



BOUSFIELDS INC.

PG19.5.33

Project No. 0892

November 7, 2012

Planning and Growth Management Committee
c/o Ms. Merle MacDonald
10th Floor, West Tower, City Hall
100 Queen Street West
Toronto, Ontario M5H 2N2

Dear Chair Milczyn and Members of Committee:

**Re: Five-Year Official Plan Review/Municipal Comprehensive Review
Draft Policies and Designations for Employment
865 York Mills Road**

We are planning consultants to 2141805 Ontario Inc. (Liberty) the owners of a 3.35 ha property located on the south side of York Mills Road at Upjohn Road (the Site) as shown on page 133 of Committee Report P2012.

We have reviewed the Staff recommendations and directions set out in the October 12th, 2012 Staff report (specifically pages 133 and 134 of Attachment 5). We are writing at this time to advise the Committee that Liberty is both disappointed by, and very concerned with, the recommendation that the above property be designated *Retail Employment Areas*. This designation fails to recognize the significant land use planning and economic benefits which would result from a *Mixed Use Areas* designation of the Site. Through its 2011 official plan amendment application, Liberty has made a commitment to increase employment by 7 times the existing level, and to tie the construction of residential units to the construction of office space, a commitment that can only be realized with a *Mixed Use Areas* designation.

The Site is occupied by a one storey building known as Liberty Plaza which has approximately 12,700 sq. m of retail, office and restaurant uses. While the Site is currently located within an Employment District it has many attributes which make it well suited for a mixed use form of development. It is located on a Surface Transit Priority route close to a Transit Corridor; adjacent uses are primarily retail and office, and not manufacturing; and it is close to established residential communities with excellent facilities and services. Given its locational attributes the Site is currently underutilized.

In 2011 Liberty submitted an Official Plan amendment application, seeking permission for two new office towers (each approximately 27,000 sq. m), retail uses (approximately 16,700 sq. m), a hotel and three residential towers with a

total of approximately 890 units. A copy of the Planning Rationale which accompanied the application is included as **Attachment 1**. Approval of that amendment will achieve a number of economic and city-building benefits. These include:

- making efficient use of an underutilized site;
- providing new employment uses (7 times the level of existing employment);
- complementing the existing office uses in the area;
- providing improved retail shopping opportunities;
- providing an enhanced pedestrian environment;
- providing increased transit ridership; and
- providing more prestigious uses in a changing area.

In September of this year, Bousfields submitted a letter to the Planning and Growth Management Committee (see **Attachment 2**) in support of the general direction set out in the Summary of the Report on Planning for Employment Uses in the City of Toronto. In the letter we advised the Committee that Liberty recognized that the City should strengthen its Official Plan policies to target new office space construction outside of Downtown and Centres, in other areas with ready access to transit. Importantly, Liberty also supported the introduction of policies and regulations which would require that employment space be built in conjunction with residential space. Liberty is an experienced developer in the GTA and has been very successful in bringing to market projects with significant residential and office components.

It would appear that staff has not fully considered the Liberty Official Plan amendment application. Their assessment of the amendment and the conversion request merely states:

"Although the Municipal Comprehensive Review has not been completed, a preliminary assessment based on the criteria in the Growth Plan and Provincial Policy Statement has determined that these lands should be retained for employment uses and be designated as *Core Employment Areas*."

It should be noted that we have been advised by City planning staff that recommendation contains an error, and that the preliminary assessment determined that the lands should be designated as **Retail Employment Areas** – that is areas where a full spectrum of retail and service activities may be established without impacting the functioning of *Core Employment Areas*.

Effectively, the staff report recommends little more than the continuation of the use of the Site in its current form – which will contribute little if anything to the economic growth of the City. Such a designation will continue to encourage an underutilization of this well located property, despite the fact that a commitment

has been made to increase employment significantly which is made possible through the introduction of residential uses. The opportunities presented by the York Mills corridor for mixed use intensification seem not to have been recognized.

We respectfully request that you consider the Site for redesignation to *Mixed Use Areas* in recognition of the opportunities for successful land use planning and economic development presented by this Site.

Liberty would appreciate the opportunity to address the Committee.

Yours very truly,

Bousfields Inc.



Lindsay Dale Harris M.Sc.Pl., MCIP, RPP

LDH/kah:jobs

cc: 2141805 Ontario Inc.
Councillor Peter Milczyn
Mr. Barry Horosko

PLANNING RATIONALE

865 YORK MILLS ROAD, TORONTO

Attachment 1



Job No. 0892

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1.0 INTRODUCTION

This Planning Rationale has been prepared in support of an application by 2141805 Ontario Inc. to amend the City of Toronto Official Plan to permit the redevelopment of the lands located on the south side of York Mills Road, east of Upjohn Road known municipally as 865 York Mills Road, in the City of Toronto (the "Site"). The Site has an area of 3.35 hectares (8.3 acres) and is generally rectangular in shape.

The Site is designated *Employment Areas* in the City of Toronto Official Plan. The *Employment Areas* designation permits a range of industrial uses as well as offices, parks, hotels, ancillary retail outlets and small scale stores and services that serve area businesses and workers. A plaza containing a mix of retail, restaurant, office and light industrial space is currently located on the Site.

This application seeks to permit a development that consists of two new office towers each with 26,695 square metres (287,336 square feet.) of office space, 16,700 square metres of retail uses, a 20-storey hotel of approximately 15,300 square metres (164,800 square feet) and three residential towers, ranging in height from 32 to 38 storeys containing a total of 892 units.

This report concludes that the proposed redevelopment is consistent with the intensification policies in the Provincial Policy Statement, and conforms with those in the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which support intensification within built-up urban areas, particularly in locations which are well-served by municipal infrastructure, including public transit.

In accordance with Growth Plan and Official Plan policies regarding employment lands, it is proposed that this site-specific amendment to the Official Plan is being submitted so that it may be reviewed as part of the City of Toronto's Official Plan Review process.

The proposed redevelopment located on a strategic site on one of the City's major streets, would result in a number of economic and city building benefits, including:

- making efficient use of an underutilized site, which is well-served by urban infrastructure, including existing and planned transit service and community services and facilities in the surrounding area;
- providing new employment uses (7 times the level of existing employment GFA) that would create approximately 3,600 jobs compared to the existing level of employment of 394 estimated jobs on the Site.
- re-urbanizing York Mills Road by introducing street-related buildings, improving the pedestrian environment and providing additional shopping opportunities;
- providing transit ridership for the existing bus service on York Mills Road and for future higher order improvements along Don Mills Road;
- complementing the existing office uses in the area by introducing reverse-direction peak hour vehicle trips;

- assisting in meeting both the minimum population and employment targets in the Toronto Official Plan; and
- providing for a form of employment uses that respond to the changing nature of employment uses in the York Mills Employment District.

The proposed redevelopment would not result in the displacement of any employment uses and would not adversely affect any existing economic activities within the *Employment District*; instead, it would result in additional employment on the Site and would serve to benefit other employment uses in the York Mills / Don Mills area.

2.0 SITE AND SURROUNDING AREA

2.1 The Site

The Site is located at the southeast corner of Upjohn Road and York Mills Road in the former City of North York (see **Figure 1**) and is known municipally as 865 York Mills Road. The Site has a frontage of approximately 128 m along York Mills Road and a depth of approximately 256 m, along Upjohn Road and is located approximately 175 m from the intersection of Don Mills Road and York Mills Road. The Site is rectangular in shape and has an area of 3.35 hectares (8.3 acres). See aerial photo in **Figure 2**.



Figure 1 Location Map



Figure 2 Aerial Photo

The Site is occupied by a 12,686 square metre (137,778 sq.ft.) one-storey building known as 'Liberty Plaza' which was renovated in 2009 to accommodate a range of office, retail and restaurant uses. The following table provides a list of the building's current tenants:

Tenant	Use	GFA - Square Metres
Galleria Supermarket	Supermarket	2,671
Korea Foods	Wholesale	844
Manufacturing (Vacant)	Manufacturing Space	1,852
Manufacturing (Vacant)	Manufacturing Space	1,582
Dragon Pearl	Restaurant	1,438
Matsu Sushi & Thai	Restaurant	542
Artisano Bakery Cafe	Restaurant	536
Fox and Fiddle	Restaurant	458
Office	Office Space	447
Tridel Store	Presentation Centre	284
Restaurant (Vacant)	Restaurant	278
Wonderpho	Restaurant	263
Re/Max Hallmark Realty	Real Estate Service	242
Menchies Frozen Yogurt	Restaurant	194
Pizzaiolo	Restaurant	183
Office	Office Space	157
Office	Office Space	137
Storage	Storage Space	111
Vogue Nails	Personal Care Services	105
Storage	Storage Space	125
Office	Office Space	76
Storage	Storage Space	62
Discount Rent A Car	Rental Services	61
Office	Office Space	38
TOTAL		12,686 (136,666 sq.ft.)

Table is based on information provided by 2141805 Ontario Inc.

Vehicular access to and from York Mills Road is on the east side of the existing building. There are three driveway locations on Upjohn Road providing access to over 500 surface parking spaces. Loading bays are located at the south end of the building. Each of the two frontages are landscaped with trees and have grassed boulevards.



