Sears retail outlet, a parts and service centre and contained a significant amount of surface parking. The site has frontage on both Islington Avenue and Rexdale Boulevard. The site wraps around another site on the block occupied by Quebecor Media Inc. which is not part of these applications.

Surrounding uses are as follows:

- North: Across Rexdale Boulevard is Rexdale Mews, a three storey mixed use development with retail uses on the ground floor with residential units above and townhouses on the north side.
- South: Directly south of the site is Highway 401. To the southeast of the site at Highway 401 and Resources Road is a large Lowes Home Improvement store.
- West: Adjacent to the site on the west side is a Mosque, Home Depot, a truck distribution and warehouse operation and a refrigeration facility. Directly south of the Home Depot is the Etobicoke North Go Station.
- East: Across Islington Avenue is the Rexdale Shopping Plaza with a grocery store and other retail services including a Walmart and a Dollarama, with a residential neighbourhood beyond.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) 2014 provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impact on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of City Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by City Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

Official Plan Amendment 231 (OPA 231) was adopted by City Council in December 2013, approved by the Minister of Municipal Affairs and Housing in July 2014 and portions of the amendment are under appeal at the Ontario Municipal Board. The site is designated *Employment Areas* on Map 2 Urban Structure of the Official Plan via OPA 231.

The subject lands are also designated *General Employment Areas* and are subject to a site or area specific appeal to OPA 231. Although not in full force and effect for the subject lands, OPA 231 represents Council's long-term land use planning policy direction for the lands. Recommendation 5 of this report recommends that this appeal to OPA 231 be resolved prior to the Bills going forward to City Council for approval. Lands within the Rexdale Boulevard/Islington Avenue right-of-way are designated *Core Employment Area*. It is anticipated that the future realignment of this intersection would result in remnant right-of-way lands that would no longer be required for municipal roadway purposes.

Section 4.6 of the Official Plan states that "*Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects". Uses permitted in *General Employment Areas* are set out in Policy 4.6.2. In addition to all uses permitted in *Core Employment Areas* as set out in Policy 4.6.1, permitted uses in a *General Employment Area* include restaurants and service uses. The *General Employment Areas* policy permitting all types of retail and major retail remains under appeal and is not currently in effect. However, as these policies were adopted by City Council as part of OPA 231, they provide policy direction regarding the proposed development of retail and major retail uses in *General Employment Areas*.

Policy 4.6.3 permits large scale stand-alone retail stores and power centres in *Employment Areas* fronting onto major streets as shown on Map 3- Right-of-Way Widths Associated with Existing Major Streets that also form the boundary of the *Employment Areas* through the enactment of a zoning by-law. Where permitted, new large scale, stand-alone retail stores and "power centres" will ensure that:

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

Both Islington Avenue and Rexdale Boulevard are identified as Major Streets on Map 3- Right-of-Way Widths Associated with Existing Major Streets.

Policy 4.6.6 sets out Development Criteria for *Employment Areas* to ensure that new development contributes to the creation of competitive, attractive, highly functional *Employment Areas* including the provision of adequate parking and loading facilities, sharing driveways and parking areas, providing landscaping to create attractive streetscapes and screening parking, loading and service areas.

Chapter 3, Policy 3.1, Built Form, provides direction on matters related to site design and the layout of buildings to frame and support adjacent streets, parks and open space to improve safety, pedestrian interest and casual views. This Policy also provides direction on the location and organization of vehicle parking, vehicle access, service areas and utilities to minimize their impact on the property and on surrounding properties. Policy 3.5 provides direction for a strong

and diverse retail sector by promoting a broad range of shopping opportunities for local residents and employees in a variety of settings.

Policy 3.1.1.14, Public Realm, states "new streets will be designed to divide larger sites into smaller development blocks" and "provide access and addresses for new development". Additionally, Policy 3.1.1.15 encourages "new streets should be public streets" while Policy 3.1.1.1.16.b) "promotes street oriented development with buildings fronting onto street edges".

## **Zoning**

The lands were excluded from City of Toronto Zoning By-law No. 569-2013, as there are site specific by-laws applicable to the site. The former City of Etobicoke Zoning Code continues to apply to the property and it is zoned Class 1 Industrial Zone (I.C1). This zoning permits a wide range of uses including but not limited to businesses, manufacturing, institutional, and retail sales of products manufactured on site up to 25% of the gross floor area of an industrial building to a maximum of 700 m<sup>2</sup>. Development standards for the I.C1 zone establish building setbacks, parking requirements, landscaping requirements and a maximum building height of 5 storeys (see Attachment 5: Existing Zoning).

Site Specific By-laws 13,978 and 14,101 apply to the site and permit the use of the site for the sale and display of damaged and surplus merchandise.

## **Site Plan Control**

The site is subject to Site Plan Control, however an application in this regard has yet to be submitted.

## **Reasons for Application**

An amendment to the Zoning By-law is required to expand the retail and service commercial use permissions on the property and to identify appropriate development standards. The Draft Plan of Subdivision application is required to create the development blocks and the new public street.

## **Community Consultation**

A community consultation meeting on the initial proposal was held on May 21, 2014. Approximately 10 people were in attendance. Issues raised included the location of the proposed vehicular access from Islington Avenue; concern for sufficient servicing capacity to accommodate the proposal after the storm in July 2013; traffic capacity and timing of lights at the Highway 401 ramp; and impact to small retailers across Rexdale Boulevard. There was agreement that any development on the site should create a more pedestrian environment by providing pedestrian linkages and a public square. Local hiring opportunities were also raised.

An additional community consultation meeting was held on May 4, 2017 to present the revised proposal. Approximately 30 people attended. Concerns were raised about the existing intersection at Rexdale Boulevard and Bergamot Road related to traffic congestion, short signal time and poor sight lines. A concern was raised with the loss of parking for the Mosque on the adjacent property once this property redevelops and would this parking loss create traffic problems. The owner of the plaza on the north side of Rexdale Boulevard raised an issue with access to his site; vehicular access is currently difficult and he requested that his driveway be

relocated with the proposed re-alignment of the Rexdale Boulevard/Islington Avenue intersection to match the alignment of the new intersection. Other attendees requested that local employment opportunities during construction and within the development should be provided. It was also suggested that a local farmers market could operate on the site.

## **Agency Circulation**

The applications were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate Zoning By-law standards and conditions of Draft Plan of Subdivision Approval.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The proposal is consistent with the Provincial Policy Statement (PPS), 2014. The proposal would achieve intensification supporting the policy objectives to focus growth in existing settlement areas. The proposal would support efficient land use and make efficient use of infrastructure, as well as promote opportunities for economic development and be transit supportive.

City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. In this case, Section 2.2.2 of the Growth Plan states that population and employment growth will be accommodated by directing a significant portion of new growth to built-up areas of the community through intensification. As this site is located within a "built up" area, the proposal is considered to represent an appropriate redevelopment in conformity with the City's Official Plan. The proposal conforms and does not conflict with the Growth Plan.

### **Land Use**

The policies of the Official Plan have been used to evaluate the proposed Zoning By-law Amendment to permit expanded retail and service commercial uses on the site. Policy 4.6.3 permits large scale stand alone retail stores and power centres fronting onto major streets. Both Islington Avenue and Rexdale Boulevard are identified as major streets in the Official Plan. The Traffic Impact study submitted in support of the applications concluded there was sufficient transportation capacity to accommodate the proposal. This finding has been accepted by Transportation Services staff.

The site has historically been used for retail and warehouse operations; a large portion of the front of the building was a Sears outlet location. Currently, a shopping mall exists to the east across Islington Avenue containing a Walmart and numerous other retail stores and services. To the north of the site across Rexdale Boulevard is a small retail plaza. A Home Depot store is located to the west of the site. The proposed Zoning By-law Amendment to permit expanded retail uses on the site is compatible with surrounding uses and consistent with the historical use of the site.

