

555 Rexdale Boulevard – Zoning By-law Amendment and Draft Plan of Subdivision Applications – Final Report

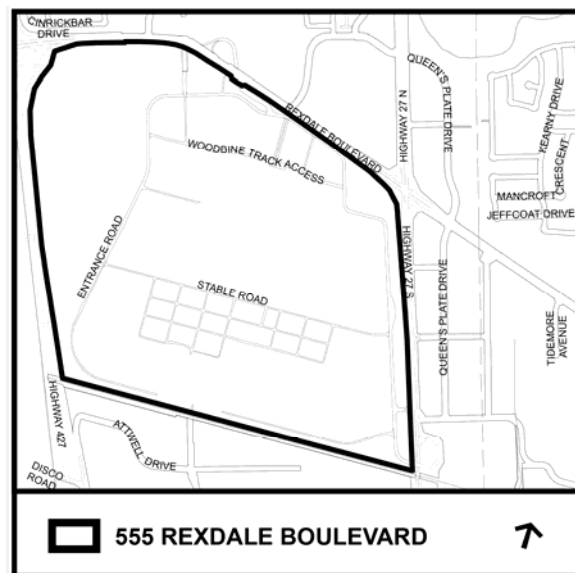
Date:	March 19, 2018
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	17 158697 WET 02 OZ (Grandstand) 17 158704 WET 02 OZ (Gaming District) 17 158705 WET 02 SB

SUMMARY

Woodbine Entertainment Group (WEG) has submitted two applications to amend the former City of Etobicoke Zoning Code to permit expanded gaming on the Woodbine Racetrack lands: one for the existing grandstand building; and one for a new Gaming District to be located to the northeast of the existing grandstand. These applications propose amendments to existing site specific Zoning By-law 864-2007 to add live table gaming as a permitted use at 555 Rexdale Boulevard. All other land use permissions would remain unaltered, however minor technical amendments are proposed for the performance standards in the Gaming District as they relate to parking.

In addition to the two rezoning applications, a Draft Plan of Subdivision application has also been submitted. The Draft Plan of Subdivision would establish a framework for public roads and services and would create development blocks for WEG's Phase 1 lands to facilitate the development of the Gaming District, associated uses and an integrated entertainment complex, as well as other uses.

Both the Zoning By-law Amendment applications and the Draft Plan of Subdivision application implement the approved and in force Official Plan policies on the site.



This report reviews and recommends approval of the applications to amend the Zoning By-law. The addition of live table games into the current gaming framework on the lands is appropriate as live table games are considered to be compatible with the existing gaming uses and the addition of live table games would not materially alter the use of the lands.

This report also advises that the Chief Planner and Executive Director, City Planning may approve the proposed Draft Plan of Subdivision.

In 2015, City Council approved, in principle, expanded gaming at Woodbine Racetrack subject to the Service Provider (Ontario Gaming Group – Limited Partnership, OGGLP) meeting 21 conditions. This report also provides commentary on 12 of the 21 conditions that are relevant to the planning applications submitted for the site. As directed by City Council in 2015, a report by the City Manager on the fulfillment of all 21 conditions is to be considered by Executive Committee in Q2 2018 and both reports will be considered together by City Council.

In summary, staff provide the following comments on the 12 conditions relevant to the planning applications. Further details on these responses are presented in Attachment 11 to this report.

Condition 1: Expanded gaming is to occur within the context of an integrated entertainment complex to be built concurrently.

It is the opinion of staff this condition is not fully satisfied as a commitment to build concurrently has not been received as of the date of this report. Staff have reviewed the condition for integration based on the submitted applications from two perspectives: integration with the existing Grandstand and racetrack; and integration across the site. Staff are of the opinion that integration on the site will be achieved through the development of Woodbine Square (Block 9), the Gaming District (Block 10) and the introduction of public roads and facilities on the site.

While this has been discussed between staff and Woodbine Entertainment Group, they have yet to provide a timeline or commitment for the development of Woodbine Square (Block 9). This does not satisfy City Council's condition that the integrated entertainment complex be built concurrently with the expanded gaming facility. It is however, the opinion of staff this condition could be fully satisfied through the following conditions:

- The finalization of the Draft Plan of Subdivision application and the Site Plan Control applications for Woodbine Square (Block 9) and the Gaming District (Block 10) providing for an integrated entertainment complex and the provision of public roads and a public park;
- The Subdivision Agreement including a condition requiring Block 9 and Block 10 to be built concurrently and a financial guarantee to be submitted to secure the obligation; and

- The submission of a proposal for the timing of the development and construction of Woodbine Square (Block 9) in keeping with City Council's requirement for concurrent development with expanded gaming on Block 10. This would include a walking ring, landscaping, five (5) buildings and any required servicing or transportation improvements as proposed in the February 23, 2018 revised submission of the Woodbine Square Site Plan Control application (File No: 18 11779 WET 02 SA) and/or any revisions approved and satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning. Once submitted, the details of the proposal would be outlined and reviewed in a Supplementary Report to Etobicoke York Community Council by the Director, Community Planning, Etobicoke York District.

Condition 2: *The Service Provider's development plan to build upon and support the international calibre racetrack.*

It is the opinion of staff the planning and land use conditions in this regard have been satisfied. The Site Plan Control application submitted by the Service Provider (OGGLP) provides connections between the gaming facility and the existing grandstand. In addition, the site plan illustrates two hotels, restaurants, lounges and an owners club to be located to take advantage of views over the racetrack, offering new opportunities to support the racetrack activities. Further information on how the Service Provider (OGGLP) will meet this obligation from an operations perspective will be outlined in the City Manager's report.

Condition 3: *The Service Provider's development to include appropriate and supportable levels of retail and other amenities.*

It is the opinion of staff this condition has been satisfied. Opportunities for retail uses have been provided within the gaming facility and along Street C in the Gaming District (Block 10). The development of Woodbine Square (Block 9) would provide additional retail opportunities.

Condition 4: *The Service Provider's proposal is to conform with the City's Official Plan respecting planning, development and design.*

It is the opinion of staff this condition has been satisfied. The Site Plan Control applications provide an appropriate urban form, high quality architecture, creation of landmarks, enhanced public realm, provide linkages with and between open spaces and a development and design that is appropriate to the context. In addition, a condition of the Draft Plan of Subdivision Approval would require the owner and/or Service Provider to participate in the City's Percent for Public Art Program.

Condition 5: *The Service Provider's proposal is to include Urban Design considerations to achieve urban streets and blocks connecting to the surrounding area, create a comfortable and attractive pedestrian environment, provide open space and upgrade green surface parking areas.*

It is the opinion of staff this condition has been satisfied. The Site Plan control applications submitted by the Service Provider (OGGLP) and WEG are consistent with the Draft Woodbine Development Phase 1 Urban Design Guidelines.

Condition 6: The Service Provider's design is to be consistent with feedback from the City's Design Review Panel.

It is the opinion of staff the Service Provider is satisfying this condition. A presentation was made to the City's Design Review Panel on November 24, 2017 on the vision for the site and the Gaming District. The feedback and comments from this presentation have been used to develop and refine the plans for the Site Plan Control application. The Service Provider (OGGLP) has submitted a Site Plan Control application and the proposal is scheduled to be presented to the Design Review Panel on May 10, 2018. Any further comments and feedback would be included in future revised submissions.

The Site Plan Control application submitted by Woodbine Entertainment Group for Woodbine Square (Block 9) has not yet been scheduled for presentation to the City's Design Review Panel as it is not complete. It is anticipated the application will be presented to the Design Review Panel at its May 10, 2018 meeting.

Condition 7: The Service Provider to submit development applications in accordance with the City's Building Toronto Together: A Development Guide.

It is the opinion of staff the Service Provider (OGGLP) has satisfied this condition by submitting a complete Site Plan Control application for the Gaming District (Block 10). Similarly, the Draft Plan of Subdivision application submitted by WEG has been deemed complete. While the Site Plan Control application submitted by WEG for Woodbine Square (Block 9) remains incomplete, it is anticipated the material required for a complete application will be submitted shortly.

Condition 8: The Service Provider's proposal to identify all incremental transportation and infrastructure costs and upgrades, including transit, parking and road improvements required to support the development plan.

It is the opinion of staff this condition has been substantially satisfied. A Traffic Operations Report has been submitted in support of the Draft Plan of Subdivision application and is currently being reviewed. Staff are reviewing the report to ensure the phasing of transportation improvements is appropriate. Detailed costs and designs will be finalized and secured through the Subdivision and Site Plan review process. Transit improvements have been identified by local transit providers (i.e., TTC, MiWay, York Region Transit and Brampton Transit) such as stops, layovers and benches along a new arterial street. The amount of parking required to support the uses proposed by the Service Provider (OGGLP) will be secured through the Gaming District Zoning By-law Amendment (see Attachment 10). This report recommends that the Bills implementing the zoning for expanded gaming on the lands be held until staff are satisfied.

Condition 9: *The Service Provider's proposal to review existing and projected capacity of the road and transit network, parking requirements and infrastructure.*

It is the opinion of staff this condition has been satisfied. Through the Draft Plan of Subdivision process, WEG has submitted a Transportation Demand Management Plan and a Traffic Operations Report consistent with the City's *Guidelines for the Preparation of Transportation Impact Studies (2013)*. WEG has used a "Complete Streets" approach to the design of new streets in the Draft Plan of Subdivision.

Condition 10: *The Service Provider's proposal to include a Transit Strategy to support short and long term plans.*

It is the opinion of staff this condition has been satisfied. Woodbine Entertainment Group, through the Draft Plan of Subdivision process, has worked with all local and regional transit operators. WEG has also conducted a high level engineering feasibility analysis of extending the Finch West LRT to the Woodbine lands. WEG advises that property will be protected in the southwest corner of the lands for a future GO/UP Express station. It is anticipated these efforts will continue in the future.

Condition 11: *The Service Provider's proposal include an Infrastructure Strategy addressing municipal requirements.*

It is the opinion of staff this condition has been substantially satisfied. Woodbine Entertainment Group, through the Draft Plan of Subdivision process, has submitted a Functional Servicing Report (FSR) and required amendments. Staff are reviewing the report to ensure the phasing of servicing infrastructure is appropriate and there is sufficient capacity. The implementation of this infrastructure strategy will be through a financially secured Subdivision Agreement. This report recommends that the Bills implementing the zoning for expanded gaming on the lands be held until staff are satisfied with the Functional Servicing Report.

Condition 12: *The development applications are to address existing capacity and requirements for other utilities.*

It is the opinion of staff this condition has been satisfied. The Draft Plan of Subdivision has been circulated for review and comment to all commenting agencies. The Site Plan Control applications for Woodbine Square (Block 9) and the Gaming District (Block 10) have similarly been circulated to all agencies for review and comment. Any upgrades to utilities required by additional development on the Woodbine Racetrack lands would be identified and secured through the Site Plan review process.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of Etobicoke Zoning By-law 864-2007 for the lands at 555 Rexdale Boulevard (Grandstand) substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 9 to this report dated March 19, 2018.
2. City Council amend the former City of Etobicoke Zoning By-law 864-2007 for the lands at 555 Rexdale Boulevard (Gaming District) substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 10 to this report dated March 19, 2018.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft Zoning By-law Amendments as may be required.
4. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of any Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.
5. City Council request the Chief Planner and Executive Director, City Planning to include and secure the following matters and/or conditions in the Subdivision Agreement for the lands:
 - a. Prior to the registration of Phase 1, the Community Benefits Agreement shall be executed by all necessary parties, attached to the Subdivision Agreement as a schedule, and be in good standing to the satisfaction of the City Manager.
 - b. The Community Benefits Agreement shall apply to all lands permitting a Gaming Establishment, including Blocks 10, 11, 12 and 14 within the Plan of Subdivision and lands subject to the Draft Zoning By law for the Grandstand (attached as Attachment No. 9 to this report dated March 19, 2018).
 - c. Prior to site plan approval on Blocks 10, 11, 12 and 14, or any other land within the Subdivision Agreement where a Gaming Establishment is permitted, the Community Benefits Agreement shall be in good standing to the satisfaction of the City Manager.