2.2 The Surrounding Area

To the immediate **north** of the Site is the 21-storey Westin Prince Hotel complex (900 York Mills Road) located adjacent to ravine lands associated with the Don River. West of The Westin Prince Hotel, is the Northwest Atlantic Brokerage Firm (864 York Mills Road), the Don Mills Car Wash (862 York Mills Road), and a commercial/retail plaza, located at the north east corner of Lesmill Road and York Mills Road (860 York Mills Road). This retail plaza includes a Lick's Restaurant, Mr. Sub, Variety Plus and a Tim Horton's. North of this, at 5 Lesmill Road, is Bayview Custom Care Cleaners and Chopstix Delight. Further north along Lesmill Road, extending up towards Highway 401, are a range of industrial, office and commercial uses, which include a Nine West Shoe Outlet, law offices, Toronto Social Services, property management and development corporations and several realty corporations.

The lands at the northwest corner of Lesmill Rd and York Mills Road are currently vacant. A rezoning application for a single storey 5,500 square metre commercial/retail plaza (850-858 York Mills Road) has recently been submitted.

A rezoning application has also been submitted for a commercial/retail centre to include a Home Depot, on lands at 16 Lesmill Road and 840 to 842 York Mills Road. Current uses on the site include industrial and warehouse operations (Don Park). This application is subject to an OMB hearing for which a decision has yet to be made. However, a 'request for directions' report has been prepared by Staff dated October 13th, 2011 recommending approval of the application (subject to the resolution of transportation and urban design matters).



Westin Hotel and commercial properties on north side of York Mills Road.

To the immediate **east** of the Site (875-879 York Mills Road) is a 1-storey retail/commercial strip plaza (known as Yorkdon Mews), which includes a restaurant, fast food restaurants (Subway, Pizza Nova), dental offices, a nail salon and a convenience store. Finally, east of this, at the southwest corner of Don Mills Road and York Mills Road (1500 Don Mills Road) is the 10-storey Rothman's office building with a Scotia Bank at ground floor. South of this building is a paved parking lot which serves 1500 Don Mills Road and TD Canada Trust to the south of the parking lot. Further east of the Site, on the east side of Don Mills Road, is the Donalda Golf and Country Club which extends south from York Mills Road to Lawrence Avenue East.



Westin Hotel and commercial properties on north side of York Mills Road.



Rothman's Building

Immediately **south** of the Site is a parking lot, which serves the National Post building located east of the lot, at 1450 Don Mills Road. Similar in nature to uses extending north of the Site, south of the Site is also largely comprised of industrial and office uses. Many of the sites immediately to the south of the Site, take their vehicular access either directly from Don Mills Road or via dead end streets from Don Mills Road, such as Kern Rd., Mallard Rd. or Bond Avenue. Because of the discontinuous road pattern, this part of the York Mills Employment District is orientated to Don Mills Road rather than York Mills Road.

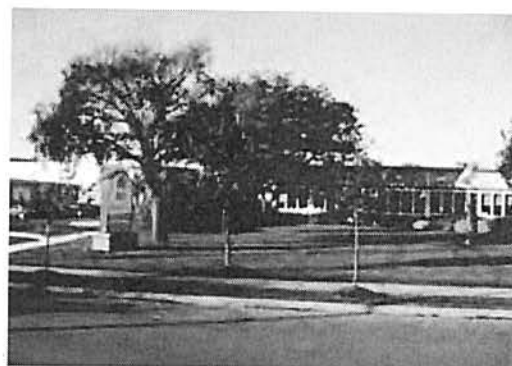


1450 Don Mills Road

To the immediate **west** of the Site, at the southwest corner of York Mills Road and Upjohn Road (861 York Mills Road) is a 1-storey commercial/retail plaza, which includes a Kelsey's Restaurant, a Shoeless Joe's Restaurant, and several fast food restaurants (Teriyaki Experience, Mr. Greek, Starbucks Coffee and Cora Breakfast and Lunch). South of this, at 12 Upjohn Road, opposite the Site, is a 1-storey multiple tenant office building. South of this is the Building Industry and Land Development Association (BILD) building, at 20 Upjohn Road.



861 York Mills Road



20 Upjohn Road

Rogers Cable is located at 857 York Mills Road, west of the commercial/retail plaza and office buildings. Further west along the south side of York Mills Road is a self-storage rental unit (835 York Mills Road), a Swiss Chalet and a three-storey office/retail building at the southeast corner of York Mills Road and Leslie Street with retail/commercial at ground floor, including a bank and restaurants, and offices on the second and third floors. At the corner of York Mills Road and Leslie Road is a single storey plaza, which contains a coffee shop, a dry cleaners and a Sleep Country Canada. Directly across from this is a service station, and east of this is York Mills Garden that includes a Longo's Supermarket, Shoppers Drug Mart, a bank, post office, and several coffee shops, restaurants and commercial retail stores.



York Mills Garden



York Mills Road / Lease Street

2.3 Transportation and Transit Network

The Official Plan recognizes York Mills Road as a *Major Street* on Map 3 with a right-of-way width of 36 metres. The Site is less than 200m from Don Mills Road, also identified as a *Major Street*.

Don Mills Road is identified as a future higher order transit corridor (Map 4 of the Plan) (**Figure 3**). York Mills Road and Don Mills Road are both identified as expansion elements of the Surface Transit Priority Network (Map 5 of the Plan) (**Figure 4**). The

Don Valley Parkway is approximately 1km from the Site and is identified as a *Major Highway* on Map 1 of the Plan. Upjohn Road is a local minor road that terminate approximately 200 metres south of the Site.

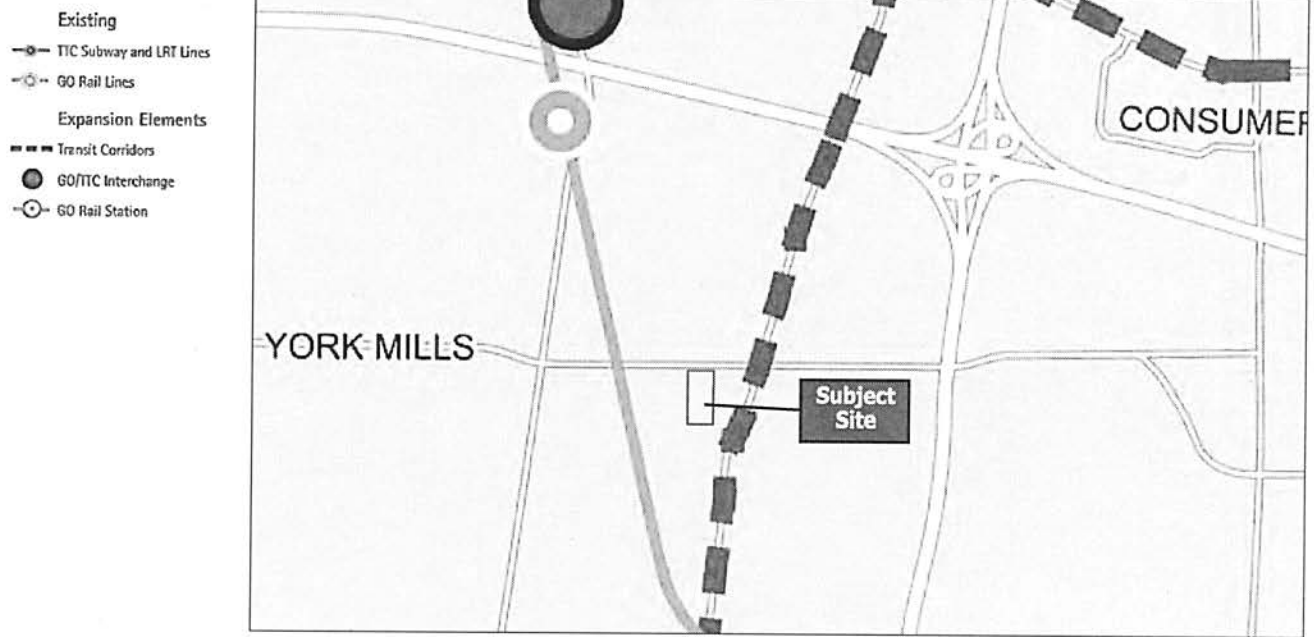


Figure 3 City of Toronto Official Plan Map 4 - Higher Order Transit Corridors

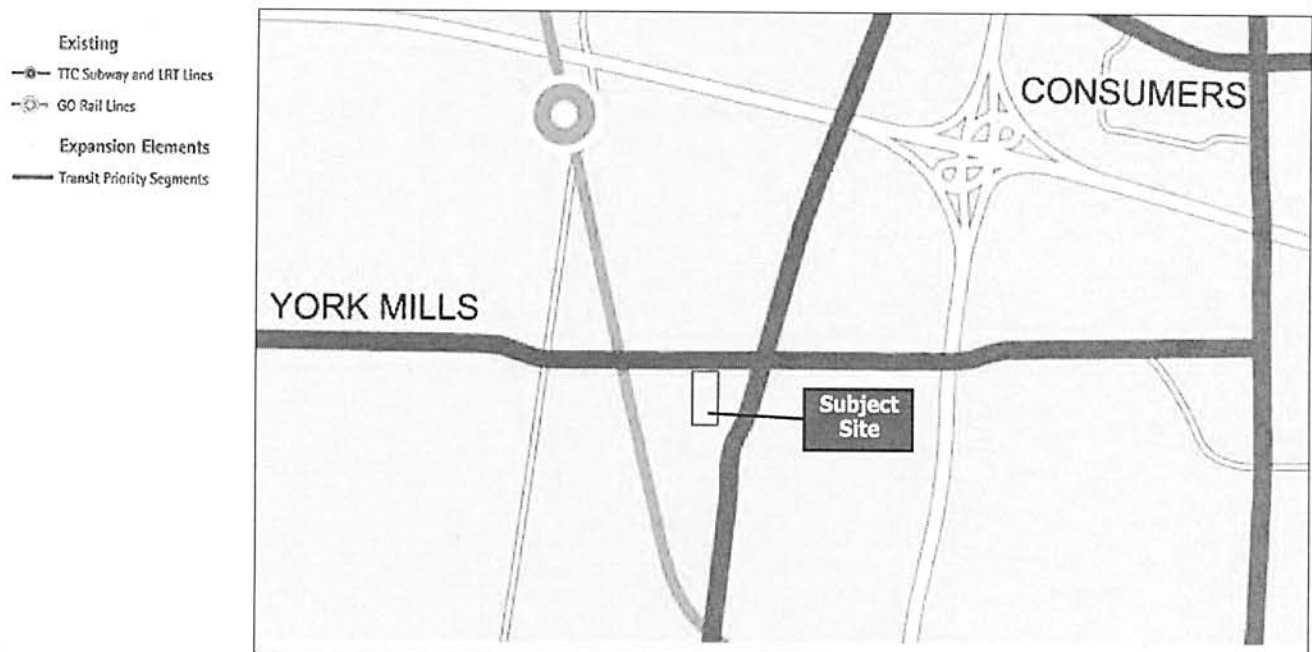


Figure 4 City of Toronto Official Plan Map 5 - Surface Transit Priority Network

The City of Toronto and the Toronto Transit Commission (TTC) are currently carrying out a Transit Project Assessment Study to identify a light rail transit route in the Don Mills Road corridor extending from Steeles Avenue to the Bloor-Danforth subway, with options for providing continuous service to downtown.