It is important to note the proposed Zoning By-law Amendment continues the industrial uses on the site and only proposes to expand the retail and service uses. The Draft Zoning By-law Amendment contains a requirement for 33,828 m<sup>2</sup> of warehouse and/or office uses to remain on



site. This would ensure the opportunity for logistics operations to continue to operate on the site, which has considerable locational advantages for this type of activity in the City.

The proposed Zoning By-law Amendment conforms to the policies of the Official Plan and allows for additional employment uses on the site while also ensuring existing businesses and economic activities could remain.

Policies 3.1 Built Form and 4.6.6 Development Criteria in Employment Areas were used to review the proposed built form, parking and loading and landscaping to ensure an attractive and highly functioning development would be developed that minimizes impacts to the surrounding area. Staff reviewed Policy 3.1.1.14 Public Realm to ensure the new public street was appropriate and would break up the large site and ensure buildings would have public street frontages.

### **Recommended Conditions of Draft Plan of Subdivision**

The proposed Draft Plan of Subdivision conditions (see Attachment 8) would secure the public road and create separate development blocks as well as the technical requirements of the development including the construction of the new public road and tree planting.

### **Traffic Impact, Access and Parking**

A Traffic Impact Study: Urban Transportation Considerations was submitted by BA Group in support of the application. The proposal would be built out in two phases. Phase 1 would include 32,334 m<sup>2</sup> of retail and service space and 33,828 m<sup>2</sup> of existing warehouse space and surface parking spaces.

Vehicular access to the site is proposed through a new public road that would loop through the site and connect to a signalized intersection at Rexdale Boulevard at Bergamot Avenue at approximately the existing driveway location at the western edge of the property. At the eastern end of the "U" shaped new road, a new connection to Rexdale Boulevard would be created approximately at the midpoint of the property frontage along Rexdale Boulevard and would be restricted to right in/right out movements. This would provide access to both the site and the Quebecor site and would remain functional until the realignment of the Rexdale Boulevard/Islington Avenue intersection is complete. The report concluded that for Phase 1 with signal timing adjustments and some left turn lane extensions into the centre median at the Bergamot Avenue extension and right in/right out movements at the mid-point intersection, projected traffic would be accommodated. This finding has been accepted by Transportation Services staff.

Phase 2 would require the realignment of the Rexdale Boulevard/Islington Avenue intersection to be operational. The Draft Zoning By-law Amendment includes a Holding provision to ensure Phase 2 does not proceed until the realignment is complete.

Surface parking would be located interior to the site and would be screened from major roadways by buildings that front onto the major streets.

## **Rexdale Boulevard/Islington Avenue Realignment**

Through the review of the application, an examination of the existing configuration of the Rexdale Boulevard/ Islington Avenue intersection was undertaken. The existing intersection is very land consumptive and vehicle oriented. The redevelopment of the property would provide an opportunity to realign the intersection to create a more urban and more pedestrian environment. The applicant's consultant undertook this work and reviewed three options:

- Maintain the existing intersection configuration and provide access to the site from Islington Avenue southbound.
- Modify the intersection configuration and reroute traffic by closing northbound Islington Avenue through lanes to turn right at the intersection and provide site access from Islington Avenue southbound.
- Complete redesign to form a "T" intersection and provide site access through a new signalized intersection at the mid-point frontage on Rexdale Boulevard.

Option 3 was recommended as feasible for further study and would be subject to the Municipal Class Environmental Assessment process. Through the work undertaken to date on the review of options and potential costing of the preferred option, it has been determined that this project would fall under the Municipal Class Environmental Assessment - Schedule A process. It has also been determined that through the review of the options, the necessary work for the Municipal Class Environmental Assessment - Schedule A process has been completed.

The applicant's consultant is currently undertaking detailed design work for the intersection realignment and any further Municipal Class Environmental Assessment requirements would be identified through this process. Staff are recommending that Engineering and Construction Services staff be directed to continue working with the applicant's consultant on this design work and that if the realignment of the intersection is to be implemented, that staff review the process to accomplish this, and that this be at no cost to the City.

It is anticipated that the realignment of the Rexdale Boulevard/Islington Avenue intersection would result in remnant right-of-way lands that would no longer be required for municipal roadway purposes. These remnant lands could be permanently closed and sold to the owner to create additional development lands in Phase 2, as well becoming a gateway feature at the reconstructed intersection to provide for a significantly improved pedestrian environment in this area and connecting to the commercial lands across Islington Avenue (see Attachment 1: Site Plan). Staff are recommending the owner submit an application to Transportation Services for the closure and purchase of any remnant lands, subject to City Council approving this closure and sale.

## **Servicing**

The applicant submitted a Functional Servicing Report and Stormwater Management Report, both of which have been reviewed and accepted by Engineering and Construction Services staff.

The new public "U" shaped road through the site would provide new water and sanitary services with individual connections to each block. The existing water distribution network and existing sanitary sewer system have sufficient capacity to accommodate the proposed development. New storm sewer and catch basins will be constructed in the new public roadway. The storm sewer in the new right-of-way will be oversized to provide quantity storage for drainage and would improve the capacity of the existing storm system. Requirements for the municipal infrastructure are included in the Conditions of Draft Plan of Subdivision Approval in Attachment 8.

## **Economic Impact**

Official Plan Policy 4.6.3 b) states new large scale, stand alone retail stores and power centres will ensure the functioning of other economic activities within *Employment Areas* and economic health of nearby shopping districts are not adversely affected. Consistent with this policy, staff requested the applicant to provide an analysis of the impact of the proposed development on employment activities and on nearby retail uses. The applicant's consultant, Urbanmetrics submitted two studies: a Retail Market and Impact Analysis; and an Employment District Economic Impact Analysis. The City had both studies peer reviewed by 360 Collective.

Retail Market and Impact Analysis: The applicants' consultant concluded that the retail and service commercial uses proposed for the site would not adversely affect the economic health of nearby shopping districts. The consultant concluded that there would be sufficient population and expenditure growth to support the proposed new retail and service uses at the site without affecting the function of similar businesses within the trade area. The City's peer reviewer required additional analysis. With the additional material provided by the applicant's consultant, the City's peer reviewer concurred with the conclusion of the applicant's consultant.

Employment District Economic Impact Analysis: The applicant's consultant concluded that the proposed development of the site would have limited impact on the on-going economic performance of the Rexdale Employment District. The applicant's consultant further concluded that the redevelopment of the site would serve as a more viable form of development than traditional manufacturing and the proposal would not have a destabilizing effect on existing and future businesses in the Rexdale Employment District. Although the City's peer reviewer stated a concern with the statement about a more viable form of development, the City's peer reviewer stated that the proposed development is unlikely to disrupt the day to day operations of most nearby businesses since it is located on the edge of the *Employment Area* adjacent to major arterials. The city's peer reviewer also advised that warehousing and logistic operations were emerging as viable and desirable employment uses for the City and this site presented unique advantages for these types of uses with its large size and accessibility for goods movement and employment access. Staff discussed this information with the applicant and the applicant has agreed to maintain a minimum of 33,800 m<sup>2</sup> of warehousing and office uses on the site. A requirement for this space has been included in the Draft Zoning By-law Amendment.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are subject of this application are in an area with less than 300 people.

The owner proposes to satisfy the parkland dedication requirement through a cash-in-lieu payment. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The non-residential nature of this proposal is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be determined by Real Estate Services staff. Payment will be required prior to the issuance of the first above grade building permit.

In addition to the parkland dedication requirement to be paid in cash-in-lieu, the applicant is proposing a minimum of 3,000 m<sup>2</sup> of privately owned publically accessible open space (POPS) on the site. Staff have worked with the applicant to locate four of these spaces throughout the development; one at the intersection of Rexdale Boulevard/Islington Avenue to create a gateway feature; and three areas interior to the site along the new public road. The POPS areas have been identified and secured in the Draft Zoning By-law Amendment (see Attachment 7) and further secured through a condition in the Subdivision Agreement (see Attachment 8).

### **Toronto Green Standard**

In 2013, City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS.

The Draft Zoning By-law Amendment will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure Storage and Collection of Recycling and Organic Waste.

The conditions of Draft Plan of Subdivision Approval also secure the Tier 1 performance measures for Construction Activity and Stormwater Retention.