- d. Any lease agreement entered into by the owner for lands within the Draft Plan of Subdivision area that permits a Gaming Establishment, as defined in the enabling Zoning By-law, shall include a provision indicating that the lessee shall assume the requirements and responsibilities of the Community Benefits Agreement.
 - e. Block 9 (Woodbine Square) shall be developed concurrently with the development of Block 10 (Gaming District). Such obligation to be secured with a financial guarantee in an amount satisfactory to the Chief Planner and Executive Director, City Planning and in consultation with the City Solicitor, and in the form of a Letter of Credit to the satisfaction of the City Solicitor. The Letter of Credit is to be submitted upon execution of the Subdivision Agreement.
 - f. The development of Block 9 (Woodbine Square) shall include, at minimum, a walking ring, landscaping, five (5) buildings and any required servicing or transportation improvements as proposed in the February 23, 2018 submission of the Woodbine Square Site Plan Control application (File No: 18 117779 WET 02 SA) and/or any revisions approved and satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning.
6. Before introducing the necessary Bills to City Council for enactment for the Grandstand and the Gaming District, City Council pass a resolution in support of expanded gaming at Woodbine Racetrack (555 Rexdale Boulevard) as required under Ontario Regulation 81/12.
7. Before introducing the necessary Bills to City Council for enactment for the Grandstand and the Gaming District, require the owner and/or Service Provider (OGGLP) to:
- a. Submit a proposal for the development and construction of Block 9 (Woodbine Square) to the satisfaction of the Chief Planner and Executive Director, City Planning and in consultation with the City Solicitor. Details of such proposal to be outlined and reviewed in a Supplementary Report to the Etobicoke York Community Council by the Director, Community Planning, Etobicoke York District.
 - b. Enter into a Community Benefits Agreement to secure the community benefits required to support expanded gaming at Woodbine Racetrack (555 Rexdale Boulevard);
 - c. Enter into a Subdivision Agreement for the lands shown on the Draft Plan of Subdivision (Attachment 3) to the satisfaction of the City Solicitor;
 - d. Obtain Notice of Decision under S.51(37) of the *Planning Act* for the Draft Plan of Subdivision (approved subject to conditions) including a phasing plan acceptable to the Chief Planner and Executive Director, City Planning, the

General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services;

- e. Submit an updated Traffic Impact Study for each block showing required traffic improvements to support the development to the satisfaction of the General Manager, Transportation Services;
 - f. Submit functional plans for roads and road improvements to the satisfaction of the General Manager, Transportation Services;
 - g. Provide documentation from a solicitor which certifies what the easements that apply to the site are for and whether they will still be required as a result of the development proposal to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, the General Manager, Transportation Services and the City Solicitor;
 - h. Submit to the Chief Engineer and Executive Director, Engineering and Construction Services for review and acceptance, a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the ultimate build out of the proposed development, as shown in Attachment 3; and
 - i. Make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report and Traffic Impact Study accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services.
8. In accordance with the delegated approval under By-law 229-2000, as amended, City Council recommend that the Chief Planner and Executive Director, City Planning withdraw the approval of the previous Draft Plan of Subdivision application (File No. 07 116449 WET 02 SB) issued under Notice of Decision dated July 31, 2009 once the current Draft Plan of Subdivision application (File No. 17 158705 WET 02 SB) has been approved.
9. 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 3 to this report subject to:

- a. The conditions as generally listed in Attachment 13 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 subdivision plan 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.
10. City Council request the Ministry of Municipal Affairs and Housing to remove the Provincial Minister's Zoning Order filed as Ontario Regulation 688/98, once the Zoning By-law Amendments in Recommendations 1 and 2 of this report are in full force and effect.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

A Preliminary Report outlining the subject applications was considered by Etobicoke York Community Council at its meeting of June 13, 2017. The Preliminary Report can be viewed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EY23.6>

On July 7, 2015, City Council approved, in principle, expanded gaming at Woodbine Racetrack, subject to 21 conditions. City Council's approval was, among other items, subject to expanded gaming occurring in the context of an integrated entertainment complex on the site to be built concurrently with the expanded gaming. City Council also required the Ontario Lottery and Gaming Corporation, the Service Provider (OGGLP) and Woodbine Entertainment Group to comply with the City of Toronto's planning process, including City Council approval for any new development at Woodbine, and confirm that Minister's Zoning Orders will not be utilized. City Council also endorsed a process whereby the City Manager will prepare a report for Council to assess how the Ontario Lottery and Gaming Corporation's (OLG) successful Service Provider (OGGLP) has met or has contractually agreed to meet the 21 conditions. This decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX7.4>

On May 21, 2013, City Council considered a report from the City Manager, EX30.1 *New Casino and Convention Development in Toronto*. The report provided analysis of the financial, economic development, social and planning implications of the introduction of gaming in downtown Toronto and expanded gaming at the existing Woodbine facility in the Ontario Lottery and Gaming Corporation's (OLG) C2 zone. In 2013, City Council opposed the introduction of gaming in the downtown and the expansion of gaming at Woodbine Racetrack. This decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX30.1>

On July 16, 2007, City Council approved an Official Plan Amendment and Zoning By-law Amendment for the subject lands known as the Woodbine Live! proposal. This proposal would have developed a commercial district integrated with entertainment and retail uses. A residential neighbourhood in the northwest portion of the lands was also proposed.

The Official Plan Amendment resulted in Site and Area Specific Policy No. 296 that provides an overall planning framework for the site and outlines general locations for retail, office, residential and entertainment uses as part of the Woodbine Live! integrated entertainment complex. The corresponding site-specific Zoning By-law 864-2007 added retail, business and professional office uses as well as site specific development standards for parking, gross floor area and building setbacks to support a mixed use entertainment and retail complex within the existing I.C2 zoning. Zoning By-law 864-2007 also included the uses permitted by the Provincial Minister's Zoning Order filed as Ontario Regulation 688/98 that allows slot machines and electronic gaming on the lands. This decision can be found at the following links:

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-4936.pdf>

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5532.pdf>

A corresponding Draft Plan of Subdivision application was submitted March 16, 2007 to facilitate the Woodbine Live! proposal. Although Draft Plan Approval was issued, the application was closed due to inactivity. A new Draft Plan of Subdivision application, in keeping with WEG's new Concept Master Plan vision for the site, was submitted on May 15, 2017 in conjunction with the Zoning By-law Amendment applications to permit expanded gaming. Recommendation 8 of this report recommends that City Council recommend to the Chief Planner and Executive Director, City Planning to withdraw the approval of the previous Draft Plan of Subdivision application and a new Notice of Decision could be issued once the new Draft Plan of Subdivision application has been approved.

In 1998, the Minister of Municipal Affairs and Housing filed Ontario Regulation 688/98, a Minister's Zoning Order, to allow for the operation by Ontario Lottery and Gaming Corporation of slot machines and electronic gaming on the lands.

ISSUE BACKGROUND

OLG Process

In 2015, City Council approved expanded gaming at Woodbine Racetrack, in principle, subject to OLG and/or the Service Provider (OGGLP) meeting 21 conditions. City Council also endorsed a process that would allow future consideration of how the Service Provider (OGGLP) has met or contractually agreed to meet these City conditions.

In August 2017, OLG selected Ontario Gaming Group Limited Partners (OGGLP), a partnership of Great Canadian Gaming and Brookfield Business Partners as the private sector Service Provider to operate expanded gaming at Woodbine Racetrack. This process was undertaken within the context of gaming modernization which allows for expanded gaming subject to approvals, including municipal approvals, as outlined in Ontario Regulation 81/12.

Under the process, outlined to City Council in 2015, the City Manager is to prepare a report assessing how the Service Provider (OGGLP) has met or has contractually agreed to meet the 21 conditions. This report is to be considered by City Council at the same time as the evaluation of the planning applications for 555 Rexdale Boulevard. City Council can then decide whether to maintain or reverse its conditional resolution in support of expanded gaming at Woodbine. The City Manager's report is scheduled for consideration by Executive Committee in Q2 2018.

Proposal

The proposal consists of two Zoning By-law Amendment applications to permit expanded gaming on the Woodbine Racetrack lands and a Draft Plan of Subdivision application for the creation of roads and development blocks. As part of the preparation for the submission of these applications, Woodbine Entertainment Group (WEG), the owners of the site, undertook an extensive Master Plan process for all 277 hectares (684 acres) of the Woodbine Racetrack lands.

The rezoning applications are intended to add clarity to the zoning with respect to definitions and wording regarding gaming on the lands. An expanded definition of "Gaming Establishments" has been included to ensure both electronic gaming and live table games are permitted on the site. This would allow the by-law to stand on its own and allow the Minister's Zoning Order (MZO) to be removed. This report recommends that City Council request the province to remove the MZO, once the by-laws are in full force and effect to ensure there is no interruption in the gaming permissions and so that the zoning permissions rests within the City's planning framework and authority.

Zoning By-law Amendment Application File: 17 158697 WET 02 OZ: Grandstand

This application proposes to amend site specific Zoning By-law 864-2007 to permit live gaming in the existing grandstand building (see Attachment 9: Draft Zoning By-law Amendment: Grandstand). This application would apply only to the area of the existing grandstand building, comprising approximately 2.6 hectares (6.4 acres) of the Woodbine lands. This application would introduce a definition of "Gaming Establishment" to include language for "slot machines, electronic games and live dealer tables" and includes the definition for "Slot Machines" from the in-force Minister's Zoning Order, Ontario Regulation 688/98.

Zoning By-law Amendment Application File: 17 158704 WET 02 OZ: Gaming District

This application proposes to amend site specific Zoning By-law 864-2007 to permit live table gaming on approximately 23.4 hectares (57.7 acres) of land northeast of the existing grandstand building that would be the future Gaming District (see Attachment 10: Draft Zoning By-law Amendment: Gaming District). These lands comprise the lands identified by WEG as being leased to the Service Provider (OGGLP) from WEG. This application would also introduce a definition of "Gaming Establishment" to include language for "slot machines, electronic games and live dealer tables" and includes the definition for "Slot Machines" from the in-force Minister's Zoning Order, Ontario Regulation 688/98.

Draft Plan of Subdivision Application File: 17 158705 WET 02 SB

On May 15, 2017, WEG submitted a Draft Plan of Subdivision for lands north, west and east of the Grandstand, a total of 118.5 ha (293.2 acres). This application would allow for the creation of roads and development blocks to achieve the vision of WEG's Concept Master Plan. The Draft Plan of Subdivision proposes 8 public streets, 17 development blocks and the inclusion of a public park block (see Attachment 3: Draft Plan of Subdivision – Overall).

On February 12, 2018, WEG submitted revisions to the Draft Plan of Subdivision to support a phased registration of the plan, resulting in a reduced land area to be registered. Phase 1 would include the Gaming District (Blocks 10, 11, 12 and 14), Woodbine Square (Block 9), a public park (Block 13), a stormwater management pond block (Block 7) and Streets D, E, F, G and portions of Streets A and C (see Attachment 4: Draft Plan of Subdivision – Phase 1 Registration). The objective of the Phase 1 registration is to provide only those roads and blocks required for access and servicing to support the development of the Gaming District. While the land for the public park is proposed to be conveyed to the City as part of Phase 1, its development/construction is to occur at a later date. The remainder of the plan would be registered in a future phase at a time yet to be determined. The revised Phase 1 plan is under review and staff are working to resolve access, servicing, construction and registration issues.

Site and Surrounding Area

The Woodbine Racetrack lands, including the racetrack itself, are approximately 277 hectares (684 acres) in size. The site is located at the southwest corner of Rexdale Boulevard and Highway 27 and the lands are generally flat and sloping southward. The lands are currently developed with the grandstand facility and parade ring oval, surface parking, racetrack, horse barns, living quarters and practice tracks. A large area on the west side of the site is used for agricultural purposes.

North: The lands are bordered on the north by Rexdale Boulevard. Across Rexdale Boulevard are residential uses and the existing Woodbine Entertainment Group stormwater facility. The Woodbine Centre mall is located north of the lands at the northwest corner of Rexdale Boulevard and Highway 27.

South: The lands are bordered on the south by the CNR rail line that includes the GO Kitchener Line and the UP Express. To the south of the rail line are existing industrial uses including an asphalt plant.

East: The lands are bordered on the east by Highway 27. Across Highway 27 is a mix of commercial and industrial uses including a hotel, car dealerships and banquet hall.

West: The lands are bordered on the west by Highway 427, the boundary between the City of Toronto and the City of Mississauga. Across Highway 427 are industrial uses and commercial uses.

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

The Woodbine Racetrack lands are designated for employment use in the Official Plan. A review of the Official Plan's economic health and employment area policies, designations and mapping was carried out during the five year Official Plan and Municipal Comprehensive Review. Official Plan Amendment 231 (OPA 231), which amended policies and mapping, was adopted by City Council in December 2013 and approved by the Ministry of Municipal Affairs and Housing in July 2014. Portions of the amendment are under appeal at the Ontario Municipal Board.

The Woodbine Racetrack lands are not subject to a site and area specific appeal to OPA 231. They are identified as *Employment Areas* on Map 2 Urban Structure and are designated *Core Employment Areas* and *General Employment Areas* on Map 10 Land Use Plan of OPA 231. They are also subject to Site and Area Specific Policy 29 and Site and Area Specific Policy 296 of the Official Plan.

Toronto's *Employment Areas* are important in providing good quality services to residents and workers. The industrial and commercial properties are vital to maintaining a healthy civic tax base that pays for those services. Preserving *Employment Areas* contributes to a balance between employment and residential growth so that Torontonians have a greater opportunity to live and work in the City.

Policy 2.2.4.1 of the Official Plan states that these areas will be protected and promoted exclusively for economic activity in order to:

- a) Maintain and grow the City's tax base;
- b) Attract new and expand existing employment clusters that are key to Toronto's competitive advantage;
- c) Develop quality employment areas that are globally competitive locations for national and international business and offer a wide choice of sites for new business;
- d) Nurture Toronto's diverse economic base;
- e) Provide a good overall balance between population and employment growth by creating job opportunities for Toronto residents;
- f) Provide a range of employment opportunities for Toronto residents that can be reached by means other than the private automobile; and
- g) Create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians.