The Toronto Transit Commission (TTC) already services the area with a number of bus routes (See figure 5) and the Site is within easy walking distance of stops for the following transit routes:

Transit Service	Route Description
25 Don Mills (Bus)	The 25 Don Mills bus route operates generally in a north-south direction, between Pape Station on the Bloor-Danforth Subway, Don Mills Station on the Sheppard Subway, the area of Don Mills Road and Steeles Avenue East, and the area of Leslie Street and 16 th Avenue in the Town of Richmond Hill. Accessible service is provided on the route. Don Mills Station is an accessible subway station.
51 Leslie (Bus)	The 51 Leslie bus route operates generally in a north-south direction, between Eglinton Station on the Yonge-University-Spadina Subway and the area of Steeles Avenue East and Don Mills Road. It also serves the Leslie Station on the Sheppard Subway. Accessible service is provided on the route. Both Eglinton and Leslie Stations are accessible subway stations.
95 York Mills (Bus)	The 95 York Mills bus route operates generally in a east-west direction between York Mills Station on the Yonge-University-Spadina Subway, the area of Ellesmere Road and Kingston Road, and the University of Toronto at Scarborough campus. York Mills Station is an accessible subway station.
122 Graydon Hall (Bus)	The 122 Graydon Hall bus route operates generally in an east-west direction between York Mills Station on the Yonge-University-Spadina Subway, the area of Lesmill Road and Duncan Mill Road, and the area of Roywood Drive and Fenside Drive. Accessible service is provided on the route. York Mills Station is an accessible subway station.

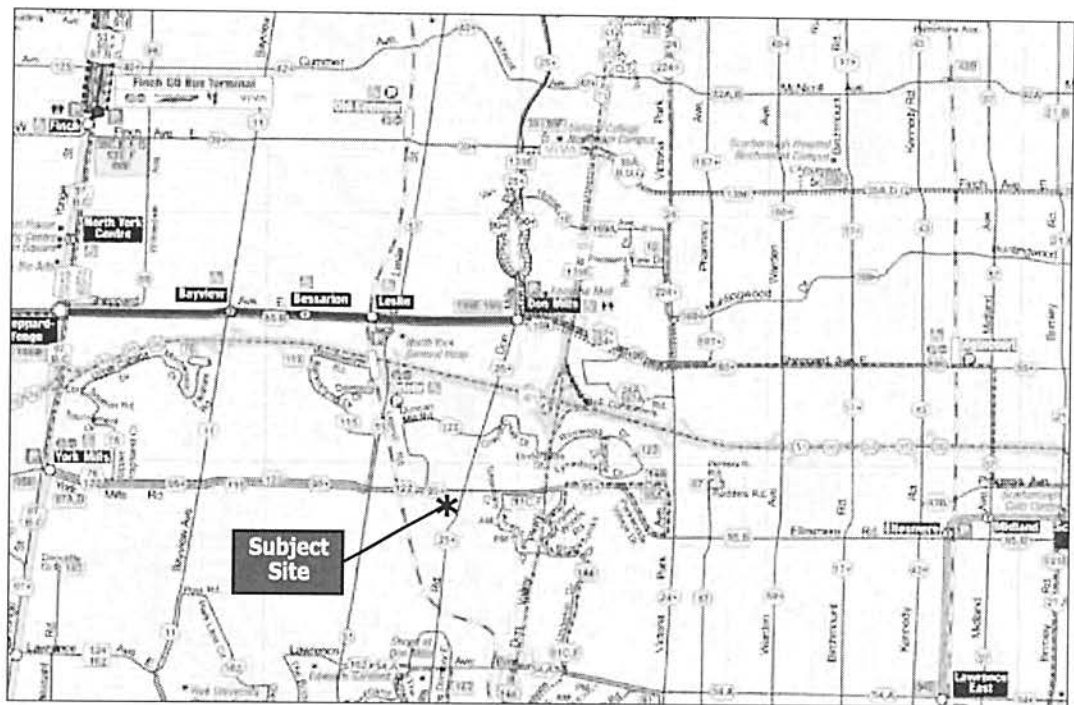


Figure 5 Transit Map

3.0 PROPOSAL

3.1 Description of the Proposed Development

The proposed redevelopment consists of two new office towers each with approximately 26,695 square metres (287,335 square feet) of office space, a 20-storey hotel of approximately 15,315 square metres (164,830 square feet) and three residential towers, ranging in height from 32 to 38 storeys containing a total of 892 units (see **Figure 6: Conceptual Rendering**).



Figure 6 Conceptual Rendering of the Project

Podium Building: The various components of the project are connected by a continuous 3-storey podium providing a building edge and introducing active uses along the York Mills Road and Upjohn Road frontages of the Site. The podium building is occupied by lobbies for the office, residential and hotel components as well as first and second storey retail space (see **Figure 7: Ground Floor Plan**). Above grade parking is screened by the active uses that face the public realm. A 2.5 hectare roof garden covers the roof of the podium.

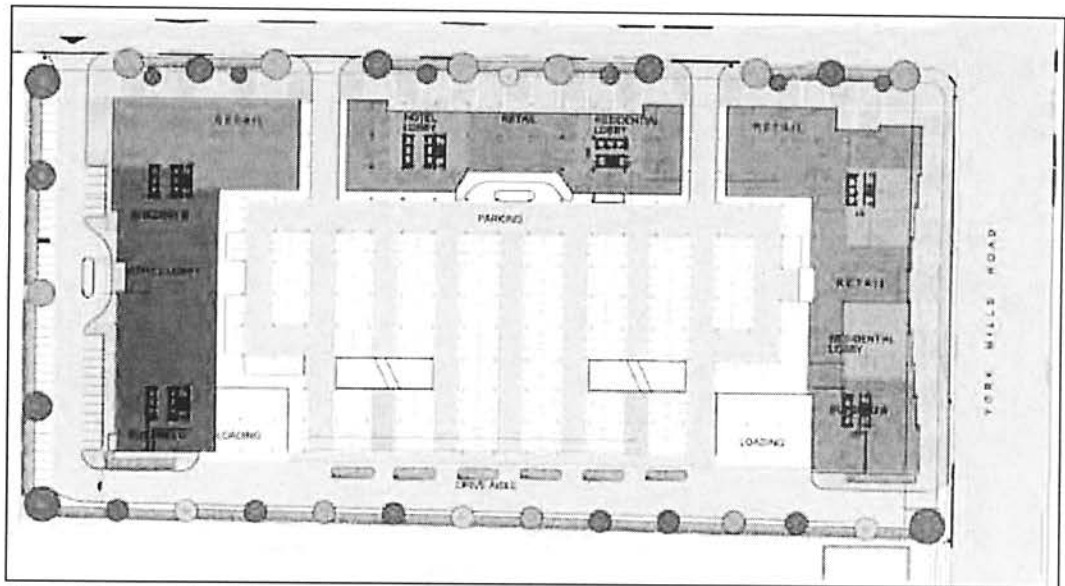


Figure 7 Ground Floor Plan

Office Towers: Two 25-storey office towers are located at the south end of the podium building. Each office tower has a maximum floor plate of approximately 1,050 square metres. The total GFA for the two office buildings is approximately 52,389 metres square.

Hotel: A new 20-storey hotel is proposed on the west side of Site with access directly from Upjohn Road. The hotel will have a floor plate of approximately 850 square metres and will be separated by at least 25 metres from the adjacent residential building to the north (residential building 'C').

Residential Towers: The development includes three residential point towers each with a maximum floor plate of 750 square metres. Residential building A (38-storeys) and B (38-storeys) are positioned along the York Mills Road frontage and have residential lobbies directly accessible from the public sidewalk. These two residential towers have a separation distance of at least 30m. Residential building C is a 32-storey tower located on the west side of the podium on the Upjohn Road frontage of the Site. A total of 892 units and 99,371 square metres of residential GFA are located in these three residential towers.

Access, Loading and Parking: An L-shaped driveway extends along the southern and eastern boundaries of the Site, providing vehicular access onto York Mills Road and Upjohn Road. Two additional access points along the Upjohn frontage will provide access to the internal parking areas and lay-by drop-off for the hotel. Loading bays are located at grade on the east side of the Site accessed by the north-south leg of the driveway. A total of 3,200 parking spaces are proposed in 4 levels of parking (3 above grade and 1 below grade).