### **Conclusion**

The proposed Zoning By-law Amendment application has been reviewed against the policies of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS, as required by Section 3 of the *Planning Act*, and conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal would result in a development that is compatible with surrounding uses and conforms to the policies of the Official Plan. As such, staff are recommending approval of the Zoning By-law Amendment application.

The proposed Draft Plan of Subdivision is consistent with Section 51 of the *Planning Act* as it would conform to the Official Plan, provide for the orderly development of the lands and proposes appropriate utilities and City services. The Chief Planner and Executive Director, City

Planning, intends to approve the application for the Draft Plan of Subdivision as generally illustrated in Attachment 2 and subject to the conditions in Attachment 8.

## **CONTACT**

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## **SIGNATURE**

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Neil Cresswell, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: Draft Plan of Subdivision

Attachment 3: Elevations

Attachment 4: Elevations

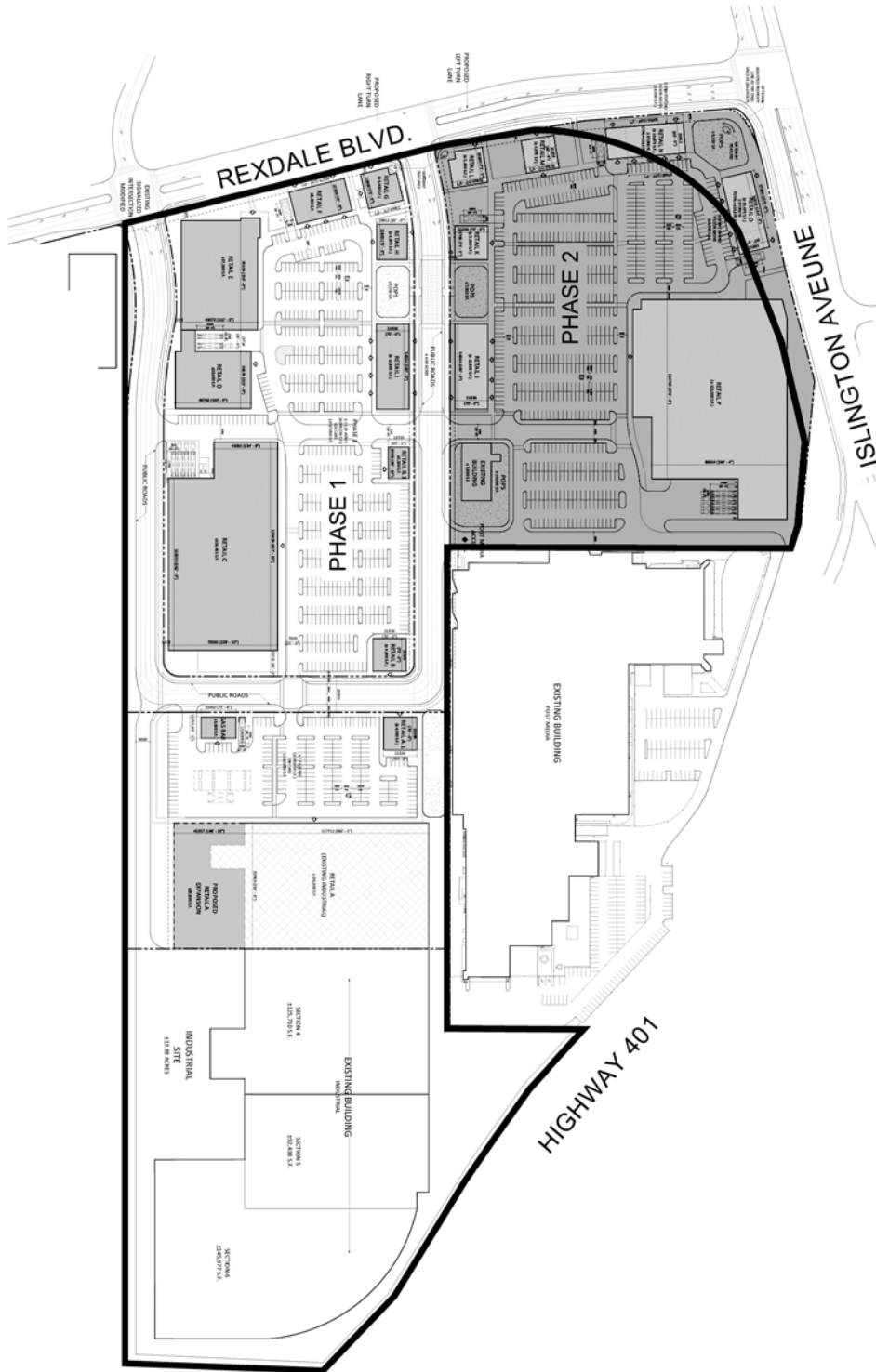
Attachment 5: Existing Zoning

Attachment 6: Application Data Sheet

Attachment 7: Draft Zoning By-law Amendment

Attachment 8: Conditions of Draft Plan of Subdivision Approval

**Attachment 1: Site Plan**



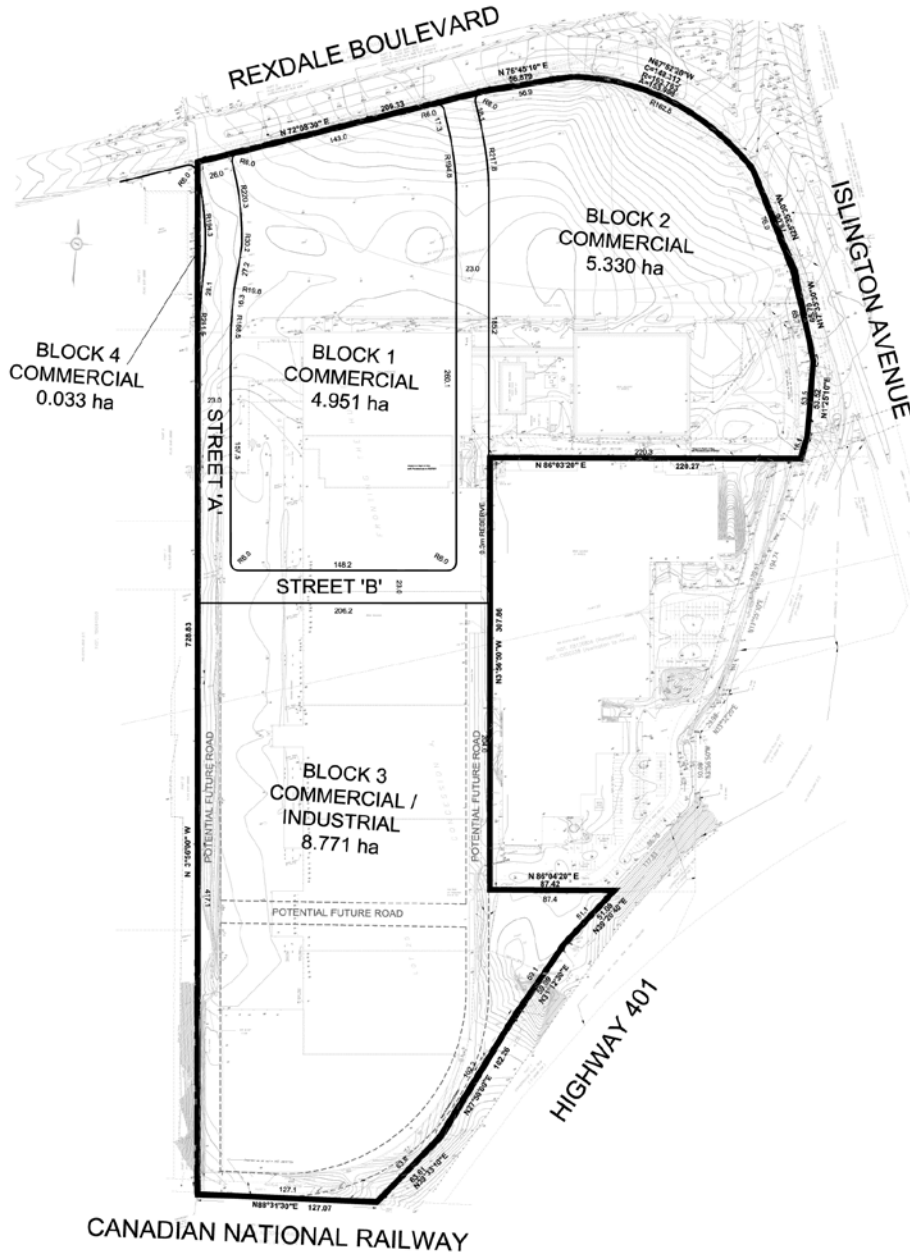