Policy 2.2.4.2 states that these employment areas will be enhanced to ensure they are attractive and function well, through actions such as:

- a) Permitting a broad array of economic activity that encourages existing businesses to branch out into new areas of activity and facilitates firms with functional linkages to locate in close proximity to one another;
- b) Investing in key infrastructure, or facilitating investment through special tools, programs or partnerships, in order to:
 - i. revitalize *Employment Districts* which may be experiencing decline because of vacancies and closures, absence of key physical infrastructure, poor accessibility, or poor environmental conditions;
 - ii. promote the distinctive character or specialized function of an area to attract firms within a particular targeted cluster of economic activity;
 - iii. facilitate the development of vacant lands; and
 - iv. create comfortable streets, parks and open spaces for workers and landscaped streetscapes to attract new business ventures; and
- c) Encouraging and supporting business associations that promote and provide a business voice for the employment area.

The Woodbine Racetrack lands are designated *General Employment Areas* along the northern and western peripheries and *Core Employment Areas* in the centre of the site. Uses permitted in *Core Employment Areas* are set out in OPA 231 Policy 4.6.1. Permitted uses include all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems and vertical agriculture. Additional uses including small scale restaurants, catering facilities, courier services, banks and copy shops are permitted provided they are ancillary to and intended to serve the *Core Employment Areas* in which they are located. Small scale retail uses that are ancillary to and on the same lot as the principle use are also permitted.

Uses permitted in *General Employment Areas* are set out in OPA 231 Policy 4.6.2. In addition to all uses permitted in *Core Employment Areas*, permitted uses also include restaurants and service uses. Though the *General Employment Areas* policy permitting retail and major retail is under appeal to the OMB as part of OPA 231, the in force Official Plan generally permits small scale stores on employment lands. It also permits major retail on employment land that fronts onto major streets at the boundary of employment areas through the enactment of a zoning by-law and so long as certain policies are met.

Site and Area Specific Policy (SASP) No. 29

The Woodbine Racetrack lands are subject to Site and Area Specific Policy (SASP) No. 29, Lester B. Pearson International Airport Operating Area. SASP 29 addresses the operation of the airport and sensitive land uses with respect to noise. While the policy states that new residential and sensitive land uses are prohibited, unless permitted by existing zoning, the Woodbine Racetrack lands are exempted. The policy for the Woodbine Racetrack lands would permit new residential and other sensitive lands uses provided they are not located within the Transport Canada 30 NEF/NEP Composite Noise Contour and would have no negative

impacts on the long term function of the airport. SASP 29 also protects the use of the Woodbine Racetrack lands for a horse racetrack including housing, dormitories and other noise sensitive land uses and the keeping of horses, required only for the operation of horse racing, and for any related, associated or accessory uses, facilities and services.

Site and Area Specific Policy (SASP) No. 296

The Woodbine Racetrack lands are also subject to Site and Area Specific Policy (SASP) No. 296 approved in 2007 to implement the Woodbine Live! proposal. SASP 296 provides an overall framework for the lands that will sustain and build on the existing horse racetrack and associated entertainment uses to create a prominent, active, pedestrian friendly commercial, retail and entertainment centre and residential neighbourhood for residents, workers and visitors in the Greater Toronto Area. SASP 296 states that in addition to SASP 29, permitted uses on the lands include horse racetrack and related, associated and accessory uses including gaming, entertainment, retail, including large scale, stand alone retail stores, hotel, restaurant and office uses. In addition, SASP 296 states that development will:

- Build on the existing campus like setting;
- Organize new development into districts for commercial, retail, entertainment and residential;
- Development and its associated infrastructure may be phased and will be structured to support public access and connections on the lands and to surrounding streets and areas; and
- Development will proceed in a manner that will not preclude additions to the road network, enhanced surface transit and future transit improvements including the potential for a GO transit station located along the CNR line abutting the south limit of the lands.

Zoning

The lands were excluded from City of Toronto Zoning By-law No. 569-2013 as there was a site specific zoning by-law applicable to the site prior to the passage of the Zoning By-law. As such, the former City of Etobicoke Zoning code continues to apply to the site. The land is currently zoned Class Two Industrial (I.C2) within the former City of Etobicoke Zoning Code (see Attachment 2: Existing Zoning). The I.C2 zone permits a wide range of industrial uses as well as restaurants, offices, banquet halls and entertainment facilities as accessory uses. In 2007, as part of the Woodbine Live! proposal for the lands, Zoning By-law 864-2007, comprising WEG's Phase 1A lands, was approved by City Council introducing retail, business and professional office uses, as well as site specific development standards for parking, gross floor area and setbacks to support the development of the lands as a mixed use entertainment and retail centre.

Slot machines and other electronic games were introduced to the site in 1998, through a Provincial Minister's Zoning Order filed as Ontario Regulation 688/98. As the former City of Etobicoke Zoning Code and the City of Toronto Zoning By-law did not include gaming or casinos as a permitted use, the Zoning Order was placed on the property to permit slot machines and other electronic games at the existing Woodbine Racetrack. The permission for

slot machines and other electronic games at Woodbine was part of the Provincial Slots at Racetracks program to support the horse racing industry.

Site Plan Control

The site is subject to site plan control. Site Plan Control applications were submitted from both the Service Provider (OGGLP) for the Gaming District (Block 10) as well as WEG for Woodbine Square (Block 9). The objectives of these applications is to develop an integrated complex, including entertainment, retail, hotel, restaurant and offices for Woodbine's Woodbine Square lands together with expanded gaming in keeping with City Council's requirement that the integrated entertainment complex be built concurrently with the expanded gaming facility. The review of both applications is being undertaken concurrently to ensure consistency and compatibility between the different areas of the site and to create an integrated and attractive environment.

Gaming District Site Plan File No: 18 119828 WET 02 SA

A Site Plan Control application was submitted on February 22, 2018 for Block 10, the Gaming District, to permit a large entertainment and gaming complex. A total of 98,557 m² of gross floor area is proposed. This would include a casino, a performance venue (having approximately 4,500 seats), retail and office uses, nine restaurants, two hotels, and a parking garage as well as underground parking (see Attachment 6: Proposed Site Plan – Gaming District). The proposal would build on the vision identified in the Woodbine Concept Master Plan and implement the Draft Woodbine Development Phase 1 Urban Design Guidelines that have been developed as part of the Draft Plan of Subdivision application.

The site plan proposes connections to the existing Grandstand building on multiple levels. The main entrance to the casino and performance venue would be from Queens Plate Drive. The ground level of the complex would provide connections to the Grandstand and includes a two storey casino area surrounded by restaurants, a food court and retail uses as well as the entrance to the performance venue. The second floor would overlook the casino area with restaurants and bars and an internal promenade that would connect the hotel, casino area and the Grandstand areas. Two 12 storey hotels overlooking the racetrack are proposed; one a 400 suite hotel and the second a 400 – 600 suite hotel. Behind the hotels and adjacent to Street C would be a 6 storey parking garage.

Vehicular access to the casino would be provided from Queens Plate Drive, the existing private road serving the Grandstand. This would also provide bus and taxi drop offs to both the Grandstand and the casino. Additional vehicular access to the complex would be from a private road off Street C that would also provide access to the casino, hotels, restaurants and underground parking area and parking garage.

Woodbine Square Site Plan File No: 18 117779 WET 02 SA

A Site Plan Control application was submitted on February 13, 2018 and a revision was submitted on February 23, 2018 for Block 9, known as Woodbine Square, which includes the walking ring and adjacent buildings (see Attachment 5: Proposed Site Plan – Woodbine Square). In the Woodbine Concept Master Plan, Block 9 is part of the Urban Village District, an area of retail, entertainment and lifestyle uses. The walking ring, a key element of the

Square to showcase horse racing would be designed to be a major open space for outdoor gatherings such as festivals, concerts and ice skating.

The buildings surrounding the walking ring would house a variety of commercial uses such as restaurant/bar, entertainment, retail and office uses. Buildings C1/C2 at the western edge of the walking ring would be for restaurant/bar and entertainment uses as well as hospitality and racetrack related uses. Buildings A and B, fronting Queens Plate Drive would frame the street and create an entrance into the development together with the proposal for the Gaming District. The design and massing of these buildings is intended to be complementary with the casino and performance venue to ensure compatibility between the Gaming District and the WEG lands. Parking for 131 vehicles would be provided in surface parking areas west of Buildings A and B.

Vehicular access to the parking areas would be provided from private Street C. Landscaping proposed along Queens Plate Drive, the private street frontages and buildings would be consistent with WEG's Draft Woodbine Development Phase 1 Urban Design Guidelines and be consistent with landscaping in the Gaming District.

Reasons for the Applications

The proposal to develop expanded gaming including live table games on the Woodbine Racetrack lands does not comply with the former City of Etobicoke Zoning Code. Gaming is not a defined use in the Etobicoke Zoning Code and live table games are not a permitted use in Site Specific Zoning By-law 864-2007 or the Provincial Minister's Zoning Order filed as Ontario Regulation 688/98. In its 2015 decision, City Council directed that WEG, OLG and the Service Provider (OGGLP) comply with the City's planning processes, including approval for any new development at Woodbine, and confirm that a Minister's Zoning Order permitting expanded gaming will not be utilized.

The Draft Plan of Subdivision application is required to create development blocks, the public road network, the stormwater management pond and the public park to facilitate the development of the lands including the casino in the Gaming District and future contemplated entertainment and retail uses in WEG's Urban Village.

Toronto and Region Conservation Authority

A portion of the Woodbine lands north of Rexdale Boulevard serve as a stormwater management pond that allows for overflow discharge into the West Humber River. As such, a permit is required from the Toronto and Region Conservation authority (TRCA) for any proposed alterations. Specific requirements of the TRCA will be addressed through the Draft Plan of Subdivision process.

Heritage

The Woodbine Racetrack lands are currently listed on the City's Heritage Registry. Through these applications, both the applicant and Heritage Preservation Services staff reviewed the listing and undertook site visits. It has been determined that the listed heritage buildings no longer exist on the site. Heritage Preservation Services staff are reviewing the potential removal of the listing from the Heritage Registry.

Community Consultation

A community consultation meeting was held on September 12, 2017 at the Humberwood Community Centre. Approximately 100 members of the public attended along with the Ward 2 Councillor, the Ward 1 Councillor, the consulting team and City staff. Issues raised included:

- Traffic: Existing traffic issues along Rexdale Boulevard at Humberwood Boulevard. There was concern that the area is presently congested and that additional development on the Woodbine lands would add to this congestion.
- Employment: Would there be a plan to hire local residents for jobs on the site? Would there be community input into the process to ensure jobs go to local residents? Jobs on the site should have benefits included.
- Community Benefits: How will the 21 conditions address community benefits? How will the 21 conditions be addressed? What is the process for Council consideration of the 21 conditions? Would there be a possibility to renegotiate the 21 conditions? What guarantees are there that the 21 conditions will be secured and adhered to?
- How long will the development take to be completed?
- Interest was expressed in having GO and LRT stations included as part of the proposal.
- Consideration should be given to families and children in the design of the development.
- Noise: concern was expressed over the potential noise impacts generated from new outdoor activities on the site.
- In addition, communications have been submitted from a group of local residents with concerns related to existing traffic, concerns with additional traffic generated by the development of the Woodbine lands, the timing of residential development and non planning related conditions.

Agency Circulation

The applications have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate 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 will 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, ensure opportunities to link to future transit is not precluded as well as promote opportunities for economic development and sustainable tourism on these lands.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe (2017). 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. This site is located within a "built up" area and the Draft Plan of Subdivision and Zoning By-law Amendment applications will provide for a mix of uses and employment growth that is transit supportive.

Official Plan

The proposed applications are consistent with the policies of the Official Plan and Site and Area Specific Policies (SASPs) 29 and 296. SASP 29 addresses the operation of the airport and sensitive land uses with respect to noise. It allows for new residential and other sensitive land uses provided they are not located within the Transport Canada 30 NEF/NEP Composite Noise Contour and would have no negative impacts on the long term function of the airport.

SASP 296 provides an overall framework for the lands that will sustain and build on the existing horse racetrack and associated entertainment uses to create a prominent, active, pedestrian friendly commercial, retail and entertainment centre and residential neighbourhood for residents, workers and visitors in the Greater Toronto Area. Permitted uses on the lands include horse racetrack and related, associated and accessory uses including gaming, entertainment, retail, including large scale, stand alone retail stores, hotel, restaurant and office uses. In addition, SASP 296 states that development will:

- Build on the existing campus like setting;
- Organize new development into districts for commercial, retail, entertainment and residential sub areas;
- Development and its associated infrastructure may be phased and structured to support public access and connections on the lands and to surrounding streets and areas; and
- Development will proceed in a manner that will not preclude additions to the road network, enhanced surface transit and future transit improvements including the potential for a GO transit station located along the CNR line abutting the south limit of the lands.