3.2 Required Approvals

The proposed residential use is not permitted in an *Employment Areas* designation, therefore, an Official Plan Amendment is required.

Although a Zoning By-law amendment to North York Zoning By-law 7625 is not being sought at this time, prior to development occurring, an amendment to North York Zoning By-law 7625 and site plan approval are required.

4.0 POLICY AND REGULATORY CONTEXT

4.1 Provincial Policy Statement (2005)

The PPS came into effect as of March 1, 2005 and provides policy direction on matters of provincial interest related to land use planning and development.

The main policy directions expressed in Part V of the PPS are intended to promote efficient development and land use patterns in order to support strong communities; to protect the environment and public health and safety; and to promote a strong economy.

The Site falls within the PPS's definition of a "settlement area", wherein densities and a mix of land uses are supported, which efficiently use land, resources, infrastructure and public service facilities and minimize negative impacts to air quality and climate change (Policy 1.1.3.2). Policy 1.1.3.3 provides that planning authorities shall identify and promote opportunities for redevelopment and intensification, where this can be accommodated taking into account existing building stock or areas and the availability of existing or planned infrastructure and public service facilities. Policy 1.1.3.4 promotes appropriate development standards which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of public transit.

With respect to transportation systems, Policy 1.6.5.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

Section 1.3.1 of the PPS addresses *Employment Areas*, which are defined as 'areas designated in an official plan for clusters of business and economic activities including, but not limited to manufacturing, warehousing, offices, and associated retail and ancillary facilities'.

With respect to *Employment Areas* the PPS provides that planning authorities are to promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;

- (b) providing opportunities for a diversified economic base - including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- (c) planning for, protecting and preserving *employment areas* for current and future uses; and
- (d) ensuring the necessary *infrastructure* is provided to support current and projected needs.

Policy 1.3.2 states that planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

4.2 Growth Plan for the Greater Golden Horseshoe (2006)

The Growth Plan for the Greater Golden Horseshoe took effect on June 16, 2006 and provides a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities within the Greater Golden Horseshoe.

The Plan directs growth within the GGH to the existing urban areas in order to make better use of land and infrastructure. Concentrating intensification in these areas provides a focus for a transit and infrastructure investment to support growth.

The policies in Section 2.2.2, Managing Growth, identify where and how growth should occur. Section 2.2.2.1 provides that population and employment growth will be accommodated by such measures as:

- Directing a significant portion of new growth to the built-up areas of the community through intensification;
- Focusing intensification in intensification areas;
- Building compact, transit-supportive communities;
- Reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;
- Ensuring the availability of sufficient land for employment to meet the forecasted growth to support the GGH's competitiveness;
- Planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling; and
- Encouraging cities and towns to develop complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open spaces and easy access to local stores and services;

Policy 2.2.6, Employment Lands, requires municipalities to provide an adequate supply of lands offering locations for a variety of appropriate employment uses to accommodate the projected growth forecasts. In addition, municipalities are to promote economic development and competitiveness by such measures as:

- (a) providing for an appropriate mix of employment uses, including industrial, commercial and institutional uses to meet long-term needs;
- (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

Policy 2.2.6(1) requires that an adequate supply of lands be maintained to provide locations for a variety of appropriate employment uses to accommodate growth forecasts.

Policy 2.2.6(5) states the conversion of lands within employment areas for non-employment uses may be permitted through a "municipal comprehensive review", where it has been demonstrated that:

- a) There is a need for the conversion;
- b) The municipality will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan;
- c) The conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other policies of the Growth Plan;
- d) There is existing or planned infrastructure to accommodate the proposed conversion;
- e) The lands are not required over the long term for the employment purposes for which they are designated; and,
- f) Cross-jurisdictional issues have been considered.

In the Growth Plan a *municipal comprehensive review* is defined as "an official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan" (the Growth Plan).

The City is undertaking a *comprehensive review* of the Employment Area policies and it is intended that this application be considered as part of this review.

4.3 City of Toronto Official Plan

The City of Toronto Official Plan was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. The Official Plan does not contain specific density numbers but rather focuses policy on intensification and growth, supported by built form, transit and high quality design. The City is currently undertaking a review of its Official Plan.

Urban Structure Policies

The Site is located within an *Employment District* as shown on Urban Structure (Map 2) designated *Employment Areas* on the Land Use Plan (Map 19) to the Official Plan (see **Figure 8, Urban Structure**).

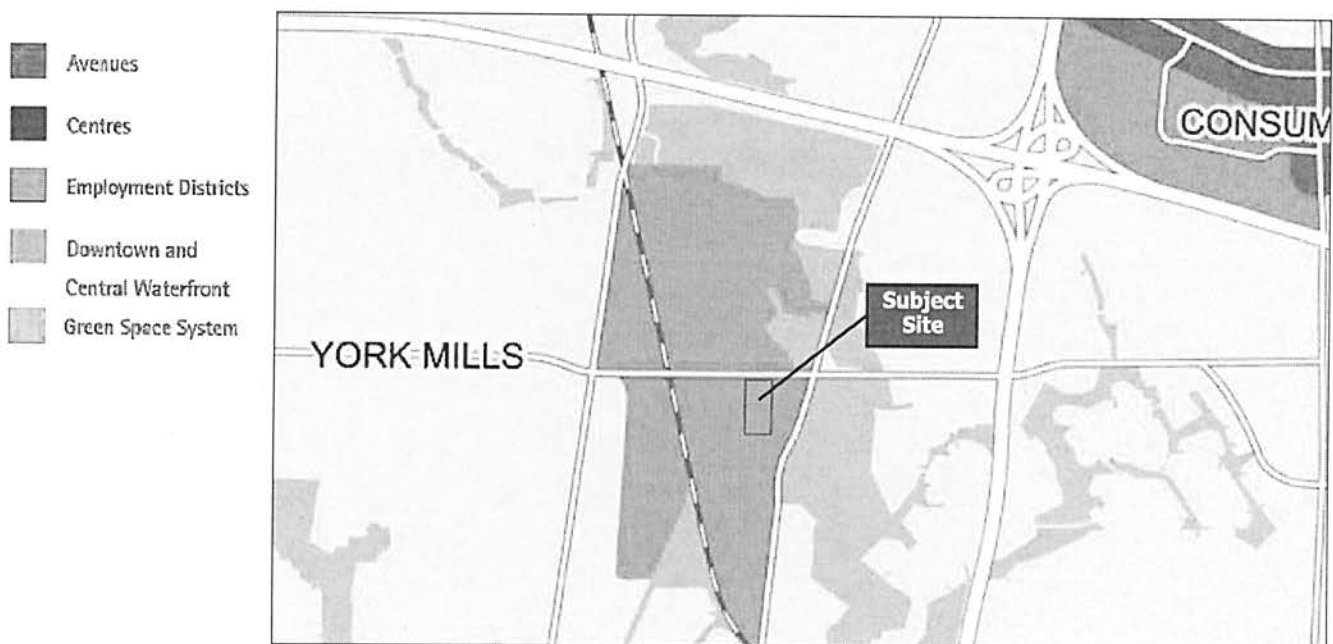


Figure 8 City of Toronto Official Plan Map 2 - Urban Structure

Policy 2.2.4(1) provides that Employment Districts will be protected and promoted exclusively for economic activity in order to achieve a number of aims including:

- Maintaining and growing the City's tax base;
- Expanding existing employment clusters that are key to the City's competitive advantage
- Nurturing Toronto's diverse economic base;
- Providing a good overall balance between population and employment growth by creating job opportunities for Toronto residents
- Providing a range of employment opportunities for Toronto residents that can be reached by means other than the private automobile; and,
- Creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians.

Land Use Policies

The Site is designated *Employment Areas* on the Land Use Plan (Map 19) (see **Figure 9, Land Use Designation**).

The permitted uses in the *Employment Areas* designation include offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers. As well, places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges or universities may locate only on major streets as shown on Map 3. York Mills Road is a major street shown on Map 3 with a right-of-way width of 36 metres. Thus, the existing *Employment Areas* policies permit the level of office and hotel development contemplated in this development proposal.

It is noted that Site Specific Policy No.153 of the Plan provides residential permissions for the property at 20 Bond Avenue (east of Leslie Street). This is a site designated *Employment Areas*. The policy states "A mix of employment and residential uses are permitted within any building".



Figure 9 City of Toronto Official Plan Map 19 - Land Use

This application is seeking the introduction of residential uses by way of a site-specific Official Plan Amendment. However, given the existing policy context and the importance of retaining employment generating uses in this location, it is proposed that the construction of the residential uses be linked to the construction of non-residential (employment) uses.

Built Form Policies

The policies in Section 3.1.2 identify that developments need to be conceived not only in terms of the individual site and building program, but also in terms of how the site fits within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context and frame and support adjacent streets. Relevant criteria include:

- generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- providing ground floor uses that have views into, and access to, adjacent streets, parks and open spaces; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2(2) requires that new development locate and organize vehicle parking access, service areas and utilities in order to minimize their impact on the property and surrounding area and improve safety and attractiveness of adjacent streets, parks and open spaces by, among other measures:

- using shared service areas where possible within development block(s) including public and private lands, driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) provides that new development is to be massed to fit harmoniously into its existing and planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the street proportion;
- creating appropriate transitions in scale to neighbouring buildings;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future uses of these areas.