**2200 Islington Avenue**

**Site Plan**  
 Applicant's Submitted Drawing

Not to Scale  
 03/19/18 →

File # 13 277902 WET 02 0Z, 17 207652 WET 02 SUB

**Attachment 2: Draft Plan of Subdivision**



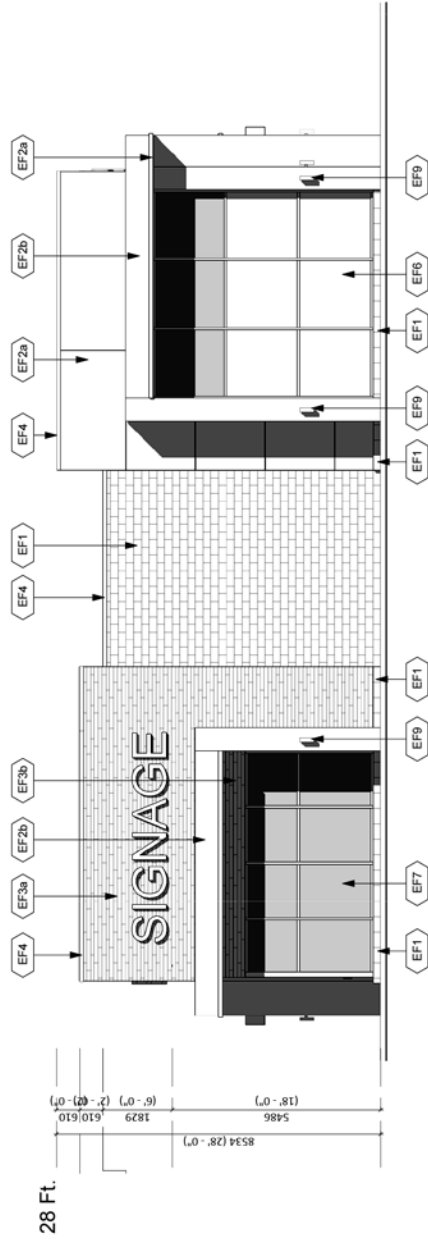
**2200 Islington Avenue**

**Subdivision Plan**  
 Applicant's Submitted Drawing  
 Net to Scale  
 03/19/18



File # 13 277902 WET 02 0Z, 17 207652 WET 02 SUB

**Attachment 3: Elevations**



**North Elevation - Building F**

Applicant's Submitted Drawing

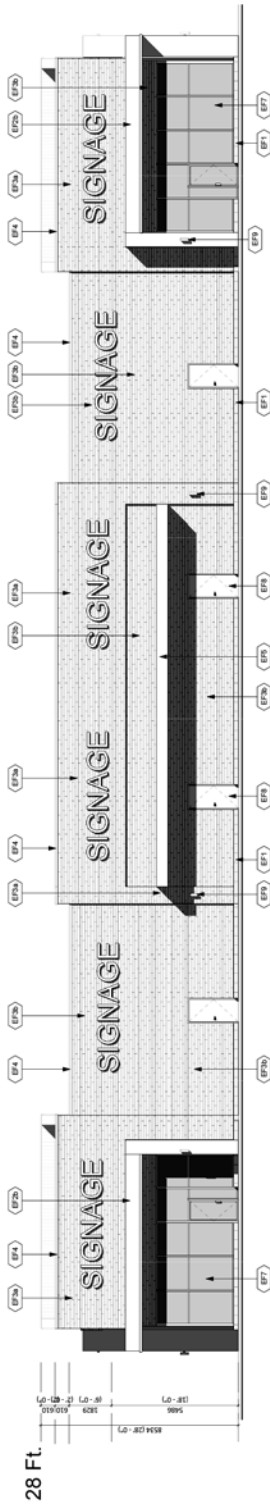
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**2200 Islington Avenue**

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**Attachment 4: Elevations**



**East Elevation - Building I**

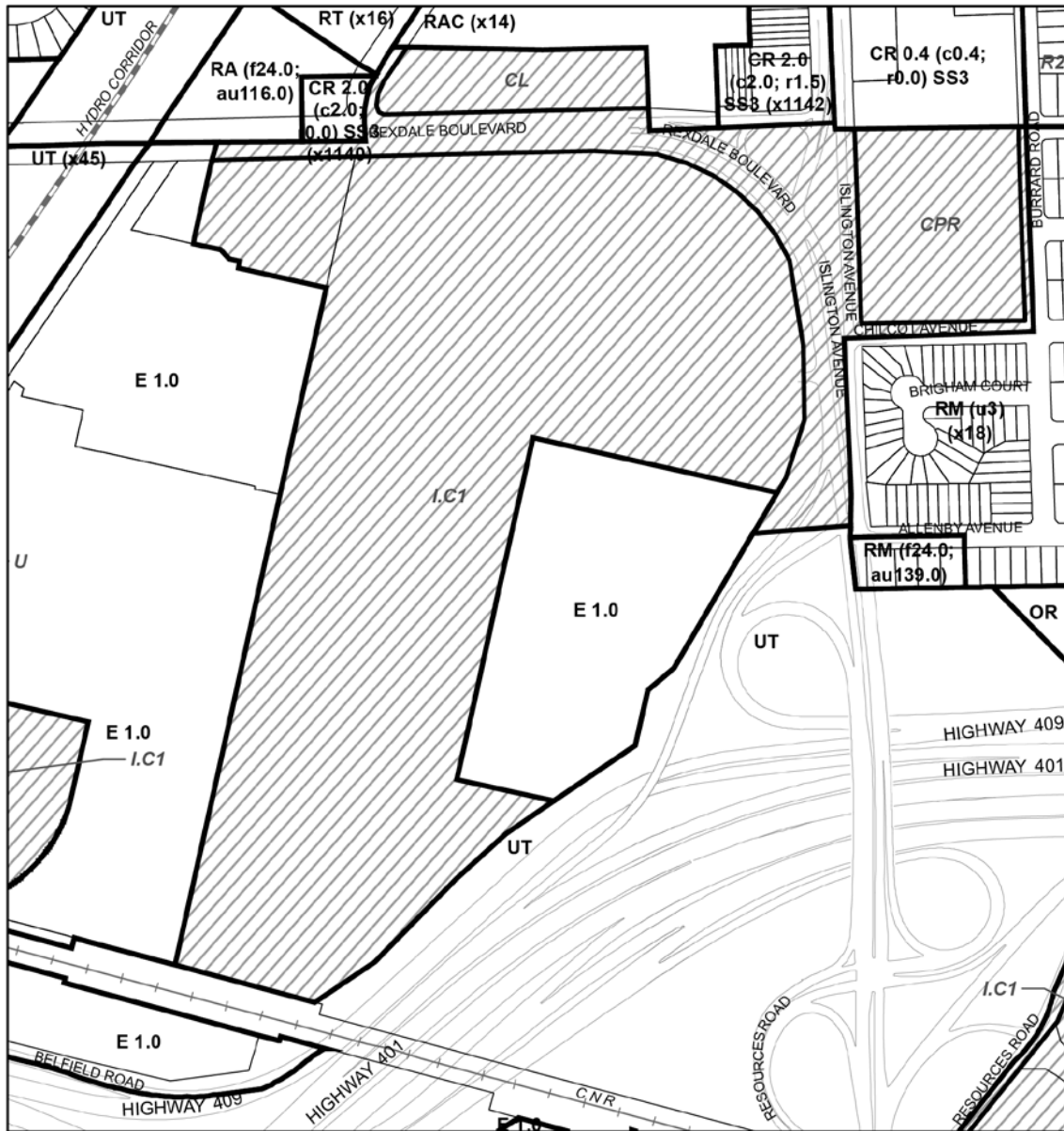
**2200 Islington Avenue**

Applicant's Submitted Drawing

Not to Scale  
03/19/18

File # 13 277902 WET 02 0Z, 17 207652 WET 02 SUB

## Attachment 5: Existing Zoning



**Zoning By-Law No. 569-2013**

**2200 Islington Avenue**

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Location of Application

- |                                 |   |
|---------------------------------|---|
| <b>RD</b> Residential Detached  | <b>RAC</b> Residential Apartment Commercial |
| <b>RT</b> Residential Townhouse | <b>CR</b> Commercial Residential            |
| <b>RM</b> Residential Multiple  | <b>E</b> Employment Industrial              |
| <b>RA</b> Residential Apartment | <b>OR</b> Open Space Recreation             |
|                                 | <b>UT</b> Utility and Transportation        |