The Draft Plan of Subdivision application would create the necessary blocks and public road network to facilitate the development of districts for commercial, retail and residential areas. The proposed Draft Plan illustrates a phasing plan that would provide for the continued logical development of the lands and support public access and connections to surrounding streets. The Draft Plan would also allow for transit improvements, including future GO/Up Express and LRT transit stations. As part of the subdivision application requirements, WEG has prepared and submitted Urban Design Guidelines and Complete Streets documents to guide future development in a pedestrian friendly, campus like environment. A number of blocks proposed in the Draft Plan of Subdivision have been revised and realigned to ensure

that future residential development on Block 3 is not within the NEF/NEP Composite Noise Contour.

The proposed Zoning By-law Amendments and Draft Plan of Subdivision are consistent with the intent of the policies of the Official Plan, SASP 29 and SASP 296.

Land Use

Two applications for Zoning By-law Amendments have been submitted; one for the Grandstand and one for the Gaming District. Both by-laws would add the use and definition for expanded gaming into the existing grandstand building and onto the area of the Gaming District. Revisions to the original submission include an adjustment to the boundary of the Gaming District to reflect the area of the lands being leased by the Service Provider (OGGLP) from WEG. Also, parking requirements are proposed to be revised to include a specific parking rate for the Gaming Establishment and ancillary uses on Block 10. Further revisions to the standards for parking space sizes and drive aisle widths have also been proposed.

Staff have reviewed the proposed by-laws. Gaming currently occurs on the entire Woodbine lands, through both the horse racing activity and the MZO that applies to the entire site. The addition of live table games into the current gaming framework on the lands is appropriate as live table games are considered to be compatible with the existing gaming uses and the addition of live table games would not materially alter the use of the land. Recommendations 1 and 2 of this report support the approval of the Zoning By-law Amendments. In July 2015, City Council approved, in principle, expanded gaming on the site subject to 21 conditions. Staff are of the opinion the Zoning By-law Amendments should not be approved until such time as City Council is satisfied that the 21 conditions have been satisfactorily fulfilled. As such, Recommendation 6 of this report requires that the Bills for both By-laws be held until City Council passes a resolution in support of expanded gaming at Woodbine Racetrack as required under Ontario Regulation 81/12.

Implementation

There are a number of planning applications currently being reviewed for the site and it is important that they proceed in a manner that ensures the City Council's July, 2015 direction is achieved.

Recommendation 6 of this report requires the Bills for both Zoning By-law Amendments be held until City Council passes a resolution in support of expanded gaming at Woodbine Racetrack as required under Ontario Regulation 81/12. Without this hold on the Bills, the zoning amendments could be passed and come into full force and effect without the assurance that the 21 conditions have been satisfactorily fulfilled. Similarly, Recommendation 7.b of this report would require the owner and/or Service Provider (OGGLP) to enter into a Community Benefits Agreement to secure the community benefits required to support expanded gaming prior to introducing the Zoning Bills for enactment.

Recommendation 7.d of this report requires the Bills for both Zoning By-law Amendments be held until a Notice of Decision is issued for the subdivision. The Draft Plan of Subdivision provides for municipal infrastructure of roads, services and parks as well as the creation of

development blocks. The Plan of Subdivision illustrates how development will proceed on the site. Without an executed subdivision agreement and Notice of Subdivision approval, there is no formal commitment by the applicant to proceed.

Recommendations 7.e to 7.i of this report also require that the Bills for both Zoning By-law Amendments be held until the required supporting documentation is submitted to the satisfaction of the City. The applicant has provided material to staff only recently and staff have not completed their reviews.

Woodbine Concept Master Plan

Woodbine Entertainment Group (WEG) has undertaken a Master Plan process to establish the general framework and vision for the development of the Woodbine Racetrack lands. The Concept Master Plan vision outlines a series of co-ordinated and interconnected districts within a framework of roads and development blocks that would provide a framework for future development of an integrated entertainment, gaming and retail complex and associated uses that is supportive and compatible with the continued operation of the racetrack (see Attachment 1: Woodbine Concept Master Plan). The Concept Master Plan includes the following phasing program:

- Phase 0 is the adaptive reuse of the existing grandstand and paddock buildings. Interior renovations would be undertaken in the grandstand to allow for gaming and continued racing activities.
- Phase 1A is the Gaming District to be developed by the Service Provider (OGGLP). The initial phase of the Gaming District would be the development of Block 10, a complex consisting of a performance venue, gaming floor, restaurants, hotels and a convention centre.
- Phase 1B is Woodbine Square and the surrounding lands and would provide for the walking ring, public open space and food and entertainment opportunities. The Concept Master Plan also states that Phase 1B may be developed in smaller sub-phases, the first of which is intended to be developed shortly after Phase 1A.

While the Concept Master Plan has been included in the supporting material for the Draft Plan of Subdivision application, it has only been submitted for information purposes and has not been formally reviewed or commented on by City staff or other agencies. The Concept Master Plan, as submitted, provides more detail on the vision and its rationale, but does not contain any development statistics in the document. Therefore, staff cannot make any determination on the overall feasibility of the vision nor the appropriate phasing and impact on infrastructure and required improvements to support the vision. The Concept Master Plan is being provided for context on WEG's overall vision for the lands, but at this time is not being advanced to City Council for endorsement.

Draft Plan of Subdivision and Recommended Conditions of Approval

On May 15, 2017, WEG submitted a Draft Plan of Subdivision for lands north, west and east of the Grandstand, a total of 118.5 ha (293.2 acres). The Draft Plan of Subdivision proposes the creation of a public street network and development blocks. The development blocks to be

created are quite large and WEG's Concept Master Plan envisages a series of private streets within each block to provide access and create linkages between blocks and streets.

Public streets have been sized in consultation with City staff to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all planned street activities and functions. The application was circulated for staff comments. These comments led to discussion over several months for the inclusion of public park lands, additional public roads and servicing blocks.

On December 21, 2017, WEG submitted a revised Draft Plan of Subdivision for the entire site, 118.5 ha (293.2 acres) which included 8 public streets, 17 development blocks, the inclusion of a park block, an additional public road and revisions to the servicing plan. Streets A, B, C, D, E, F, G and H are proposed to be public streets. The revised submission was circulated for staff review and comment.

On February 12, 2018, WEG submitted further revisions to the Draft Plan of Subdivision which showed a reduced area to be registered in Phase 1. The Phase 1 lands to be registered focus on Block 10 (Gaming District) as Phase 1A and Block 9 (Woodbine Square) and Block 13 (parkland block) as Phase 1B. Public roads would also be phased and only those roads required for access and servicing of Block 10 (Gaming District) including Streets C (east of Queens Plate Drive), D, E, F and G (Queens Plate Drive from Rexdale to Street C) would be registered. Access and servicing to the remainder of the initial subdivision area would be through the existing private road network on site. Access and frontage for Block 13 (public park) would be provided by a dedicated but unbuilt and unassumed road allowance (Part of Street A). Servicing to Block 9 (Woodbine Square) would be provided through easements on private lands on the future alignment of proposed Street C.

The revised Phase 1 Plan is under review and staff are working to resolve access, servicing and registration issues. Issues include:

Block 9: The servicing proposed for buildings in this Block would be through easements over private land. It is not the City's typical practice to provide access and servicing through easements on private land.

Block 13: Without a portion of Street A being provided as public roadway, this block would not have frontage on a public road. WEG is proposing that Street A be dedicated as a municipal road allowance that would not be constructed or assumed at this time. Staff are investigating if this is appropriate and its implications for the City.

Block 7: A stormwater management pond is required to service the proposed development of the Gaming District and Woodbine Square. WEG is currently proposing an interim stormwater pond on Block 7 through the Phase 1 registration. It is not the City's typical practice to take interim stormwater ponds. Staff are investigating if this is appropriate and its maintenance and liability implications for the City.

Staff will continue to work with WEG to resolve outstanding issues. Recommendation 9 of this report gives the Chief Planner and Executive Director, City Planning the authority to make revisions to the Draft Plan of Subdivision as may be deemed appropriate.

The proposed conditions of Draft Plan of Subdivision Approval have been developed based on the comments received through the review of the application (see Attachment 13: Draft Conditions of Draft Plan of Subdivision Approval). The conditions would secure the public roads proposed in the February 12, 2018 resubmission, create the separate development blocks as well as secure the technical requirements for the development including: servicing infrastructure; construction of public roads; street tree planting; and conveyance of the public park. Conditions have also been developed to allow for the registration of the Phase 1 development lands with the remaining areas of the subdivision to be registered as a future phase.

Streetscape

A Complete Streets Design Narrative Report was submitted in September, 2017 with an update in December, 2017. The Report adopts a Complete Streets approach whereby all new public and private streets are to be designed to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The street designs and cross-sections are based on principles in the *Toronto Complete Street Guidelines: Making Streets Safe for People, Placemaking and Prosperity (2017)*.

The new public streets would be designed to perform a diversity of roles such as: balancing the needs and priorities of all users and uses within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address; protecting for sky view and sunlight; and serving as community destinations and public gathering places. New streets have been sized in consultation with City staff to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all planned street activities and functions. The proposed development blocks would be further developed with a series of private roads to create connections and access consistent with WEG's vision outlined in the Concept Master Plan.

Street C would be an Arterial Street that bisects the site running in an east-west direction. It is the primary people mover through the site and is to be designed to provide a strong place making function. It is also planned to accommodate future bus stops and have a 36m right-of-way.

Streets A, B, D, E, F, and the west leg of Street H have been classified as Collector Streets and would provide multi-modal movement in and out of the lands. They are to have a right-of-way width of 27 m, with the exception of Street A which is to be 36 m and would connect users to the proposed public park and the neighbouring ravine and its associated green spaces.

Street G is proposed to be a ceremonial street and the main vehicular entrance to the site leading to the Grandstand building as well as the gaming facility housing the casino and entertainment venue. It is to be designed with a right-of-way width of 36 m and include special design features to identify its function.

Street H is further classified as a Shared Street. Its function is to provide local access and connectivity, and will be designed with a narrower pavement width with shared bicycle and vehicular facilities. It is planned as a 27 m right-of-way.

Staff have reviewed the reports and support the proposed street widths.

Traffic Impact and Access

A Traffic Operations Report was prepared by BA Group and submitted in May 2017, with an update in December 2017. The report examines the traffic operations at key intersections on the existing area road network and estimates future traffic operations to 2022 (Phase 1: 5 year horizon) and 2027 (Phase 2: 10 year horizon) both without and with redevelopment at Woodbine Racetrack lands that includes new public streets that connect to the existing area road network.

The proposed new public street network includes Street C, a main arterial road that wraps around the north and east sides of the existing Woodbine racing facilities. Four new streets, (Streets A, D, E and F) and two existing north-south streets (Streets B and G) would connect the main street with Rexdale Boulevard, including a signalized connection at the Rexdale Boulevard and Humberwood Boulevard intersection. Street E, a new east-west connection would connect Street C with a new signalized intersection at Highway 27 and Nearctic Drive.

The existing private street that extends south from the Queens Plate Drive and Rexdale Boulevard intersection is currently only accessible by transit buses, but would be transformed into a municipal public street allowing full movement and access for all traffic. The existing private north-south street and grade-separated ramps that channel traffic to and from the Woodbine site and the Rexdale Boulevard westbound lanes will remain operational during the initial phases of development. However, the long-term vision includes redeveloping this road into a municipal public street with an at-grade signalized intersection at Rexdale Boulevard.

The Traffic Operations Report indicates that all internal and external intersections would operate within capacity during the weekday p.m. and Saturday mid-day peak hours. It does however identify a few specific turning movements at the Highway 27 and Rexdale Boulevard and Highway 27 and Belfield Road intersections that will experience long delays.

Transportation Services staff have reviewed this material and are of the opinion that site traffic can be accommodated on existing streets or with new streets and that acceptable levels of service can be maintained on the area road network, if a number of improvements are undertaken. The recommended improvements will be included in the Subdivision Agreement.

Public Transit Strategy

Over the past six months, WEG, BA Group and rail engineering consultant Hatch Mott MacDonald (HMM) have held several meetings and workshops with area transit providers –

the Toronto Transit Commission, Mississauga Transit, Brampton Transit and York Region Transit, as well as Metrolinx / GO Transit to discuss existing and future transit service to the Gaming District and Urban Village on the Woodbine Racetrack lands.

HMM analyzed the engineering feasibility of providing higher order rail transit through and around the Woodbine Racetrack lands. They recommended several alignments for the extension of the future Finch West LRT south from its terminus at Humber College to Woodbine, including along the Highway 27 corridor and into the Woodbine lands via Queens Plate Drive. A potential location for a future GO Train/UP Express station on the south end of the Woodbine lands on the Kitchener Rail Corridor was also identified. Significant work remains in this regard and protocols must be established as to how to undertake the required technical studies and the time frames for completion. Metrolinx is currently preparing a business case analysis of a GO station at Woodbine, but there is no funding for these transit projects at this time.

Local transit providers have indicated they may be interested in serving the Woodbine Racetrack site in the future, but would not commit to any specific bus route changes or additions at this time. Several transit providers have stated that they see Woodbine as a through destination instead of a terminal (end point) location. As such, they have indicated that their operating requirements would be for several bus bays (stops) and bus layover spaces on the north and south side of Street C in the vicinity of the new gaming and entertainment facility. WEG's future development of an urban mixed-use community would not preclude transit operators from directly serving those blocks if desired.