Policy 3.1.2(6) provides that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Additional built form policies for tall buildings are set out in Section 3.1.3. Tall buildings should be designed to consist three parts (base building, middle, and top) carefully integrated into a single whole, and will address key urban design considerations including:

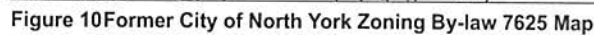
- meeting the built form principles of the plan;
- demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
- demonstrating how the proposed building and site design relate to the existing or planned context;
- taking into account the relationship of the site to topography and other tall buildings;
- providing high quality, comfortable and usable publicly accessible open space areas; and
- meeting the other goals and objectives of this Plan.

Housing Policies

The Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). Policy 3.2.1(2) provides that existing new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

4.4 North York Zoning By-law 7625

The approved zoning for the Site and adjacent lands is shown on **Figure 10**. The Site is zoned Industrial-Office Business Park Zone (MO) which permits among other uses, industrial uses, office uses, restaurants, retail stores and hotels. The MO zone requires a minimum front yard setback of 9.0 m, a minimum rear yard setback of 7.5 m, a minimum side yard setback of 7.5 m from all street lot lines, and 3.0 m for any other side yards for corner lots. The maximum gross floor area is 150% of the area of the lot. There is no maximum building height.



The Design Criteria for Review of Tall Building Proposals (June 2006) provides design guidelines that are used by the City to evaluate tall building proposal. The study provides design criteria related to building form, site context, site organization, tall building massing, pedestrian realm and sustainable design. Tall buildings are generally defined as being a building whose height is greater than the width of the right-of-way of the principle street on which it is located. In this case, the proposal fronts onto York Mills Road with a right-of-way width of 36 metres. The three residential towers, hotel and office buildings would be considered tall buildings.

- Transition in Scale
- Prominent Sites, Views and Vistas
- Building Placement & Orientation
- Tall Building Address
- Site Servicing and Parking
- Open Space
- Scale of Base Building
- Tall Building Floor Plates
- Spatial Separation
- Streetscape and Landscape
- Weather Protection
- Sun, Shadow and Sky View & Pedestrian Level Wind Effects
- Sustainable Building Practices

5.0 PLANNING ANALYSIS

5.1 General

It should be noted that the proposal does not involve a *change* in the use of the land, but rather the *addition* of a use. Specifically, what is proposed is the intensification of the Site with both employment and residential uses. The hotel, office and retail uses proposed in this application are identified in Policy 4.1.6 of the Plan as uses that support the function of *Employment Areas*. It is the addition of the residential use on the Site that requires an amendment to the Plan.

In our opinion, for locations such as the York Mills / Don Mills area, an effective way of ensuring the provision of office uses, is to directly link permissions for residential uses to the phased completion of the office component.

Within this context, the following planning analysis considers the suitability of the Site for intensification, the benefits of the incorporation of residential uses on the Site and the benefits which will result to the York Mills Employment District.

5.2 Land Use Suitability

The Site is well suited for the development of a comprehensively planned, intensification project that includes residential, retail and office components, having regard to the following considerations:

- The Site is located on York Mills Road, identified as a major street within the City of Toronto;
- The Site is 3.35 hectares (8.3 acres) in size, sufficiently large enough to accommodate the planned uses;
- The Site is well served by existing public transit, and in close proximity to the Don Mills Road, which has been identified as a future higher order transit corridor;
- The Site is also well served by the road and expressway network. It is located at close to the intersection of two major arterials and is approximately 1km from the Don Valley Parkway;
- The Site is currently underutilized as a low rise, low-density complex with extensive surface parking. The existing density is less than 0.5 times the lot area (well below the maximum permitted);
- The introduction of residential uses will help to provide the necessary infrastructure to support the office uses. Further, the joint use of the Site can result in operational efficiencies;
- The Site is located in a mature urban area, served by existing municipal infrastructure, including a range of existing community services and facilities; and
- The appropriateness of introducing residential within an employment area depends in large part on the nature of the surrounding uses and area characteristics. The Site is located in area that has undergone a transition away from typical industrial,

manufacturing and warehouse-based operations. The *Employment District Economic Impact Study* by urbanMetrics indicates that the area is now orientated toward a mix of multi-tenant office buildings, educational and religious institutions, and retail/service commercial facilities.

The addition of residential uses on the Site would have a number of benefits as set out below:

- **Support for Transit** - In addition to the transit ridership generated by the proposed office, hotel and retail uses, the addition of 892 residential units would provide further support for existing and future transit infrastructure improvement, through increased ridership. Intensification of the Site is a desirable objective given that Don Mills Road has been identified as a future higher order transit corridor;
- **Use of Existing Infrastructure** – the additional residential population will provide additional support and customer base for existing commercial facilities and community services and facilities in the surrounding area; and
- **Investment in Employment Uses** – some of the City's most successful employment projects successfully combine high quality office and residential uses on the same site. The inclusion of residential uses on the Site does not in our opinion constitute a 'loss' of employment. The Economic Impact Study prepared by urbanMetrics estimates that over 3,600 jobs would be generated by the proposed development as opposed to the current estimated number of jobs on the Site of 394.
- **Compatibility** - The residential use will be compatible with the proposed employment uses (office, hotel and retail) and the uses on surrounding properties (office, retail, commercial) which has been described by urbanMetrics as experiencing a transition away from traditional manufacturing uses toward office/commercial uses. The Official Plan has previously been amended to permit residential uses within the Employment District. Site Specific Policy No.153 of the Plan provides residential permissions for the property at 20 Bond Avenue (east of Leslie Street). The policy states "A mix of employment and residential uses are permitted within any building". This policy suggests that there are opportunities to introduce residential uses within the district and that it is appropriate for them to be in the same building.
- **Re-urbanizing York Mills Road** – the project will introduce a more urban form to the York Mills Road frontage by introducing a street-related building, improving the pedestrian environment and the general appearance of the street and surrounding area.

5.3 Economic Impact Study

To determine whether the functioning of other economic activities within the Employment Area would be affected by the introduction of residential uses on the Site, an Economic Impact Study for the York Mills Employment District was conducted by urbanMetrics Inc.

Their study observed that

“although the York Mills Employment District once served as a major industrial centre, our review of the dominant land uses in the vicinity of the Site indicate that the area has already undergone transition away from typical manufacturing and warehousing-based operations. Instead, the area is now orientated towards an eclectic mix of multi-tenant office buildings; education and religious institutions; and retail/service commercial facilities”.

The study further found that the

“composition of employment in the York Mills Employment District has changed significantly over the past two decades. The area has experienced substantial employment declines in the manufacturing and warehousing sector, while increases in the office, service, and institutional sectors have accounted for the majority of recent growth in the area”.

The shift in employment composition suggests that there is a reduced need for employment land to accommodate traditional industrial activities, and greater demand for alternative forms of employment, including office, retail, commercial and institutional uses. These types of employment uses are usually occupied in higher density building forms optimizing the use of land.

Based on the study analysis, the proposed mix-use development “is expected to generate a variety of benefits for surrounding area as well as for the City as a whole. The proposed development is expected to accommodate a total employment of more than 3,600 jobs. This represents a significant increase from the Site’s current capacity of 394 employees”.

In conclusion the study determines that the proposed development would not adversely affect the economic activities of the York Mills Employment District.

5.5 Urban Design

Although approval is not being sought to amend the Zoning for the Site at this time, the following provides a general assessment of the applicable Official Plan Policies related to urban design. A more detailed urban design assessment will be provided through a later rezoning application.

In our opinion, the proposed conceptual design conforms to the built form policies as set out in the Official Plan and addresses the key elements of the Tall Buildings Guidelines. The proposed conceptual massing and design are based on a number of contextual and urban design considerations including:

- the Site's location fronting onto York Mills Road;
- proximity to transit and regional road network;
- surrounding built form context;
- separation from *Neighbourhoods* designated properties;
- tower floor plate and separation distances; and
- Site configuration and dimensions (overall size - frontage, depth, area);.

The proposed conceptual design is consistent with the built form policies outlines in section 3.1.2 and 3.1.3 of the Plan and the criteria set out in the Tall Building Guidelines as follows:

- There are no *Neighbourhoods* designated properties within close proximity to the Site. The issue of transition is therefore within the context of the Site its self and the existing planned context. Within the Site, the tallest buildings (38-storeys) will be placed along the York Mills Road frontage, stepping down to 32 storeys towards the middle of the Site and further stepping down to the 25-storey office towers and 20-storey hotel towards the southern end of the Site;
- The Site is of sufficient depth to allow residential to be positioned along the York Mills frontage of the Site and employment uses positioned along the Upjohn Road frontage and the interior of the Site.
- The three-storey podium portion of the project has been organized to frame both York Mills Road and Upjohn Road. The podium building defines the street edge and provides sufficient setback for streetscaping. Towers are orientated in line with the base buildings;
- All buildings have been designed so that main building entrances are directly accessible from the public sidewalk and provide active ground floor uses that have views onto adjacent streets;
- Vehicular parking, access and service areas have been located to minimize their impact on surrounding properties and to improve the attractiveness of adjacent streets. Parking is located internal to the Site with 3 above levels and one underground level of parking. Loading space are located and screened on the east side of the Site accessed from the north south leg of the new driveway. Vehicular access to the Site is provided from both York Mills Road and Upjohn Road;

- The 3-storey podium provides a continuous pedestrian scale building edge along the adjacent streets. The three residential buildings on the Site are considered 'point towers' each with a floor plate of 750 square metres. A smaller floor plate casts narrower shadows and permits better views between buildings and through the Site;
- Each of the towers on the Site have been carefully located and orientated to achieve a minimum building face separation of 25 metres; and
- The new buildings will integrate and enhance the surrounding context through the introduction of high quality streetscape and landscape design elements.