See Former City of Etobicoke By-Law No. 11,737

- |   |
|---|
| <b>I.C1</b> Class 1 Industrial Zone         |
| <b>CL</b> Limited Commercial Zone           |
| <b>CPR</b> Regional Planned Commercial Zone |



Not to Scale  
Extracted: 10/26/2017

## Attachment 6: Application Data Sheet

Application Type:	Rezoning	Application Number:	13 277902 WET 02 OZ
Details:	Rezoning, Standard	Application Date:	December 13, 2013

Municipal Address: 2200 ISLINGTON AVENUE  
 Location Description: CON A PT LOTS 25 & 26 OW RP 66R17862 PARTS 1-22 \*\*GRID W0204  
 Project Description: The development of 18 new low-rise commercial buildings and a gas bar supported by surface parking in two phases. A new public road is also proposed.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
BOUSFIELDS INC			CR ISLINGTON INC

### PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	13,198 and 14,101
Zoning:	1.C1	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	210,274	Height:	Storeys:	1
Frontage (m):	0		Metres:	9.1
Depth (m):	0			
Total Ground Floor Area (sq. m):	83,818			<b>Total</b>
Total Residential GFA (sq. m):	0		Parking Spaces:	1,439
Total Non-Residential GFA (sq. m):	83,818		Loading Docks	0
Total GFA (sq. m):	83,818			
Lot Coverage Ratio (%):	23			
Floor Space Index:	0.40			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	83,818	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	0			

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Kathryn Thom, Senior Planner, Community Planning</b>
	<b>TELEPHONE:</b>	<b>416-394-8214</b>

## **Attachment 7: Draft Zoning By-law Amendment**

Authority: Etobicoke York Community Council Item ~,  
as adopted by City of Toronto Council on ~, 20~  
Enacted by Council: ~, 20~

### **CITY OF TORONTO**

#### **BY-LAW No. ~-20~**

#### **To amend Chapter 304, 320 and 324 of the Etobicoke Zoning Code with respect to the lands municipally known as 2200 Islington Avenue.**

WHEREAS authority is given to Council by Section 34 of the Planning Act, R.S.O. 1990,c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*; and

WHEREAS pursuant to Section 36 of the *Planning Act*, the Council of a municipality may in a by-law passed under Section 34 of the *Planning Act*, by the use of the holding symbol "H" in conjunction with any use designation, specify the use to which lands, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to the by-law; and

WHEREAS the City of Toronto Official Plan also contains provisions relating to the use of a holding symbol "H".

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

1. That the Zoning Map referred to in Section 320-5, Article II of the Zoning Code, is amended, by affirming the classification of the lands located in the former Township of Etobicoke, as described in Schedule 'A' attached hereto as Class 1 Industrial (IC1) and Class 1 Industrial (IC1(H)), subject to the following provisions:
2. Notwithstanding Sections 304-36, 320-21, and 320-22 the following development standards shall now apply to Class 1 Industrial Zone (IC1) and Class 1 Industrial (IC1 H) described in Schedule `B`.
3. **Definitions:**

The provisions of Section 304-3 Definitions of the Zoning Code shall apply unless inconsistent with the provisions of this By-law. For the purposes of this By-law, the following definitions shall apply:

**Bicycle Parking Space** - shall mean an area used for parking or storing a bicycle.

**Brew Your Own Operation** – shall mean a service use where members of the public can make their own beer, wine or other beverages, for consumption off the premises, and where the owner or operator may retail related equipment or ingredients.

**Building Envelope** - shall mean the building area permitted within the setbacks established in this By-law, as shown on Schedule 'B', attached.

**Beer Production Facility** – shall mean a building or part of a building where beverages are prepared and offered for retail sale to the public for consumption on or off the premises and where the use may be associated with a restaurant.

**Lands** – shall mean the lands as described in Schedule ‘A’ attached and shall be based on the gross land area prior to all dedications, conveyances and Lot divisions.

**Mechanical Floor Area** – shall mean a room or enclosed area, including its enclosing walls within a building or structure above or below Grade that is used exclusively for the accommodation of heating, cooling, ventilation, electrical, mechanical (other than escalators), and/or telecommunications equipment that serves only such building.

**Minor Projections** – shall mean minor building elements which may project from the main wall of a building into required setbacks beyond the **Building Envelope**, including architectural elements, parapets, landscape features, elements of Green Roof, roof eaves, window sills, lights, vents, railings and guard rails, cornices, doors, canopies, balustrades and exterior stairs, to a maximum projection of .5 metres.

**Outdoor Patio** - shall mean an outdoor patron area that is ancillary to a permitted use.

**Privately-Owned Publicly-Accessible Space** – shall mean a *Landscaped Open Space* area, as shown on Schedule B, attached, which is open to the public at all times.

**Retail Store** – shall mean a premises in which goods or commodities are sold, rented or leased to include all uses such as grocery store and pharmacy, but not limited to.

#### 4. Permitted Uses:

In addition to the uses permitted in the IC1 zone, the following uses shall be permitted on the **Lands**:

**Retail**: retail stores; ancillary retail and pharmacy; home improvement warehouse; ancillary restaurants (including take-out service); outdoor storage and garden centre area; personal service shop; a supermarket; outdoor patios associated with bake

shops, specialty food shops, grocery stores and restaurants; drive-through facilities; automated banking machines; dry cleaning establishments; eating establishments; brew your own operation; beer production facility; financial institution.

**Vehicle-related uses:** gas bar; service station; service station/retail store with food services; ancillary car wash; ancillary public garages; and vehicle rental establishments.

## 5. **Gross Floor Area**

A maximum of 83,818 square metres of **Gross Floor Area** for all uses shall be permitted on the lands.

## 6. **Setbacks and Building Envelopes:**

Buildings or structure on the **Lands** must be setback:

- (a) A minimum of 1.5 metres from all Lot Lines,
- (b) A minimum of 1.5 metres from all lot lines abutting a road, measured from the right-of-way limits of the abutting existing and future public roads
- (c) No portion of any building or structure which is located above the finished exterior ground level immediately adjoining such building or structure within the **Lands** shall be located other than within the building envelopes as shown on Schedule "B"; and
- (d) Notwithstanding the foregoing clause, **Minor Projections** may extend beyond the **Building Envelope** shown on Schedule "B".

## 7. **Landscaping:**

A minimum 1.5 metre landscape strip shall be provided within all setbacks abutting a street.

## 8. **Parking, Loading and Bicycle Parking Requirements**

- a) Notwithstanding Section 320-18.B, C, D, E and F of the Etobicoke Zoning Code, parking spaces shall be provided on the Lands and calculated for each use in accordance with the following requirements:
  - (i) Amusement Arcade, Retail Store, Retail Service, Retail:
    - (a) if the gross floor area is more than 200 square metres and less than 10,000 square metres, at a minimum rate of 1.5 for each 100 square

metres of gross floor area;

(b) if the gross floor area is 10,000 square metres or more but less than 20,000 square metres, at a minimum rate of 3.0 for each 100 square metres of gross floor area; and

(c) if the gross floor area is 20,000 square metres or more, at a minimum rate of 6.0 for each 100 square metres of gross floor area

(ii) Clinic Medical, Day Care

(a) At a minimum rate of 1.0 for each 100 square metres of gross floor area.