Staff have reviewed the Strategy and concur with its findings. Staff will continue to work with the applicant and the transit operators to ensure the site is well served by transit to meet the needs of the development.

Transportation Demand Management (TDM) Travel Plan

A Mobility Choice Strategy Report was prepared by BA Group and submitted in February 2018. The key goals and objectives of the Transportation Demand Management (TDM) Travel Plan is to: reduce automobile use and support and promote alternative mobility choices; increase automobile occupancy rates on the Woodbine Racetrack site; encourage use of alternative modes such as transit, cycling and walking; shift more travel to off-peak periods; and reduce overall vehicle kilometres travelled.

Major strategies to achieve the TDM Travel Plan include improving public transit access to the Woodbine site and accommodating bicycles and active transportation modes by providing new public complete streets and providing cycling facilities such as parking and showers. WEG also proposes to form a Transportation Management Association (TMA) at Woodbine that would include a dedicated TDM coordinator, a travel information centre (TIC) and travel mode information packages. The TMA would offer and operate a wide range of programs including transit incentives, car and ride sharing, on-site shuttle services and manage the on-site parking supply.

Staff have reviewed the TDM Travel Plan and advise that some appropriate automobile reduction strategies have been identified. However, no detailed analysis was included and therefore it is not considered a complete plan. Staff will continue to work with WEG and their consultants to further refine and develop a comprehensive and acceptable TDM Travel Plan prior to the final approval of the Draft Plan of Subdivision.

Servicing

On May 15, 2017 and December 21, 2017 the applicant submitted Functional Servicing Reports outlining how the development could ultimately be serviced. On February 13, 2018 the applicant submitted an addendum to the Functional Servicing Report that addressed the proposed phasing of the development. Engineering and Construction Services staff are reviewing the reports to ensure the proposed phasing of servicing infrastructure is appropriate and that sufficient capacity is available in the existing City infrastructure to support the development.

As such, it is recommended that prior to enactment of both zoning Bills by City Council, the review of the Functional Servicing Report must be completed to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and that satisfactory arrangements be made for the design and construction of any improvements to the municipal infrastructure required to support the proposed development.

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 the subject of this application are in an area with less than 300 people. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The Draft Plan of Subdivision application covers the northerly 118.5 ha (292.8 acres) of the Woodbine Racetrack lands. However, WEG has proposed a phased approach to registration which would see Blocks 9-12 and 14 be developed as a Gaming District and Urban Village which includes entertainment, commercial and associated uses. The remaining Blocks, including Blocks 1-3 which contain future residential lands, will be developed in a later phase. The residential component of this development would be considered at a future date when a formal application is submitted for the Blocks 1-3 lands.

The Owner proposes to satisfy the parkland dedication by conveying an onsite public park of approximately 2.91 ha (7.19 acres). The proposed park size represents the required parkland dedication for the entire Draft Plan of Subdivision application at the appropriate dedications rates. The land to be conveyed is identified as "Block 13" in the Draft Plan of Subdivision. Parks, Forestry and Recreation staff are interested in securing the design and construction, by the owner, of Above Base Park Improvements. While further discussion and consideration is required, there may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Recommendation 4 of this report provides the necessary City Council approval to pursue this work.

The park block has been located to take advantage of the open space opportunities as shown in WEG's Concept Master Plan. The park area can be augmented by the adjacent stormwater management ponds and connection to the West Humber River. The park area is also located in proximity to a future green space area, as shown in WEG's Concept Master Plan that would provide a continuous green space connection from the stormwater management facility to the lands to the south and west.

The proposed public park area is also located adjacent to the future residential blocks. As proposals are brought forward for the residential blocks in the future, it is anticipated that additional parkland will be required to meet dedication requirements. Any future parkland dedication would be provided at the time of future proposals and the proposed park block can be added to if that is determined appropriate at that time.

Urban Design Guidelines

A component of the Draft Plan of Subdivision application was the submission of the Draft Woodbine Development Phase 1 Urban Design Guidelines. This is a high level document that identifies and illustrates the overarching principles, vision and guidelines necessary to inform the successful development of the Phase 1 lands. The Guidelines are intended to compliment the proposed zoning of the site and are to be read in conjunction with the City's relevant policies and guidelines. Full development of the Phase 1 lands is expected to occur over a 20 year period. Future phases would be addressed at later stages under separate studies.

The Phase 1 lands include approximately 48 hectares (118 acres) of the overall site, which encompasses a significant component of the northern portion of the overall Woodbine Racetrack site. Phase 1 would consist of a Gaming and Entertainment District, Woodbine Square, a food hall and micro brewery, park lands, new streets, and a mixed use office and commercial district. The Phase 1 Urban Design Guidelines refer to the entire area of the Urban Village in WEG's Concept Master Plan, an area much larger than the Phase 1 Registration lands.

The Draft Woodbine Development Phase 1 Urban Design Guidelines have been structured into six chapters: 1.0 Introduction; 2.0 Woodbine Racetrack; 3.0 Structure; 4.0 Public Realm; 5.0 Built Form; and 6.0 Sustainability. The Guidelines are also directed by 14 Guiding Principles. While the 14 Guiding Principles are all-encompassing principles for development on site, the six chapters illustrate and provide greater clarity regarding how development on this site should proceed to achieve the vision identified by WEG's Concept Master Plan. The Site Plan Control applications for the Gaming District and Woodbine Square are to be in keeping with the Guidelines and are being reviewed for consistency. The Site Plan Control review process will include a Public Art component consistent with the City's Percent for Public Art Program.

The Site Plan Control application by the Service Provider (OGGLP) is for Block 10 of the proposed Draft Plan of Subdivision lands north and east of the grandstand building. The application proposes two hotels, a gaming facility, a performance venue, a parking garage and a landscaped open space component. The application is consistent with the Draft Woodbine Development Phase 1 Urban Design Guidelines. Staff will continue to work with the applicant

to secure the landscaped open space as a privately-owned publicly accessible space (POPS), and to refine the shape and appearance of the hotels, the gaming facility, the performance venue, the above ground parkade and the retail store fronts. The Service Provider (OGGLP) worked with staff to resolve the majority of the issues raised prior to the submission of the formal application.

The Site Plan Control application by Woodbine Entertainment Group comprises Block 9 of the proposed Draft Plan of Subdivision being lands to the north of the grandstand building. This application consists of a new walking ring, a multi-use plaza, as well as new low rise retail buildings that frame both the walking ring and its surrounding open space, and also frames Queens Plate Boulevard. At this time, Street C is not proposed to extend westwards across the proposed Block 9 development, and the built form is proposed adjacent to Queens Plate Boulevard. While extending Street C westwards across the Block 9 development parcel, and framing it with more buildings, would be an asset to the overall proposal, the development currently proposed is consistent with the Draft Woodbine Development Phase 1 Urban Design Guidelines.

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 green house gas emissions and enhance the natural environment.

The conditions of Draft Plan of Subdivision Approval would secure the Tier 1 development performance standards as well as the performance standards for Construction Activity and Stormwater Retention.

Conclusion

The proposed Zoning By-law Amendment applications have 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 for expanded gaming in the Grandstand and the Gaming District 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 proposed uses are appropriate for the site as gaming currently is permitted on the lands and additional forms of gaming would be compatible with these existing uses. However, it is noted that City Council's July 25, 2015 approval in principle of expanded gaming on the site was subject to the satisfactory fulfillment of 21 conditions. It is therefore staff's opinion that until City Council has passed a resolution in support of expanded gaming as required under Ontario Regulation 81/12, the Bills on the zoning matters should not be enacted.

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

Planning, intends to approve this application for Draft Plan of Subdivision as generally illustrated in Attachment 3 and subject to the draft conditions in Attachment 13.

CONTACT

Kathryn Thom, Senior Planner

Tel. No. 416-394-8214

Fax No. 416-394-6063

E-mail: Kathryn.Thom@toronto.ca

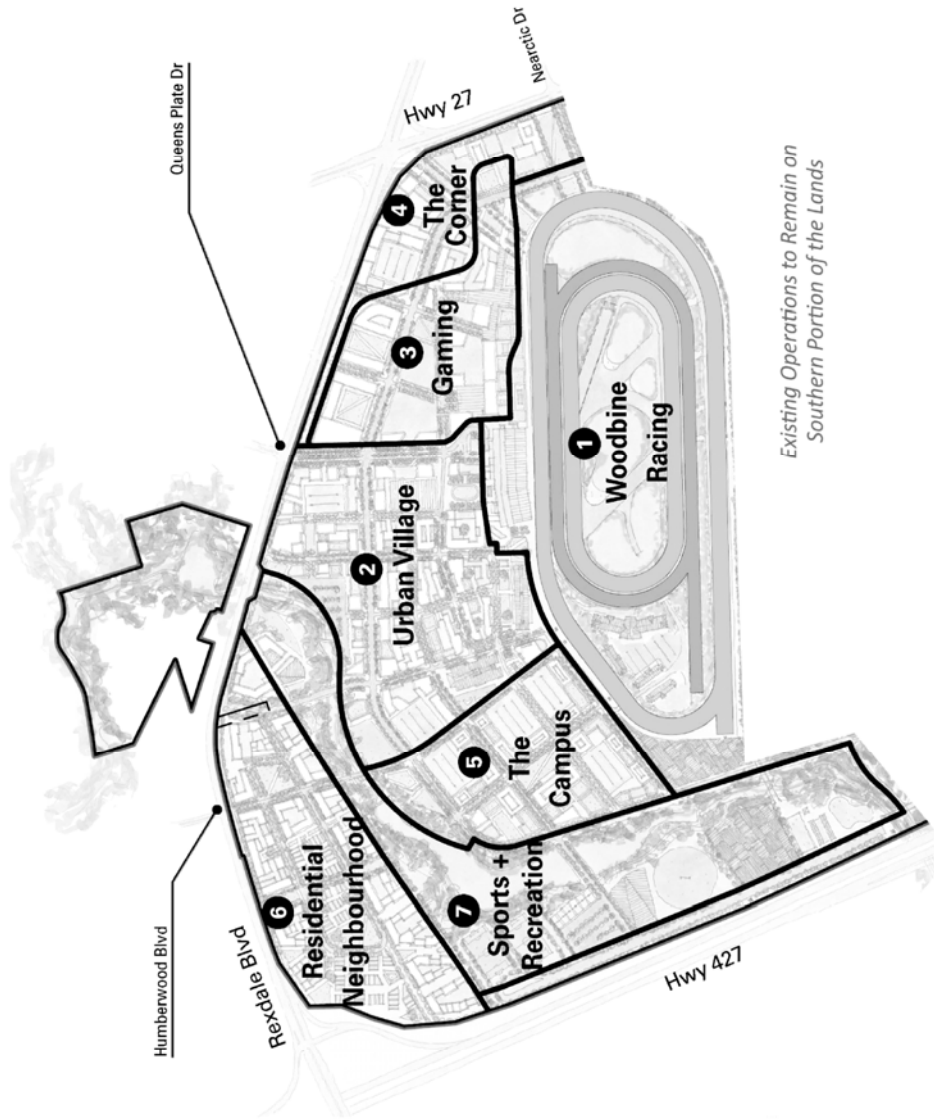
SIGNATURE

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

ATTACHMENTS

- Attachment 1: Woodbine Concept Master Plan
- Attachment 2: Existing Zoning
- Attachment 3: Draft Plan of Subdivision - Overall
- Attachment 4: Draft Plan of Subdivision - Phase 1 Registration
- Attachment 5: Proposed Site Plan - Woodbine Square
- Attachment 6: Proposed Site Plan - Gaming District
- Attachment 7: Proposed Site Plan - Woodbine Square and Gaming District
- Attachment 8: View of Woodbine Square, Gaming District and Existing Grandstand
- Attachment 9: Draft Zoning By-law Amendment (Grandstand)
- Attachment 10: Draft Zoning By-law Amendment (Gaming District)
- Attachment 11: City Council 21 Conditions: Planning Response to Conditions 1 to 12
- Attachment 12: Application Data Sheet
- Attachment 13: Draft Conditions of Draft Plan of Subdivision Approval