5.6 Transportation Considerations

A Transportation Consideration report has been prepared by BA group to provide an assessment of the proposal within the context of the proposed Official Plan Amendment.

In summary the Transportation Considerations Report concludes that "provided that a sufficiently robust site access arrangement and appropriate vehicular connections can be secured to the adjacent regional public road network, the Development Proposal outlined herein can appropriately accommodate the proposed land uses and intensities as set out in the Official Plan Amendment for 865 York Mills Road. Furthermore, the policies and provisions of the Provincial Policy Statement, the Growth Plan, the City of Toronto's Official Plan, and other relevant planning documents, are supported and potentially enhanced, from a transportation perspective, by the Development Proposal identified herein."

5.7 Community Services and Facilities

An inventory of Community Services and Facilities available to the areas to support the proposed development is included in **Appendix A**. The assessment includes a demographic profile, as well as an inventory of publicly funded services and facilities.

The proposed development is located in the Banbury-Don Mills neighbourhood, a mature community with an adequate amount of community services and facilities as follows:

- There are a number of childcare facilities within the study area, with a total of 19 vacant spaces, as of October 2011. It is expected that these facilities will be able to accommodate children from the proposed development;
- The two libraries that serve the study area provide a large collection of reading materials as well as services and programs for families;

- The Banbury Community Centre located within the study area provides a variety of facilities and services/programs for residents in this community;
- The study area appears to be adequately serviced by all emergency services as police, fire and EMS services are all located within the study area boundaries;
- Two places of worship are located within and around the study area;
- There is an abundance of public parks serving the Site. A total of 128.06ha of parkland is located within the study area.

6.0 CONCLUSIONS

For the reasons set out in this report, we are of the opinion that the proposal is appropriate and desirable. The proposed redevelopment is consistent with the intensification policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the new Toronto Official Plan, all of which support intensification within built-up urban areas, particularly in locations which are well-served by municipal infrastructure, including public transit. In accordance with Growth Plan policies regarding employment lands, this application is being submitted so that it may be reviewed concurrently with the City of Toronto's Official Plan Review.

The proposal to add residential uses along with the intensification of employment uses (offices and retail) on the Site is consistent with intensification policies at the Provincial and Municipal level. The proposed redevelopment, located on a strategic site on one of the City's major streets, would result in a number of benefits, including:

- making efficient use of an underutilized Site, which is well-served by urban infrastructure, including existing and planned transit service and community services and facilities in the surrounding area;
- providing new employment uses (7 times the level of existing employment GFA) that would create approximately 3,600 jobs compared to the existing level of employment of 394 estimated jobs on the Site.
- re-urbanizing York Mills Road by introducing street-related buildings, improving the pedestrian environment and providing additional shopping opportunities;
- providing transit ridership for the existing bus service on York Mills Road and for future higher order improvements along Don Mills Road;
- complementing the existing and proposed office uses in the area by introducing reverse-direction peak hour vehicle trips;
- strengthening the attractiveness of the area by providing shops and services as part of the proposed commercial component and improving the appearance of the surrounding urban environment; and
- assisting in meeting the minimum population and employment targets in the Toronto Official Plan.

An Economic Impact Study by urbanMetrics has determined that the proposed development would not result in the displacement of any employment uses and would not adversely affect any existing economic activities within the *Employment District*; instead, it would result in additional employment on the Site and would serve to benefit other employment uses in the area.

From an urban design and built form perspective, the proposed conceptual design conforms to the built form policies as set out in the Official Plan and addresses the key elements of the Tall Buildings Guidelines.

APPENDIX A

COMMUNITY SERVICES AND FACILITIES

1.0 Introduction

This report provides a review of community services and facilities that are available to residents in the vicinity of the subject property. Key services include publicly funded schools, childcare facilities, libraries, parks and community centres.

2.0 Purpose

The purpose of this report is to identify the range of existing community resources that are available, and to identify priorities that should be considered in connection with the subject proposal.

3.0 Study Area

For the inventory of services and facilities, the boundaries are: Highway 401 to the north, Don Mills Road and Donalda Golf Club to the east, Lawrence Avenue to the south and eek Windfields Park and Bayview Avenue to the west.

For the demographic portion of the study, the boundaries of Banbury-Don Mills neighbourhood profile were used.

The boundaries for this community services and facilities analysis are shown on Figure A1.

4.0 Methodology

An inventory of key publicly funded services and facilities including schools, child care facilities, community centres, parks and libraries, were compiled using data such as enrollment, capacity, deficiencies, service boundaries and types of programs. Neighbourhood census data from the Banbury-Don Mills profile was examined to develop a short demographic profile of the area and its residents.

5.0 Demographic Profile

The subject property is located within the Banbury-Don Mills neighbourhood as per Figure A1. The following demographic profile is based on the City of Toronto's 2006 Neighbourhood Profile census data.

5.1 Population Profile

Between 2001 and 2006, census data shows a slight increase in population within the Banbury-Don Mills neighbourhood. The census data for 2006 indicates that the proportion of the various age groups of the Banbury-Don Mills neighbourhood compared to the City of Toronto is higher for seniors, but lower for youth, children and the working age group. See *Table A1* below.

Table A1 – Population by Age Group

Age Group	Banbury-Don Mills (2001)		Banbury-Don Mills (2006)		City of Toronto (2006)	
	#	%	#	%	#	%
Children (0-14)	2,955	12.8	3,525	13.9	409,620	16.4
Youth (15-24)	2,220	9.6	2,560	10.1	318,655	12.7
Working Age (25-64)	11,915	51.8	13,295	52.3	1,421,545	56.8
Seniors (65+)	5,945	25.8	6,040	23.7	353,455	14.1
Total	23,010	100	25,435	100	2,503,281	100

5.2 Family Composition

Tables A2 and A3 below provide a breakdown of the family composition for the Banbury-Don Mills neighbourhood, including family characteristics, the number of children in each family and the amount of people in each private household.

Table A2 – Families by Number of Children (2006)

Category	Banbury-Don Mills (2006)	
	#	%
Total couple families by family structure	6,190	100.0
Married couples	5,680	91.8
Without children at home	2,695	43.5
With children at home	2,985	48.2
1 Child	1,280	20.7
2 Children	1,270	20.5
3+ Children	435	7.0
Common-law couples	515	8.3
Without children at home	360	5.8
With children at home	145	2.3
1 Child	90	1.5
2 Children	25	0.4
3+ Children	0	0.0

Table A3 – Private Households by Size (2006)

Category	Banbury-Don Mills (2006)	
	#	%
1 Person	3645	33
2 Persons	3630	33
3 Persons	1635	15
4-5 Persons	1835	17
6 or more Persons	225	2
Total number of private households	10970	100

There is an average of 1-2 persons per private household in the Banbury-Don Mills neighbourhood.

5.3 Housing

The majority of the housing stock in the Banbury-Don Mills neighbourhood are apartment buildings (taller than 5 stories); however, there is also a significant number of single-detached homes. See *Table A4* below.

Table A4 - Existing Housing Stock (2006)

Category	Banbury-Don Mills (2006)	
	#	%
Single-detached house	2,480	33
Semi-detached house	10	3
Row house	15	6
Apartment, detached duplex	530	0
Apartment building, 5+ stories	1,015	46
Apartment building, less than 5 stories	1,280	12
Other	35	0
Total number of dwellings	10,950	100

Between 2001 and 2006, in the Banbury-Don Mills neighbourhood, the percentage of those renting has decreased while the percentage of home ownership has increased. See *Table A5* below.

Table A5 – Housing: Rental vs. Ownership

	Banbury-Don Mills	
	2001	2006
Rent	42%	39%
Own	58%	61%

5.4 Income

Tables A6 and A7 below show the number of private households in each income level in the Banbury-Don Mills neighbourhood. "Household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members.

The majority of private households in the Banbury-Don Mills neighbourhood earn \$100,00 or more.

Table A6 - Private Household Income (2005)

Banbury-Don Mills		
Income Level	#	%
Under \$10,000	375	3.4
\$10,000 - \$19,999	690	6.3
\$20,000 - \$29,999	960	8.8
\$30,000 - \$39,999	995	9.1
\$40,000 - \$49,999	860	7.9
\$50,000 - \$59,999	840	7.7
\$60,000 - \$69,999	815	7.5
\$70,000 - \$79,999	770	7.0
\$80,000 - \$89,999	630	5.8
\$90,000 - \$99,999	450	4.1
\$100,000 and over	3,545	32.4
Total Number of Private Households	10,930	100.0
Average Household Income	\$109,139	
Median Household Income	\$74,228	

5.5 Ethnicity

Table A7 indicates the rate at which immigration is occurring in the Banbury-Don Mills neighbourhood. Table A8 provides a population breakdown in the Banbury-Don Mills neighbourhood.

Table A7 – Period of Immigration

	Banbury-Don Mills
Before 1961	14%
1961-1970	17%
1971-1980	16%
1981-1990	31%
1991-2000	10%
2001-2006	12%

Table A8 – Type of Resident

	Banbury-Don Mills	
	2001	2006
Visible Minority	32.3%	38.6%
Canadian Citizenship	87.7%	87.7%
Immigrants	44.6%	47.6%
Recent Immigrants	9.8%	9.6%
Non-Permanent Residents	0.8%	1.7%

Table A9 provides a breakdown of the type of ethnic background each person is within the Banbury-Don Mills neighbourhood.