(iii) Eating Establishment

(a) where the gross floor area is less than 200 square metres no parking space is required.

(b) where the gross floor area is 200 square metres or more but less than 500 square metres, at a minimum rate of 3.0 for each 100 square metres of gross floor area.

(c) where the gross floor area is 500 square metres or more, at a minimum rate of 5.0 for each 100 square metres of gross floor area.

(iv) Bank

(a) At a minimum rate of 4.0 for each 100 square metres of gross floor area.

(v) Grocery Store

(a) At a minimum rate of 2.5 for each 100 square metres of gross floor area.

(vi) Hotel

(a) At a minimum rate of 1.0 for each guest room.

(vii) Manufacturing Uses

(a) At a minimum rate of 1.0 for each 100 square metres of gross floor area.

- (viii) Medical Office
  - (a) At a minimum rate of 3.0 for each 100 square metres of gross floor area.
- (ix) Office (excluding medical office), Personal Service Shop
  - (a) At a minimum rate of 1.5 for each 100 square metres of gross floor area.
- (x) Warehouse
  - (a) At a minimum rate of 1.0 for each 100 square metres of gross floor area up to 2750 square metres; and
  - (b) Plus 0.5 for each 100 square metres of gross floor area in excess of 2750 square metres.

- b) Notwithstanding Section 320-19.B of the Etobicoke Zoning Code, a minimum of one parking space for every 100 parking spaces required, or part thereof, shall be provided on the Lands for use by the physically disabled;
- c) Driveways shall have a maximum width of 11 metres.
- d) A minimum of 150 bicycle parking spaces shall be provided on the **Lands**.
- e) Loading spaces shall be provided on the **Lands** as following:
  - (a) a minimum five loading spaces with dimensions of 11 metres in length by 3.5 metres in width and a vertical clearance of 4.0 metres;
  - (b) a minimum 10 loading spaces with dimensions of 17 metres in length by 3.5 metres in width and a vertical clearance of 4.0 metres;
  - (c) Loading spaces may be shared between buildings; and
  - (d) Driveway access to the Loading Spaces will be provided by a two-way driveway having a minimum width of 6 metres along its entire width.

9. A minimum of 33,800 square metres of warehouse and/or office space shall be provided on the **Lands**.



- 10.** A minimum of 3,000 square metres of Privately Owned Publically Accessible Spaces (POPS) shall be provided on the **Lands**, fronting and/or gaining access from a public road, with the specific configuration and design of the POPS to be determined in the context of site plan approval to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor.
- 11.** Holding Provisions  
For the purposes of this By-law, the following Holding (H) Symbol shall apply to the lands as shown on Schedule B attached hereto.
- a) The Holding (H) Symbol shall be lifted when the following conditions have been satisfied on terms satisfactory to the City of Toronto:
- (i) The submission of an acceptable traffic impact study relating to the ultimately approved redesign of the Islington Avenue/Rexdale Boulevard signalized intersection, (i.e., a complete redesign of the existing intersection and realignment of Rexdale Boulevard to form a signalised T-intersection with Islington Avenue) as well as other required road improvements within the study area, as defined in the Traffic Impact Study prepared by BA Group and dated December 18, 2017;
  - (ii) The design and construction of the aforementioned redesign of the Islington Avenue/Rexdale Boulevard signalised intersection and any other required road improvements within the study area, including all civil works, required traffic control signal equipment and infrastructure, and the preparation of all engineering and signal design drawings regarding same;
  - (iii) Make satisfactory arrangements and enter into any appropriate agreements with the City of Toronto for the design and construction of the realignment of the Islington Avenue/Rexdale Boulevard signalized intersection and any other required road improvements within the study area, including all civil works, required traffic control signal equipment and infrastructure, the preparation of all engineering and signal design drawings regarding same, providing letters of credit and engineering fees to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
  - (iv) Notwithstanding condition (iii) above, should it be determined at the sole discretion of the City that the realignment of the Islington Avenue and Rexdale Boulevard intersection is to be incorporated into the City's capital program, the Owner shall be required to

provide a cash contribution in the form of a certified cheque to fully cover the cost the works.

- (v) The successful closure and sale to the proponent of the City-owned lands located at the southwest corner of the future redesigned Islington Avenue/Rexdale Boulevard signalized intersection that are deemed to be surplus by the City as a result of the intersection redesign configuration discussed above and the completion of the real estate transaction to the satisfaction of the Director, Real Estate Services; and
- (vi) The above conditions shall be successfully addressed to the satisfaction of the City of Toronto and at no cost to the municipality.

12. Notwithstanding any severance, partition, or division of the lands, as shown on Schedule 'A', the provisions of this By-law shall apply to the whole of the lands as if no severance, partition or division occurred.
13. Within the lands shown on Schedule 'A' attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - a) All new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway;
  - b) All water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational; and
  - c) Providing space within the development for the installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 68 1-10.
14. Where the provisions of this By-law conflict with the Zoning Code, the provisions of this By-law shall take apply.
15. Section 324, Site Specific, of the Etobicoke Zoning Code is amended to include reference to this By-law.

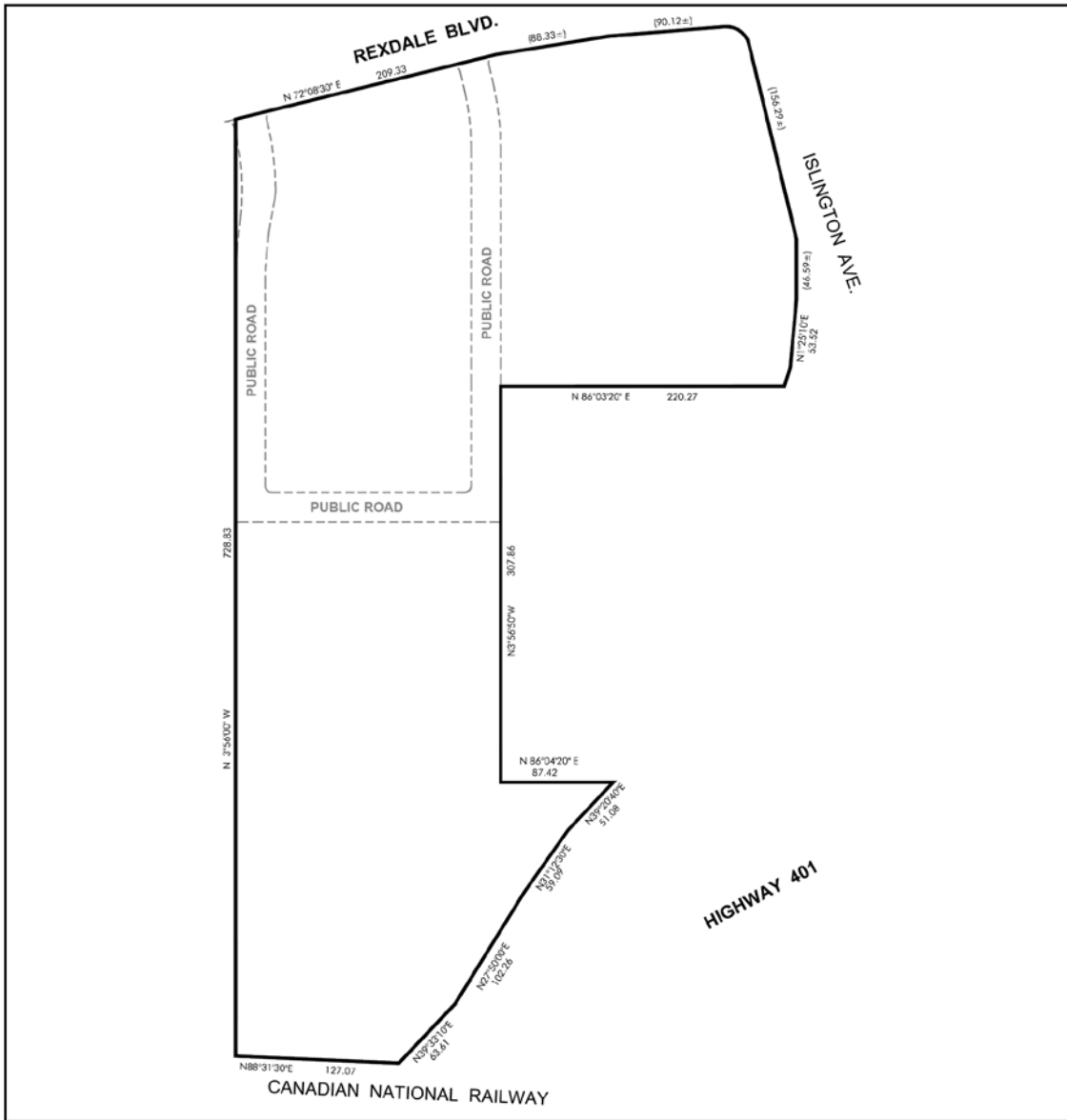
BY-LAW AND DATE	NUMBER AND ADOPTION	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
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<p>~~~~ - 2018  ~~~~, ~~~~~, 2018</p>	<p>Lands municipally known  as 2200 Islington Avenue</p>	<p>To amend the former  Etobicoke Zoning Code to  permit retail uses with site  specific standards</p>
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ENACTED AND PASSED on ~~~~~~ ~~~~~, 2018.