Attachment 1: Woodbine Concept Master Plan



555 Rexdale Boulevard

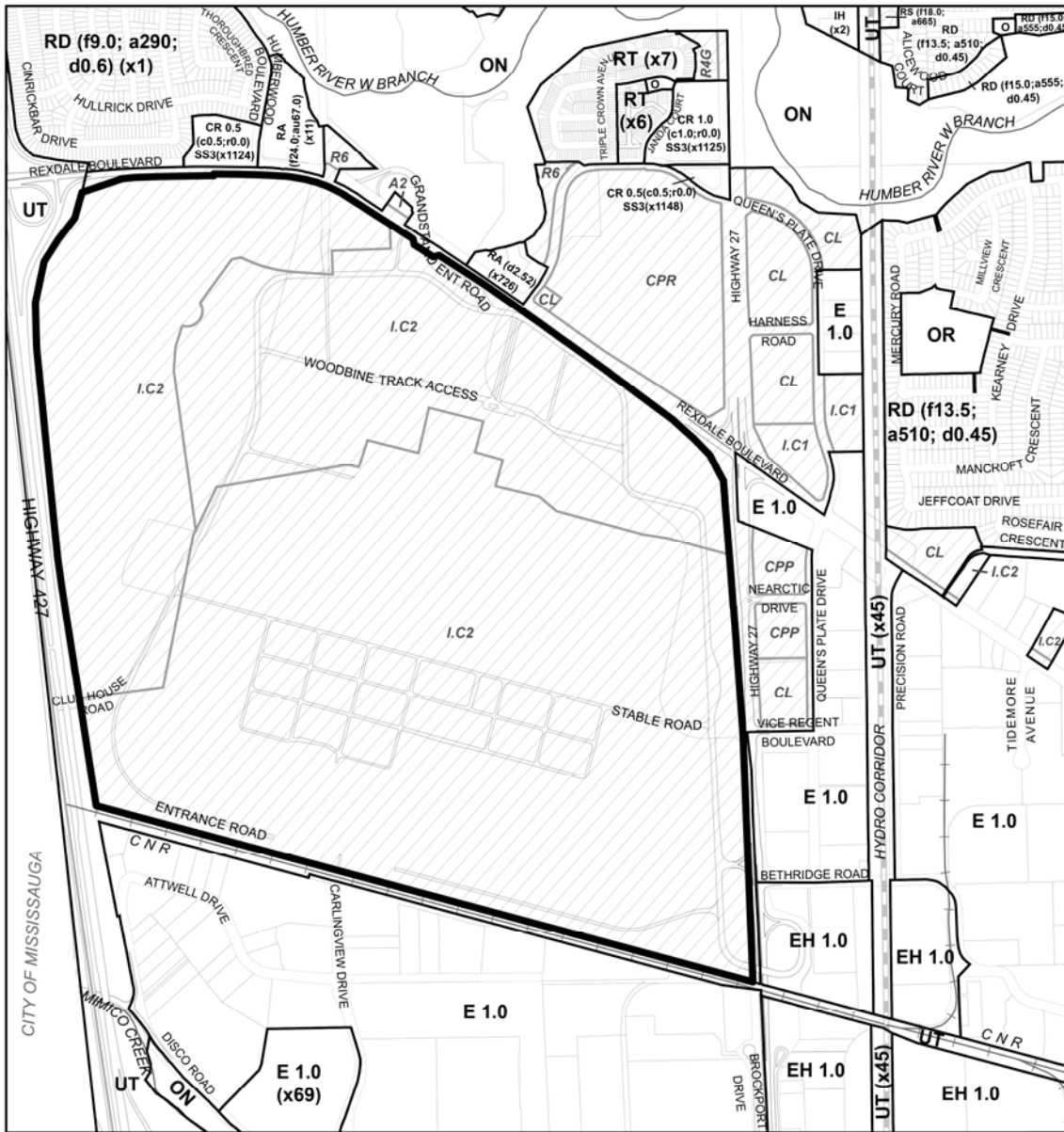
File # 17158697 WET 02.0Z
 File # 17158704 WET 02.0Z
 File # 17158705 WET 02.SB

Concept Master Plan

Applicant's Submitted Drawing

Not to Scale
 05/24/2017

Attachment 2: Existing Zoning



Zoning By-Law No. 569-2013

555 Rexdale Boulevard

File # 17 158697 WET 02 0Z

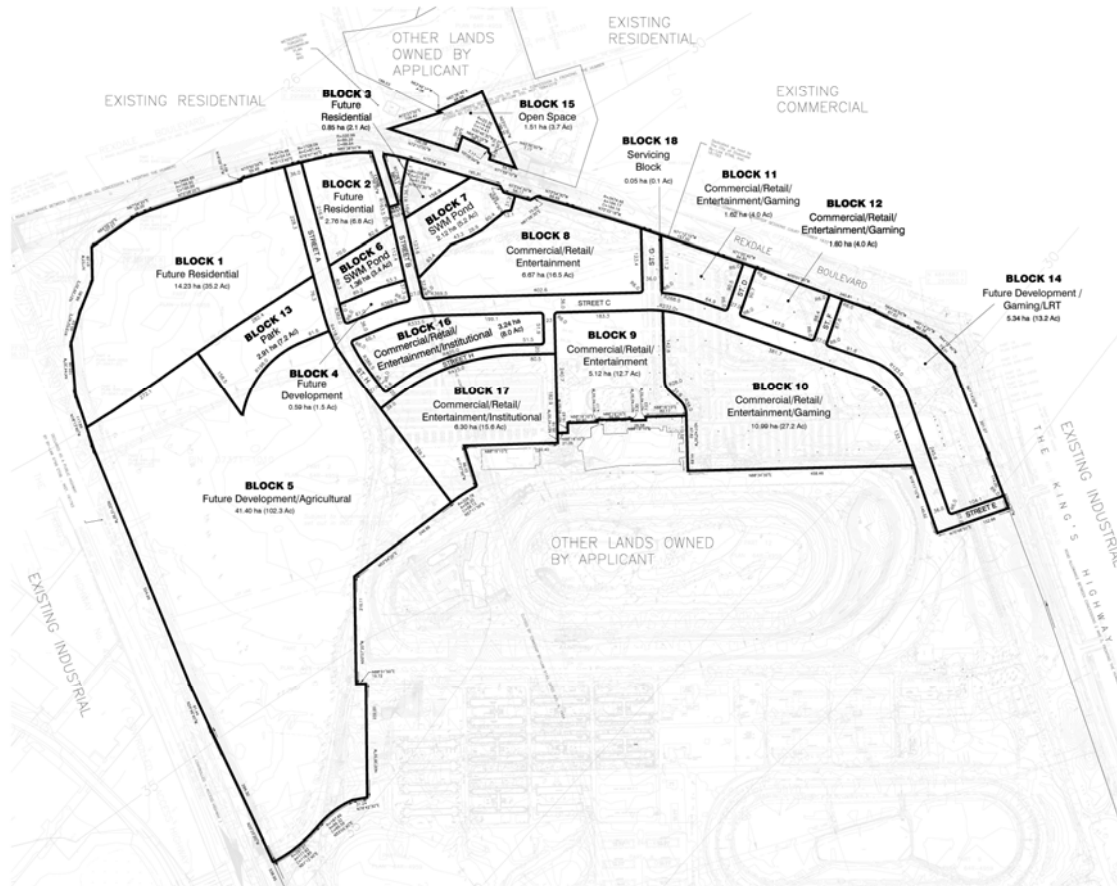
File # 17 158704 WET 02 0Z

	Location of Application		See Former City of Etobicoke By-Law No. 11,737
RD	Residential Detached	R4G	Fourth Density Group Residential Zone
RS	Residential Semi-Detached	R6	Sixth Density Residential Zone
RT	Residential Townhouse	A2	Agricultural Minimum Lot Area 2.0ha
RA	Residential Apartment	I.C.1	Class 1 Industrial Zone
CR	Commercial Residential	I.C.2	Class 2 Industrial Zone
E	Employment Industrial	CL	Limited Commercial Zone
EH	Employment Heavy Industrial	CPR	Regional Planned Commercial Zone
IH	Institutional Hospital	CPP	Planned Commercial Preferred Zone
ON	Open Space		
O	Open Space Natural		
OR	Open Space Recreation		
UT	Utility and Transportation		