Table A9 – Ethnicity

Category	Banbury-Don Mills (2006)
	# of Persons
English	4,360
Chinese	3,680
Scottish	3,275
Canadian	2,740
Irish	2,635
Jewish	1,640
German	1,545

Category	Banbury-Don Mills (2006)
	# of Persons
East Indian	1,475
Polish	1,180
French	1,015

6.0 Community Services and Facilities Inventory

The following is an inventory of service agencies serving the subject property and surrounding area, with descriptions of the primary type of service offered by the organization (several other types of programs may be provided from that location as well). The locations of these services are shown on *Figure A1*.

6.1 Schools

Table A10 shows the Public schools within the Study Area.

Table A10.1 – Public Schools (Toronto District School Board – TDSB) within the Study Area

School	Address	School Type
York Mills Collegiate Institute	490 York Mills Rd	Grade 10 - 12
Windfields Junior High School	375 Banbury Rd	Grade 7 - 9
Harrison Public School	81 Harrison Rd	Junior Kindergarten to Grade 6
Dunlace Public School	20 Dunlace Dr	Junior Kindergarten to Grade 6
Denlow Public School	50 Denlow Blvd	Junior Kindergarten to Grade 6
Rippleton Public School	21 Rippleton Rd	Junior Kindergarten to Grade 6
Norman Ingram Public School	50 Uncairn Rd	Junior Kindergarten to Grade 5

Table A10.2– Public Schools (Toronto District School Board – TDSB) outside of the Study Area

School	Address	School Type	Distance
Greenland Public School	15 Greenland Rd	Junior Kindergarten to Grade 5	0.3 km
Don Mills Middle School	17 The Donway East	Grade 6 - 8	0.3 km
Don Mills Collegiate Institute	15 The Donway East	Grade 9 - 12	0.3 km

Table A11 shows the Catholic schools that are located outside of the Study Area, yet are still within close proximity to the subject site.

Table A11 – Catholic Schools (Toronto Catholic District School Board – TCDSB) outside of the Study Area

School	Address	School Type	Distance
St. Bonaventure Catholic School	1340 Leslie Street	Junior Kindergarten to Grade 8	2.94 km
Senator O'Connor	60 Rowena Dr	Grade 9-12	3.64 km

Table A12 shows the French-language Public Schools within the Study Area.

Table A12 – French-language Public Schools (Conseil scolaire Viamonde) within the Study Area

School	Address	School Type
École secondaire Étienne-Brûlé	300 Banbury Rd	Grade 7-12

École secondaire Étienne-Brûlé serves the French population of the Greater Toronto Area.

6.1.1 Capacities

Tables A13 and A14 set out a description of the capacities, enrollments and utilization rates for the schools in the attendance area boundary for both the TDSB and TCDSB.

Table A13 – TDSB schools in the Study Area

School	Capacity	Enrollment (Oct. 2010)	Utilization Rates	Portables
Elementary				
Harrison Public School	190	231	121.58%	1
Dunlace Public School	383	351	91.64%	1
Denlow Public School	418	493	117.94%	3
Rippleton Public School	328	270	82.32%	0
Norman Ingram Public School	242	191.5	79.13%	1
Greenland Public School	162	152.5	94.14%	1
Elementary Total:	1723	1689	97.79%	7
Intermediate				
Don Mills Middle School	381	363	95.28%	0
Windfields Junior High School	536	552	102.99%	0
Intermediate Total:	917	915	99.13%	0
Secondary				
Don Mills Collegiate Institute	774	1145	147.93%	6
York Mills Collegiate Institute	1044	1201.5	115.09%	0
Secondary Total:	1818	2346.5	131.51%	6

The data in Table A13 indicates that the surrounding TDSB Elementary and Intermediate schools are nearing the capacity and Secondary Schools are over capacity.

Table A14 – TCDSB schools in the Study Area

School	Capacity	Enrollment (Oct. 2010)	Utilization Rates	Portables
Elementary				
St. Bonaventure Catholic School	239	429	179.5%	3
Elementary Total:	239	429	179.5%	3
Secondary				
Senator O'Connor	1020	1,159	113.6%	0
Secondary Total:	1020	1,159	113.6%	0

The data in Table A14 indicates that St. Bonaventure Catholic School is nearly double of its capacity. Senator O'Connor is also over capacity – close to 114% utilization rate.

6.1.2 Pupil Yields

The TDSB and TCDSB have provided the appropriate multipliers to calculate the anticipated pupil yields from the proposed 892-unit development. The calculations are summarized in *Tables A15 and A16*. The anticipated yields are 256 new students of which 222 will likely attend the Toronto District School Board schools and 34 will attend the Toronto Catholic School Board schools.

Table A15 – Potential Pupil Generation from TDSB

Unit Type	Number of units	Elementary	Secondary
Total	892 units	125 students	98 students

Comparing these pupil yields to the capacity and enrolment figures above, it appears that Elementary and Intermediate schools, although near capacity, would be able to accommodate some of the students from the proposed development. Since Don Mills C.I. and York Mills C.I. are over capacity, it is likely that new secondary students might have to attend schools further away.

Table A16 – Potential Pupil Generation from TCDSB

Unit Type	Number of units	Elementary	Secondary
Total	892 units	5 students	29 students

Comparing these pupil yields to the capacity and enrolment figures above, the anticipated pupil yield for both elementary and secondary levels may not be able to be accommodated in the local area Catholic schools. As a result, the TCDSB indicates that it may be necessary for students to be accommodated in schools outside of the attendance area.

It is important to note that it has not been determined at this point whether the potential students from this development will be attending the schools listed in **Tables A10 and A11**. This level of detail will occur later in the application review process, when the TDSB and TCDSB will determine where the prospective students from this development will attend school. As a result, the TDSB and TCDSB may accommodate students outside of the area until adequate funding or space becomes available.

6.2 Child Care Services

There are 26 child care facilities located within the study area. As of June 2011, the service providers within the area reported a total of 19 vacant spaces (across all age groups). *Table A17* provides a listing of all Child Care Services with enrolment and reported vacancies for each child care program.

Table A17 – Enrolment/Reported Vacancies within Study Area (Rates as of October, 2011)

Program	Enrolment / Reported Vacant					
		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 10 years)	Total
Harrison School Age YMCA Address: 81 Harrison Rd	Enrolled	-	-	-	30	30
	Vacant	-	-	-	-	-
Dunlace Children's Centre Address: 20 Dunlace Dr	Enrolled	-	-	24	40	64
	Vacant	-	-	-	-	-
Central Montessori Schools – York Mills Campus Address: 18 Coldwater Rd	Enrolled	10	71	209	-	290
	Vacant	-	-	-	-	-
Rene Gordon School Age YMCA Address: 20 Karen Rd	Enrolled	-	-	-	30	30
	Vacant	-	-	-	3	3
Courtleigh Place Day Care Address: 135 Fenelon Dr	Enrolled	10	25	24	-	59
	Vacant	-	-	-	-	-
Three Valleys Children's Centre Address: 76 Three Valleys Dr	Enrolled	-	10	72	60	142
	Vacant	-	-	-	-	-
Mallow Day Care Centre Address: 235 Donway E	Enrolled	-	-	22	-	22
	Vacant	-	-	-	-	-
Blue Wave Child Care Centre Address: 50 Duncairn Rd	Enrolled	10	10	34	-	54
	Vacant	-	-	-	-	-
Norman Ingram School Age YMCA Address: 50 Duncairn Rd	Enrolled	-	-	-	30	30
	Vacant	-	-	-	-	-

St. George Mini School Address: 141 Bond Ave	Enrolled	-	10	40	-	50
	Vacant	-	-	10	-	10
Don Mills Children's Centre Address: 33 Kern Rd	Enrolled	6	10	16	-	32
	Vacant	-	1	5	-	6
Rippleton Roadsters Child Care Program Address: 21 Rippleton Rd	Enrolled	-	-	47	60	107
	Vacant	-	-	-	-	-
Denlow Community Child Care Centre Address: 50 Denlow Blvd	Enrolled	-	-	20	25	45
	Vacant	-	-	-	-	-
Grand Total						813
						19

6.3 Public Libraries

There are two public libraries serving the area. Don Mills Library Branch and the Bayview Library Branch services are described below.

Don Mills Library Branch

This neighbourhood branch, located at 888 Lawrence Avenue East, offers services such as wireless internet access, computers with screen magnification software, book club and Art Exhibit Space. Don Mills Branch collection materials include:

- Large Print Collection
- Local History Collection
- Audiobooks on CD
- Adult literacy materials
- Large collection in Chinese, French, Japanese
- Small collection in Arabic, German, Hindi, Persian, Spanish

Bayview Library Branch

This neighbourhood branch is located at 123A-2901 Bayview Avenue, south of the study area. This branch offers services such as wireless internet access and computer terminal workstations. The Bayview Branch collection materials include:

- Adult literacy materials
- Audiobooks on CD
- Large print collection
- Large Print Terminals/Workstations
- Small collection in Chinese, French, Korean

6.4 Recreation

One recreation centre operated by the City of Toronto's Parks and Recreation Division serves the study area. A description of the location and types of activity rooms available in the Banbury Community Centre is contained within *Table A18*.

Table A18 – Description of Recreation Centres within Study Area

Location	Facilities	Services/Programs
Banbury C.C. 120 Banbury Rd	Clubhouse Kitchen Multipurpose Rooms	After School Programs Preschool Programs Preschool Summer Camp Fitness Programs – Adult Special Interest Programs

6.5 Hospitals

The site is in driving proximity to two major hospitals – the North York General Hospital and the Sunnybrook Health Sciences Centre.

The North York General Hospital (general site), an urgent care centre, is located at 4001 Leslie Street, which is approximately 1.9 km away from the Site. The hospital offers diagnostic services, cancer care, child & teen programs, surgery, maternal newborn care, mental care and emergency. North York General Hospital is one of Canada's leading community teaching hospitals.