Frances Nunziata,  
Speaker  
(Seal of the City)

Ulli S. Watkiss  
City Clerk

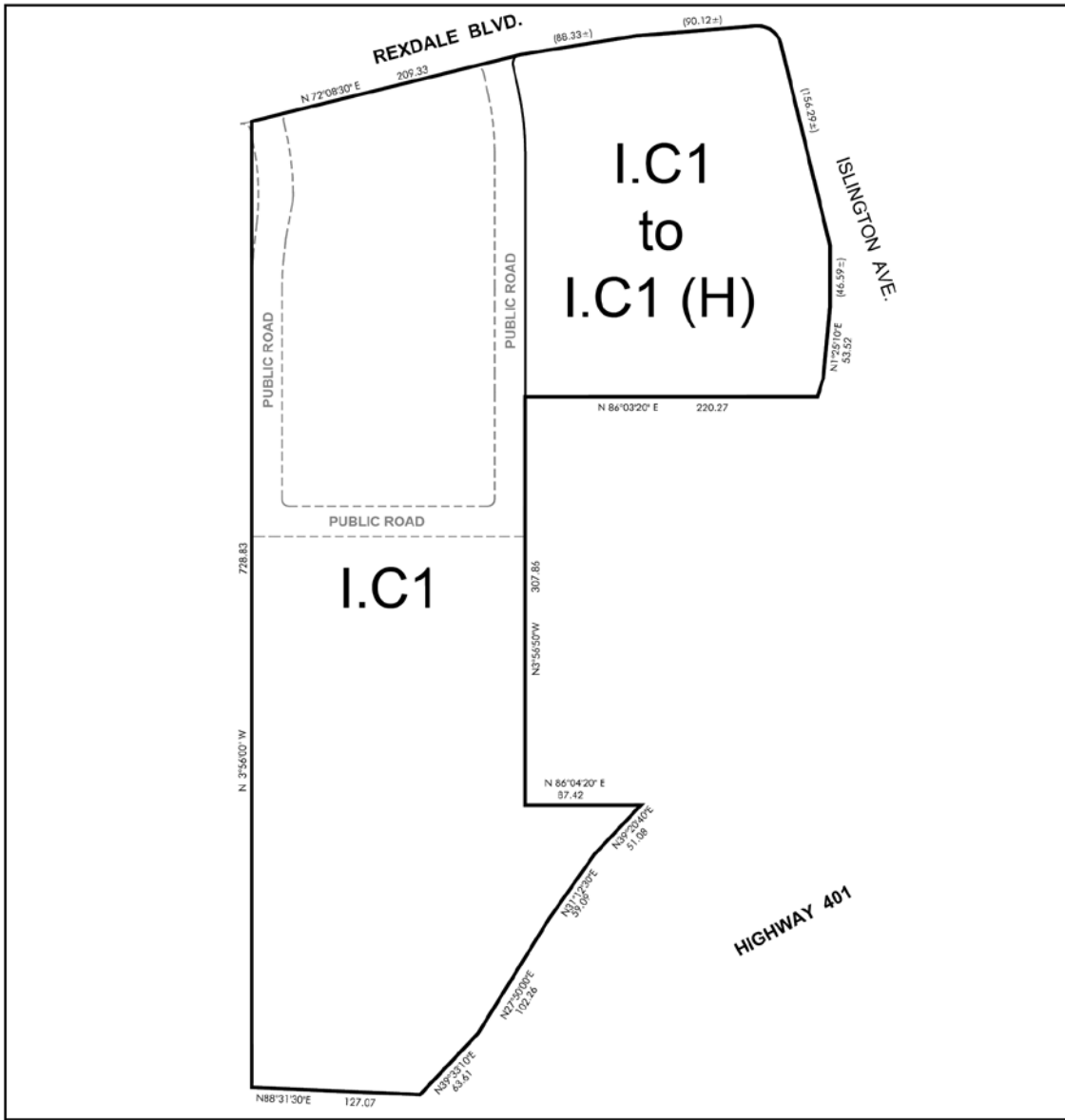


**TORONTO**  
Schedule A

**2200 Islington Avenue**

File # 13 277902 WET 02 OZ, 17 207652 WET 02 SUB

↑  
Former City of Etobicoke By-Law 11, 737  
Not to Scale  
03/20/2018



**Toronto**  
Schedule B

2200 Islington Avenue

File # 13 277902 WET 02 OZ, 17 207652 WET 02 SUB

↑  
Former City of Etobicoke By-Law 11, 737  
Not to Scale  
03/20/2018

## **Attachment 8: Conditions of Draft Plan of Subdivision Approval**

### Legal

1. The Owner shall enter into the City's standard Subdivision agreement and satisfy all of the pre-registration conditions contained therein (required in most cases to secure the construction of the provision of municipal services, parkland, planning issues related to warning clauses etc.).

### City Planning

2. The Owner shall provide to the Director of Community Planning, Etobicoke York District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to Section 40 of the Assessment Act or the provisions of the City of Toronto Act, 2006. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal.
3. If the subdivision is not registered within 5 years of the date of Draft Plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
4. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of PG32.3 of the Planning and Growth Committee.
5. The Owner shall provide at its expense, a minimum area of 3000 m<sup>2</sup> of privately owned and publically accessible space (POPS) for members of the public on the lands. The Owner shall design and construct the POPS to the satisfaction of the Chief Planner and Executive Director, City Planning and provide a public access easement to the satisfaction of the City Solicitor. The Owner shall own, operate, maintain and repair the POPS. Any additional requirements for the POPS shall be secured in the Site Plan Agreement.

### Urban Forestry - Tree Protection & Plan Review

6. Prior to the registration of the plan of subdivision, the Owner agrees to submit an Arborist Report, Tree Preservation Plan and Landscape Plan, to the satisfaction of the General Manger of Parks, Forestry and Recreation.