Not to Scale
Extracted: 05/24/2017

Attachment 3: Draft Plan of Subdivision - Overall



Draft Plan of Subdivision

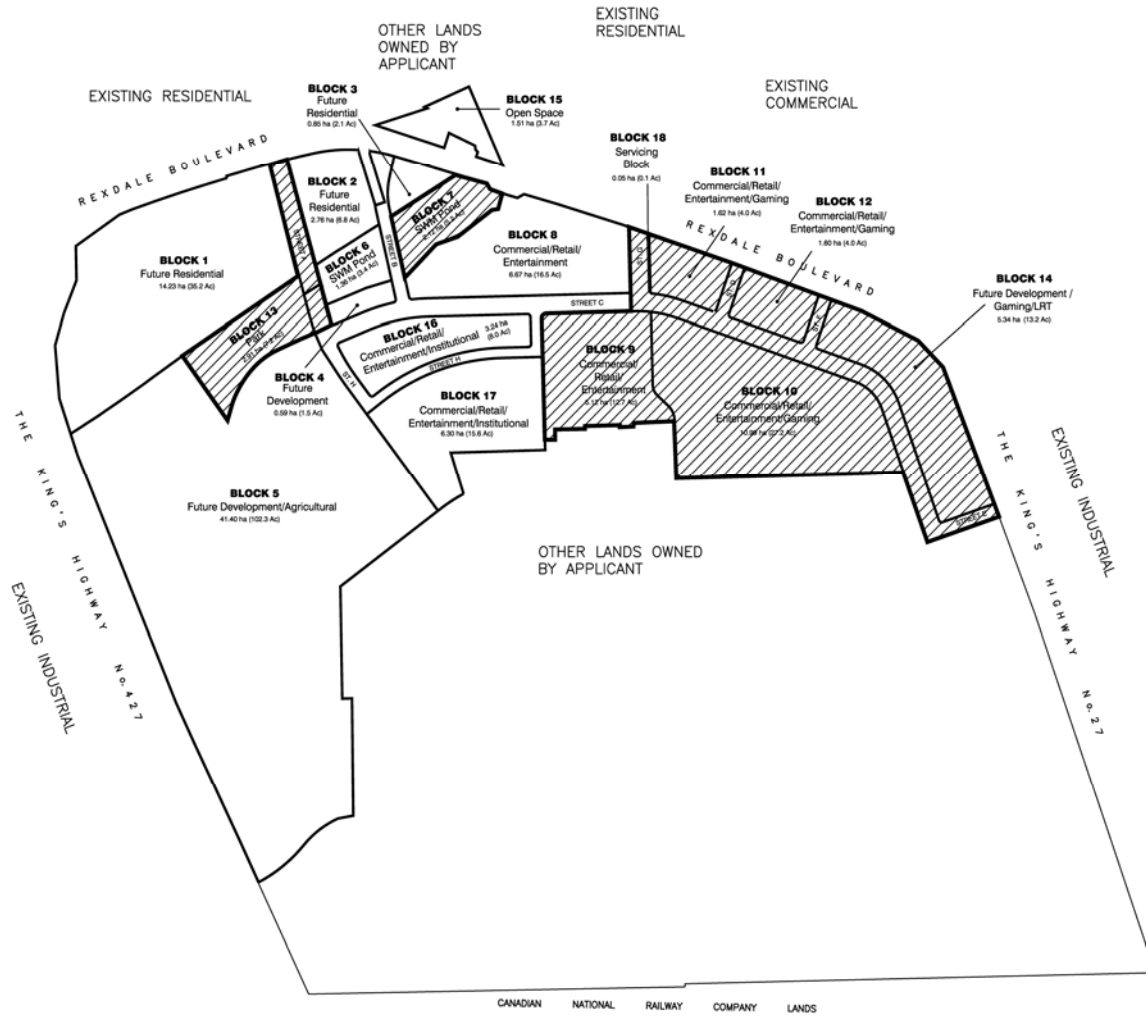
555 Rexdale Boulevard

Applicant's Submitted Drawing

File # 17 158705 WET 02 02

Not to Scale
03/08/2018

Attachment 4: Draft Plan of Subdivision – Phase 1 Registration



 Phase 1 Registration

Draft Plan of Subdivision

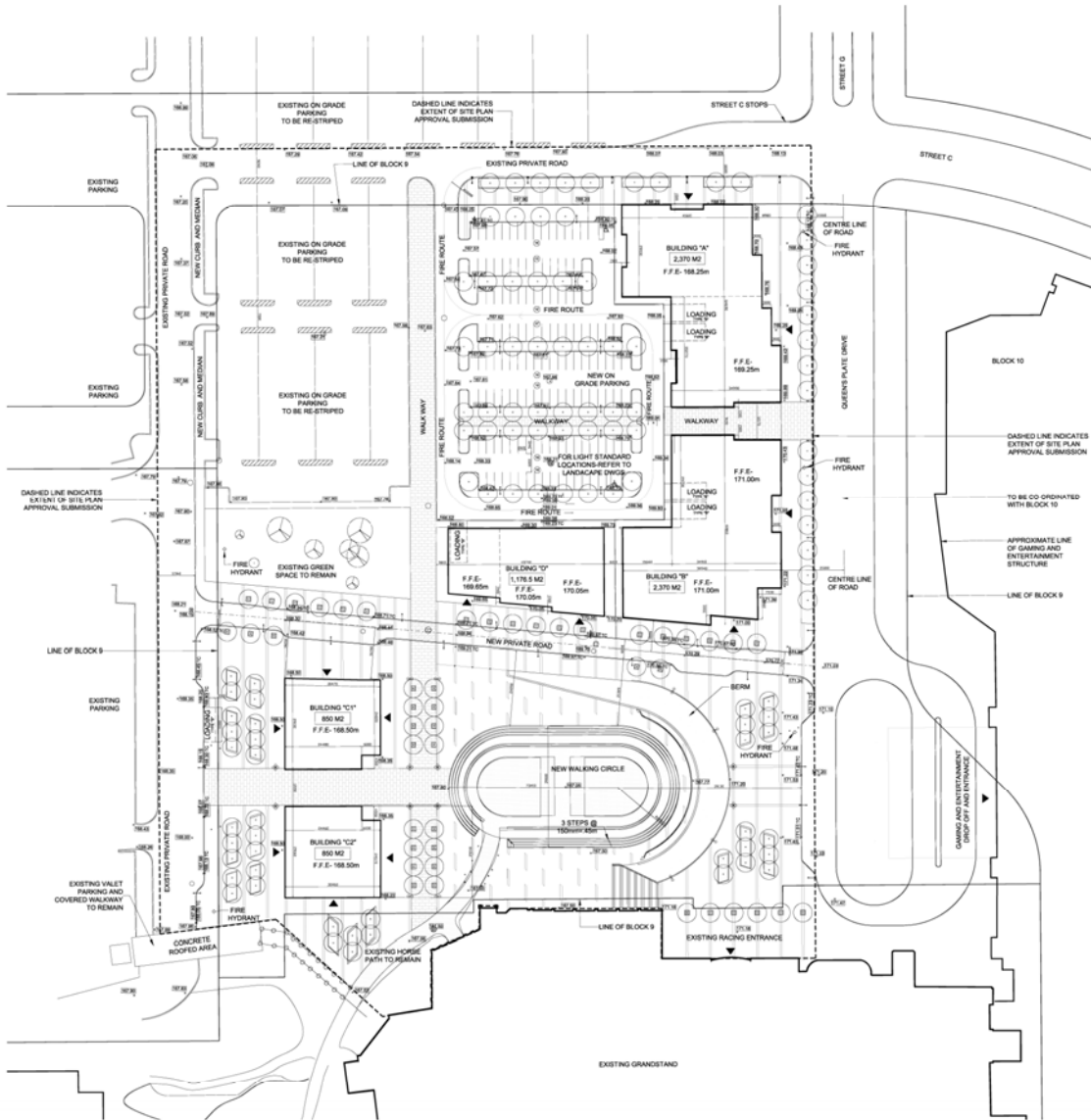
555 Rexdale Boulevard

Applicant's Submitted Drawing

File # 17 158705 WET 02 0Z

Not to Scale
02/06/2018

Attachment 5: Proposed Site Plan - Woodbine Square



Site Plan

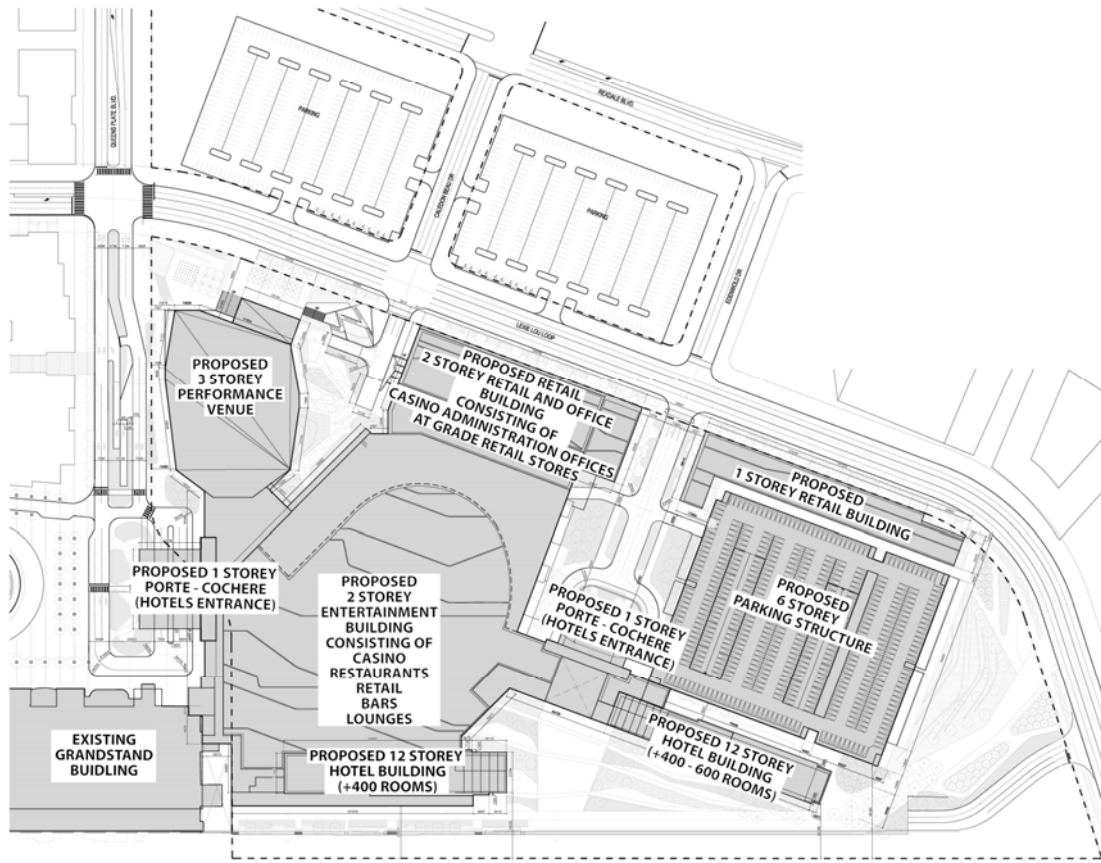
555 Rexdale Boulevard - Woodbine Square

Applicant's Submitted Drawing

Not to Scale 
02/28/2018

File # 18 117779 WET 02 SA

Attachment 6: Proposed Site Plan - Gaming District



Site Plan

555 Rexdale Boulevard - Gaming District

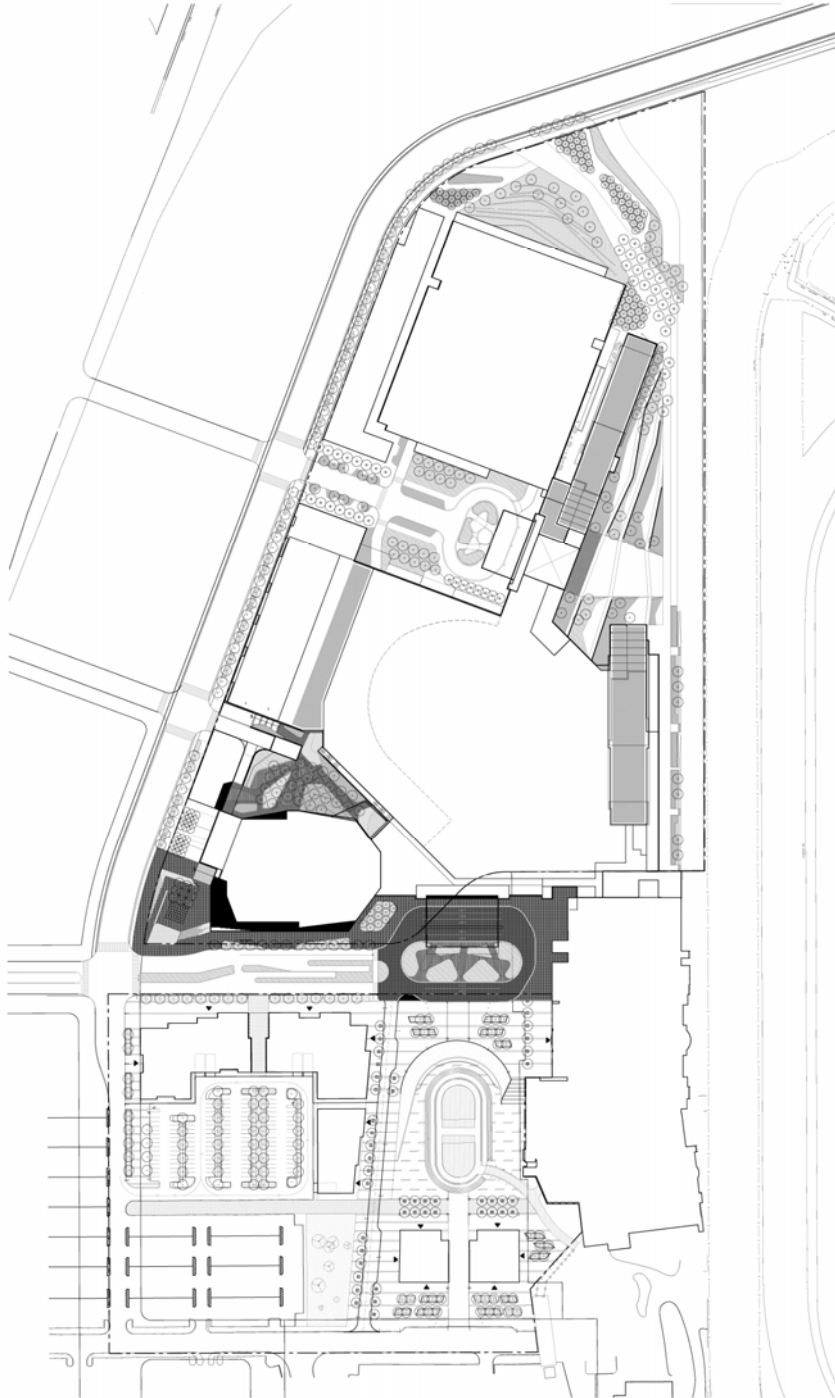
Applicant's Submitted Drawing

Not to Scale
02/28/2018



File # 18 119828 WET 02 SA

Attachment 7: Proposed Site Plan – Woodbine Square and Gaming District



555 Rexdale Boulevard

Site Plan - Woodbine Square and Gaming District

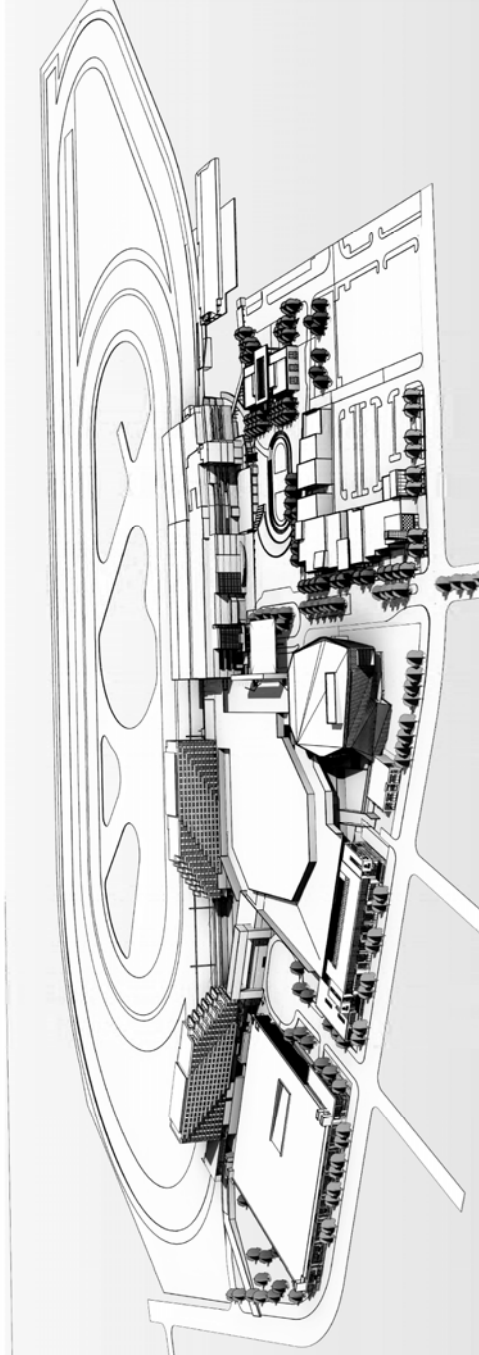
Applicant's Submitted Drawing

Not to Scale
03/08/2018



File # 17 158705 WET 02.0Z

Attachment 8: View of Woodbine Square, Gaming District and Existing Grandstand



555 Rexdale Boulevard

View of Woodbine Square, Gaming District and Existing Grandstand

Applicant's Submitted Drawing

Not to Scale
03/08/2018

File # 17 158705 WET 02.0Z

Attachment 9: Draft Zoning By-law Amendment (Grandstand)

Authority: Etobicoke York Community Council Item ~ [or Report No. ~, Clause No. ~], as adopted by City of Toronto Council on ~, 20~

Enacted by Council; ~, 20~

CITY OF TORONTO BY-LAW No. ~-20~

To amend Chapters 304, 320 and 324 of the Etobicoke Zoning Code, as amended, with respect to lands located south of Rexdale Boulevard, east of Highway 427 and municipally known as 555 Rexdale Boulevard

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*;

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

1. That despite Chapters 304, 320 and 324 of the Etobicoke Zoning Code, despite Clause 1. (a) of By-law No. 864-2007, and notwithstanding Clauses 5 and 6 of By-law No. 1996-25, the following development standards and uses shall also be applicable to the lands delineated by heavy lines and shaded on Schedule 'A' attached hereto.