The Sunnybrook Health Sciences Centre (general site) is located at 2075 Bayview Avenue, which is approximately 4.2 km away from the Site. The hospital has a heart centre, a cancer centre, and a brain sciences dedicated department. The services that are provided include: women & babies program, medical imaging and laboratory services, dentistry, and head & neck surgery. Sunnybrook hospital is a fully affiliated teaching hospital of the University of Toronto.

6.6 Emergency Services

6.6.1 Emergency Medical Services

EMS station 23 located at 115 Parkway Forest Drive is located just east of the study area.

6.6.2 Fire Services

Fire Station #122 located at 2545 Bayview Avenue serves the study area.

Fire Station #123 located at 143 Bond Avenue serves the study area.

Fire Station #115 located at 115 Parkway Forest Drive is located just east of the study area.

6.6.3 Police Services

30 Division, located at 50 Upjohn Road serves the study area.

6.7 Places of Worship

Table A19 summarizes the Places of Worship within, or just outside the study area.

Table A19 – Places of Worship

Organization	Address
Church of Jesus Christ of Latter-day Saints	19 Northdale Rd
St Anthony Of Padua Mission Aid	1300 Leslie St

7.0 Parks

Table A20 summarizes the acreage and facilities of the parks within the study area.

Table A20 – Recreation Facilities and Amenities within the Study Area

Park	Indoor Hockey	Outdoor Swimming Pool	Indoor Swimming Pool	Walking trail	Baseball Diamond	Ice Rink	Tennis Court	Ccroquet Field	Playing Field	Area (ha)
York Mills Gardens										0.22
Harrison Park										0.30
Vyner Greenbelt										5.55
Dunlace Park							X			1.91
Woodsworth Parkette										0.12
Woodsworth Greenbelt										0.72
Kirkwood Park							X			1.82
Mossgrove Park					X					3.07
Ames Park										2.99
Bayview-York Mills Parkette										0.51
Windfields Park	X	X		X	X		X	X	X	38.06

Park	Indoor Hockey	Outdoor Swimming Pool	Indoor Swimming Pool	Walking trail	Baseball Diamond	Ice Rink	Tennis Court	Ccquet Field	Playing Field	Area (ha)
Longwood Park										0.62
Rippleton Park										2.96
Mike Bela Park										1.26
Talwood Park										1.70
Southwell Park										1.23
Bond Park					X		X			6.81
Duncairn Park										3.69
Chipping Park										3.16
Macklin Hancock Parkette										0.10
Mallow Park										0.51
Woodcliff Greenbelt										1.64
Moatfield Farm Park									X	10.54
Betty Sutherland Trail										35.35
Duncanmill Greenbelt										3.22
York Mills C.I.			X							-
Total Park Area										128.06

X – denotes the recreational facility.

Just northeast of the Don Mills Road and York Mills Road intersection is family-oriented Donalada Golf Club, a 200 acre ravine property.

8.0 Conclusion

It is expected that the future residents of 865 York Mills will be well serviced by the existing services and facilities located within close proximity to the site.

Comparing these pupil yields to the capacity and enrolment figures above, it appears that Elementary and Intermediate schools, although near capacity, would be able to accommodate some of the students from the proposed development. Since Don Mills C.I. and York Mills C.I. are over capacity, it is likely that new secondary students might have to attend schools further away.

There are many childcare facilities within the study area, with a total of 19 vacant spaces, as of October 2011. It is expected that these facilities will be able to accommodate children from the proposed development.

The two libraries that serve the study area provide a large collection of reading materials as well as services and programs for families.

The Banbury Community Centre located within the study area provides a variety of facilities and services/programs for residents in this community.

The study area appears to be adequately serviced by all emergency services as police, fire and EMS services are all located within the study area boundaries.

Two places of worship are located within and around the study area.

There is an abundance of public parks serving the Site. A total of 128.06ha of parkland is located within the study area.



PUBLIC SCHOOLS

1. York Mills Collegiate Institute
2. Windfields Junior High School
3. Harrison Public School
4. Donlow Public School
5. Rippleton Public School
6. Norman Ingram Public School
7. Greenland Public School
8. Don Mills Middle School
9. Don Mills Collegiate Institute

SEPARATE SCHOOLS

1. St. Bonaventure Catholic School
2. Senator O'Connor

FRENCH SCHOOLS

1. Ecole Secondaire Elzime-Boule

CHILD CARE CENTRES

1. Harrison School Age YMCA
2. Dunlop Children's Centre
3. Central Montessori Schools - York Mills
4. Campus
5. Rippleton School Age YMCA
6. Three Valley Children's Centre
7. Malow Day Care Centre
8. Blue Wave Child Care Centre
9. Norman Ingram School Age YMCA
10. St. George Mini School
11. Don Mills Children's Centre
12. Rippleton Roadsters Child Care Program
13. Donlow Community Child Care Centre

LIBRARIES

1. Don Mills Library Branch
2. Bayview Library Branch

HOSPITALS & EMERGENCY SERVICES

1. North York General Hospital
2. Sunnybrook Health Sciences Centre
3. EMS #23 - 115 Parkway Forest Dr.

FIRE SERVICES

1. Station #122 - 2545 Bayview Avenue
2. Station #123 - 143 Bond Avenue
3. Station #115 - 115 Parkway Forest Drive

POLICE SERVICES

1. 30 Division - 50 Uppjohn Road

PLACES OF WORSHIP

1. Church of Jesus Christ of Latter-day Saints
2. St. Anthony of Padua Mission Aid

COMMUNITY CENTRES

1. Barbary Community Centre

PARKS

1. York Mills Gardens
2. Harrison Park
3. Yvner Greenbelt
4. Dunlop Park
5. Woodwork Parkette
6. Woodwork Greenbelt
7. Kivwood Park
8. Mossgrove Park
9. Ames Park
10. Bayview-York Mills Parkette
11. Windfields Park
12. Longwood Park
13. Rippleton Park
14. Mike Beal Park
15. Tallowood Park
16. Southwell Park
17. Don Park
18. Chipping Park
19. Mackin Harwood Parkette
20. Malow Park
21. Woodcliff Greenbelt
22. Modified Farm Park
23. Betty Suberland Trail
24. Dunsmuir Greenbelt
25. York Mills C.I.

--- Study Area Boundary

COMMUNITY FACILITIES

Project No. 0892

September 12, 2012

Councillor Peter Milczyn, Chair
Planning and Growth Management Committee
City of Toronto
100 Queen Street West, City Hall
Toronto, Ontario M5H 2N2

Dear Mr. Milczyn,

**Re: 2141805 Ontario Inc.
865 York Mills Road
Proposed Mixed Use Redevelopment**

We are planning consultants to 2141805 Ontario Inc., the owners of a 3.35 ha property located on the south side of York Mills Road at Upjohn Road (the Site) as shown on **Attachment 1**. The Site is located within an Employment District, but has many attributes which make it well suited for a mixed use form of development. It is located on a Surface Transit Priority route close to a Transit Corridor (Don Mills Road); there is a considerable amount of office and retail development along both Don Mills and York Mills Road, and the Site is currently underutilized.

In 2011 2141805 Ontario Inc. (the "applicant") submitted an Official Plan amendment application, seeking permission for two new office towers (each approximately 27,000 sq. m), retail uses (approximately 16,700 sq. m), a hotel and three residential towers with a total of approximately 890 units. Approval of the amendment would achieve a number of economic and city-building benefits. These include:

- making efficient use of an underutilized site;
- providing new employment uses (7 times the level of existing employment);
- complementing the existing office uses in the area;
- providing improved retail shopping opportunities;
- providing an enhanced pedestrian environment;
- providing increased transit ridership; and
- area is changing to more prestigious uses.

The applicant has followed the Official Plan Review of Employment Use Policies very closely; they have met with planning staff; and they have written to the Commissioner of Planning with respect to the issue of employment land conversion. Recently, they have read the Executive Summary of the Report on Planning for Employment Uses in the City of Toronto with great interest, particularly with respect to its findings for the demand for office uses.

Accordingly, we are writing, on behalf of the applicant with respect to the recommendations of the Acting Chief Planner regarding the policy directions for Employment Areas.

The applicant fully supports the recommendation that the City should strengthen its Official Plan policies so as to target new office space construction not only in the Downtown and Centres but also in other areas with ready access to transit.

The applicant believes that the identification of its Site as forming part of a Business Park, which would allow a range of residential and non-residential uses, similar to that set out in the application, would help the City to achieve this new policy direction. Based on the studies prepared in support of the Official Plan review, it is clear that many of the new mid-sized office buildings have chosen to locate in the 905 area. The approval of projects, such as the one proposed by the applicant, which includes offices, that would help address this problem.

The applicant also supports the direction that Official Plan policies should clearly integrate land use policies for offices with the provision of transit and economic development initiatives. There is no question that the timely provision of improved higher order transit – such as is being proposed on Don Mills Road - will not only encourage more intensive development but, when accompanied by a mix of uses, will also reduce commuting.

Finally, the applicant is supportive of the establishment of policies and regulations which would require that employment space be built in conjunction with residential space. While this approach may not work in all locations, it is definitely one which they would agree to on their Site.

The applicant looks forward to working collaboratively with the City during the public consultation phase to ensure that high quality, mixed use projects with a significant office employment component along important transit routes, will be approved.

Yours very truly,

Bousfields Inc.



Lindsay Dale-Harris M.Sc.Pl., MCIP, RPP

LDH/kah:jobs

cc: 2141805 Ontario Inc.

Ms. Merle MacDonald, City Clerk Office, Planning and Growth Management

Location Map Attachment 1