7. Prior to the registration of the plan of subdivision, the Owner agrees to provide a street tree planting plan, in conjunction with a Composite Utility Plan that indicates the species, size and location of all proposed street trees, as these relate to the location of any roads, sidewalks, driveways, street lines and utilities, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
8. Prior to the registration of the plan of subdivision, the Owner agrees to provide a Composite Utility Plan, indicating the location of all underground and above ground utilities, as well as proposed tree planting locations, to the satisfaction of the General Manager of Parks, Forestry and Recreation and Engineering and Construction Services.
9. Prior to the registration of the plan of subdivision, the Owner agrees to submit an application and pay the required fees and to provide 70 mm diameter caliper replacement trees for the removal of trees that are subject to the City's Private Tree By-law and associated regulations in effect on the date of draft approval of the plan of subdivision. The ratio of replacement trees will be determined by Urban Forestry. Replacement trees will be planted on site in accordance with Urban Forestry Services requirements, or if no suitable location on site can be provided, the Owner may pay cash-in-lieu of planting, to the satisfaction of the General Manger of Parks, Forestry and Recreation.
10. Prior to the registration of the plan of subdivision, the Owner agrees to submit an application and pay the required application fees, tree value and contractor's service agreement for the removal of trees that are subject to the City's Street By-law and associated regulations in effect on the date of draft approval of the plan of subdivision, all to the satisfaction of the General Manger of Parks, Forestry and Recreation.
11. Prior to the registration of the plan of subdivision, the Owner shall post a Letter of Credit equal to 120% of the value of the street trees, to guarantee the planting and maintenance by the Owner of the new street trees for a period of two years after the planting date, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
12. Prior to the registration of the plan of subdivision, the Owner agrees to prepare an information booklet outlining the tree planting strategy within the community and the ongoing responsibilities of the homeowners and the City in order to achieve a successful urban tree planting strategy within the Subdivision. The booklet will be prepared to the satisfaction of the General Manger of Parks, Forestry and Recreation and will be distributed to all homeowners for all dwellings within the Subdivision.
13. The Owner agrees that the following clause will be included in all agreements of purchase and sale and/or rental/lease agreements for any lands within the proposed plan of subdivision:

*“The Purchaser(s) and/or Tenant(s) are hereby advised that they may not receive a street tree in front of their property.”*

14. Prior to the registration of the plan of subdivision, the Owner agrees to provide its Solicitor’s confirmation to the City advising that the above clause has been included in all agreements of purchase and sale and/or rental/lease agreements within the plan of subdivision to ensure that future occupants are aware that they may not receive a street tree in front of their property and be registered on title to the satisfaction of the City Solicitor.
15. Prior to any site work, the Owner agrees to protect all existing trees associated with the Subdivision for which approval to remove or injure has not been granted, in accordance with the approved Arborist Report and Tree Preservation Plan, to the satisfaction of the General Manger of Parks, Forestry and Recreation.
16. Prior to any site work, the Owner agrees to install tree protection barriers and signage for trees to be preserved in accordance with the approved Arborist Report and Tree Preservation to the satisfaction of Parks, Forestry and Recreation and to maintain the barriers in good repair until removal has been authorized by Urban Forestry, on behalf of General Manger of Parks, Forestry and Recreation.
17. The Owner shall agree in the subdivision agreement to notify all builders, contractors and agents of all tree protection requirements where any part of the development will be carried out by them on behalf of the Owner to the satisfaction of the General Manager of Parks, Forestry and Recreation.
18. The Owner agrees to contact Urban Forestry prior to commencement of planting trees on City road allowance and on private property or within common areas. The Owner further agrees to plant trees in accordance with the approved Landscape Plan and Composite Utility Plan, to the satisfaction of the General Manger of Parks, Forestry and Recreation.
19. Following the planting of street trees, the Owner agrees to provide a Certificate of Completion of Work and an as-installed plant list in the form of a spreadsheet identifying street trees, as shown on the approved planting plan, by street addresses. The as-installed plant list shall also include tree species, caliper, condition and specific location of the trees by identifying two points of references (i.e., distances in meters from the curb, sidewalk, driveway, utility pole or pedestal).

#### Enbridge Gas Distribution

20. The Owner shall contact Enbridge Gas Distribution’s Customer Connections department by emailing SalesArea10@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.



21. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the Owner.
22. In the event that easement(s) are required to service this development, the Owner will provide the easement(s) to Enbridge Gas Distribution at no cost.
23. The Owner will contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea10@enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.
24. The Owner will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

#### Rogers Cable

25. Please be advised that Rogers Communications Canada Inc. (RCCI) has buried cable plant facilities in the proposed location as indicated on the map attached to the comments on file. The Owner must proceed with caution when installing their new infrastructure. The Owner is responsible for any damage to Rogers Cable.

If Rogers cable is in conflict with the work you are doing and you require us to relocate our plant, please provide RCCI with detailed drawings and give us sufficient time before construction so that we may coordinate any necessary work that apply to this reconstruction.

#### Toronto Transit Commission

26. Payment of \$245,000, to equip seven signalized intersections in the vicinity of the site with transit priority. The cheque should be made payable to the City of Toronto, and provided to the City of Toronto Development Engineering attention: Ashraf Hanna, referencing account number 220422.

#### Engineering and Construction Services

27. The Owner is required to prepare all documents and to convey to the City, at nominal cost, Streets A and B, in fee simple, such lands to be free and clear of all physical and title encumbrances, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager Transportation Services in consultation with the City Solicitor.
28. The Owner is required to submit a draft Reference Plan of Survey to the Chief Engineer and Executive Director, Executive Director of Engineering and

Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The reference plan should:

- (a) be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System and the 3 degree Modified Transverse Mercator Projection);
  - (b) delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
  - (c) show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.
29. The Owner is required to pay all costs for preparation and registration of reference plan(s).
  30. The Owner shall convey all necessary easements (internal and external) to the City for this development to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
  31. The Owner is required to conduct environmental site assessments for the lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC).
  32. The Owner shall provide a detailed Stormwater Management Report, and apply stormwater management techniques in the development of this subdivision to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
  33. The Owner shall provide the final grading of the lands shall be such that the surface water originating on or tributary to the said lands, including roof water from buildings and surface water from paved areas, will be discharged in a manner satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services, and that existing drainage patterns on adjacent properties shall not be altered.
  34. The Owner shall submit detailed engineering design drawings and detailed cost estimates for the proposed road and services.
  35. The Owner also shall submit a detailed pavement marking and signage plan including signage cost, pavement markings, and any other costs deemed necessary by the General Manager, Transportation Services, prior to the registration and execution of the Subdivision Agreement.

36. To satisfy accessibility requirements in the Toronto Green Standard, the municipal sidewalks along the Rexdale Boulevard and Islington Avenue frontages of the subject development site shall be reconstructed and designed according to the cross-section requirements of City of Toronto Design Standard No. T-310.010-2, with minimum widths of 2.1 metres. The sidewalks shall be designed to the satisfaction of the General Manager, Transportation Services and reconstructed at no cost to the municipality;
37. The Owner is required to pay engineering and inspection fees in accordance with the terms and conditions of the City's standard Subdivision Agreement.
38. The Owner is required to submit financial security in accordance with the terms of the standard Subdivision Agreement.
39. The Owner shall provide a Composite Utility Plan (CUP) illustrating the locations and dimensions of all existing and proposed development related underground and above ground utility services and structures, and street trees within the City rights-of-way. The CUP must be signed off by all the utility companies and the City's Parks, Forestry & Recreation Division prior to acceptance of the Engineering plans by the Executive Director, Engineering and Construction Services
40. The Owner shall provide certification to the Chief Engineer and Executive Director, Engineering and Construction Services by the Professional Engineer who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings.
41. The Owner shall obtain/verify the municipal addresses that will be required for the purpose of setting up the water account with Toronto Water when application is made for the proposed sewer and or/water service connections (as applicable).
42. The Owner shall initiate the street naming process so that all public streets, private access roads and private walkways shall be named to facilitate access to the units fronting these streets, roads and walkways.
43. Prior to the registration of the Plan of Subdivision, the Owner shall make satisfactory arrangements with THESL and THESI for the provision of the electrical distribution system and street lighting, respectively, to service the Plan of Subdivision. Written confirmation from THESL and THESI that said arrangement have been made with respect to the installation of the electrical distribution system and street lighting, respectively, for the Plan of Subdivision, including the provision of any financial requirements set out in any agreement with THESL and THESI shall be provided.
44. The Owner shall submit a digital copy of the final plan of subdivision in DGN or DWG formats, prepared in metric units with all lot/block.