2. Definitions

(a) **“Gaming Establishment”** - means premises used for the purpose of wagering on games of chance, including slot machines, electronic games, electronic table games and live dealer tables, under Province of Ontario legislation, excluding bingo or other lottery events licensed by the City of Toronto for charitable purposes.

(b) **“Slot Machines”** – means any automatic machine or slot machine,

- (i) that is used or intended to be used for any purpose other than vending merchandise or services, or
- (ii) that is used or intended to be used for the purpose of vending merchandise or services if,
 - i. the result of one of any number of operations of the machine is a matter of chance or uncertainty to the operator,
 - ii. as a result of a given number of successive operations by the operator the machine produces different results, or
 - iii. on any operation of the machine it discharges or emits a slug or token,

but does not include an automatic machine or slot machine that dispenses as prizes only one or more free games on that machine.

- (c) **"Electronic Games"**- means reel-type slot machines, video-type slot machines and electronic table games.
- (d) **"Electronic Table Games"** – means all table games that utilize a random number generator to calculate or otherwise determine such game's outcome, whether or not a live dealer is present to enable or control game play.

3. Permitted Uses

On the lands delineated by heavy lines and shaded on Schedule 'B', the following additional uses are permitted:

- (a) Gaming Establishments;
 - (b) Slot Machines;
 - (c) Electronic Games;
 - (d) Electronic Table Games; and
 - (e) Nightclubs.
4. Where the provisions of this By-law conflict with the provisions of the Etobicoke Zoning Code, as amended, or By-law No. 864-2007, the provisions of this By-law shall apply.
 5. Notwithstanding any existing or future severance, partition, division of the Lands, or conveyance for municipal purposes, the provisions of this By-law shall apply to the whole of the Lands as if no severance, partition, division or conveyance occurred.
 6. Chapter 324, Site Specifics, of the Zoning Code is hereby amended to include reference to this By-law by adding the following to Section 324.1, Table of Site Specific By-laws.

BY-LAW NUMBER AND ADOPTION DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
XXX-20XX XXX XXX, 20XX	Lands located south of Rexdale Boulevard, east of Highway 427 and municipally known as 555 Rexdale Boulevard.	To provide for site-specific permission for the use of the lands for gaming establishments, slot machines, electronic games, electronic table games and nightclubs, and related technical

amendments.

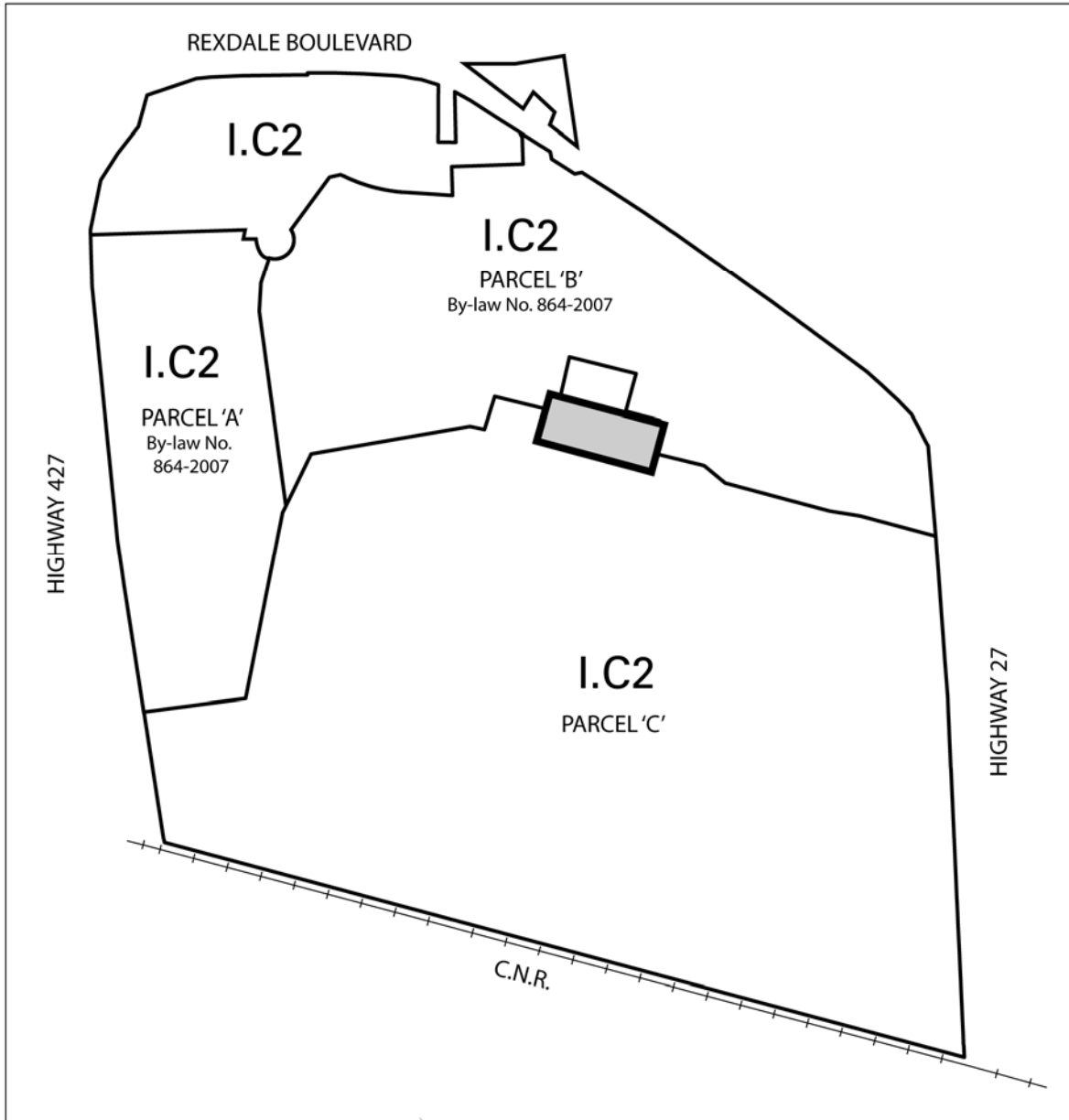
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule 'A'



555 Rexdale Boulevard - Grandstand

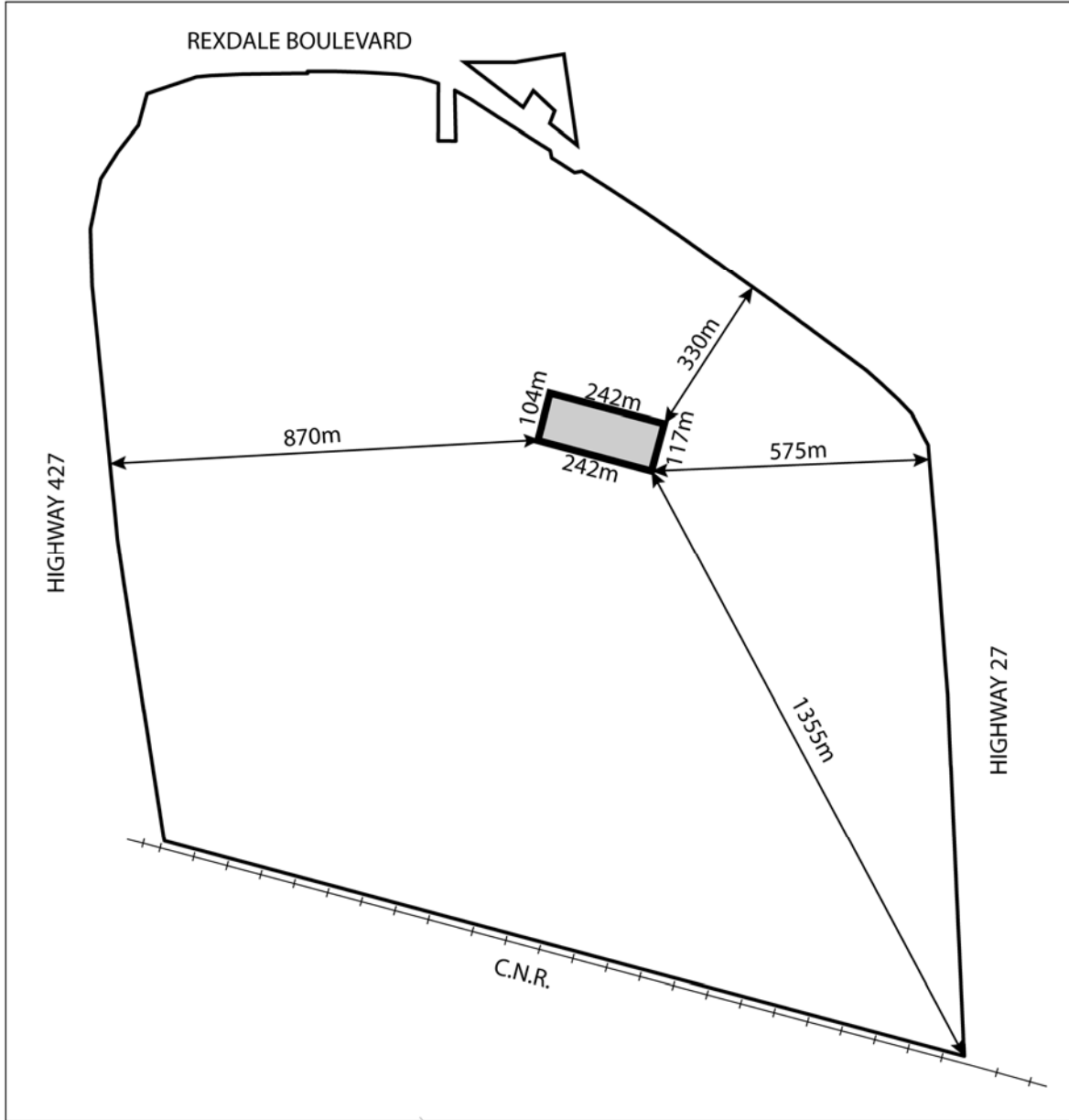
Schedule A

File # 17 158697 WET 02 0Z



Former Etobicoke By-Law 11,737
Not to Scale
02/28/2018

Schedule 'B'



555 Rexdale Boulevard - Grandstand

Schedule B

File # 17 158697 WET 02 0Z



Former Etobicoke By-Law 11,737
Not to Scale
02/28/2018

Attachment 10: Draft Zoning By-law Amendment (Gaming District)

Etobicoke York Community Council Item ~ [or Report No. ~, Clause No. ~], as adopted by City of Toronto Council on ~, 20~

Enacted by Council; ~, 20~

**CITY OF TORONTO
BY-LAW No. ~-20~**

To amend Chapters 304, 320 and 324 of the Etobicoke Zoning Code, as amended, with respect to lands located south of Rexdale Boulevard, east of Highway 427 and municipally known as 555 Rexdale Boulevard

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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*;

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

1. That despite Chapters 304, 320 and 324 of the Etobicoke Zoning Code, despite Clauses 1. (a) and 1. (d) (i) and (iii) of By-law No. 864-2007, and notwithstanding Clauses 5 and 6 of By-law No. 1996-25, the following development standards and uses shall also be applicable to the lands delineated by heavy lines and shaded on Schedule ‘A’ attached hereto.

2. Definitions

(a) **“Gaming Establishment”** - means premises used for the purpose of wagering on games of chance, including slot machines, electronic games, electronic table games and live dealer tables, under Province of Ontario legislation, excluding bingo or other lottery events licensed by the City of Toronto for charitable purposes.

(b) **“Slot Machines”** – means any automatic machine or slot machine,

- (i) that is used or intended to be used for any purpose other than vending merchandise or services, or
- (ii) that is used or intended to be used for the purpose of vending merchandise or services if,
 - i. the result of one of any number of operations of the machine is a matter of chance or uncertainty to the operator,
 - ii. as a result of a given number of successive operations by the operator the machine produces different results, or
 - iii. on any operation of the machine it discharges or emits a slug or token,

but does not include an automatic machine or slot machine that dispenses as prizes only one or more free games on that machine.

- (c) **"Electronic Games"** - means reel-type slot machines, video-type slot machines and electronic table games.
- (d) **"Electronic Table Games"** – means all table games that utilize a random number generator to calculate or otherwise determine such game's outcome, whether or not a live dealer is present to enable or control game play.

3. Permitted Uses

No buildings or structures shall be erected or used on the lands delineated by heavy lines and shaded on Schedule 'B', except for the following uses:

- (a) Uses permitted in Chapters 304-31 and 304-34 of the Etobicoke Zoning Code, excepting those uses set out in clause 304-34.B. Manufacturing therein;
- (b) Privately-owned open space that may be publicly accessible, including arts and cultural facilities, skating rinks, outdoor entertainment and sports facilities, auditoriums; play lots, playgrounds, fountains, public art installations, monuments, rooftop patios;
- (c) Retail stores; large format retail stores; banks; municipal uses commercial/recreational uses, including spas and personal service shops, outdoor garden centres, flower stands, retail and service kiosks and vending carts, automated banking machines, variety stores, cafes, outdoor cafes, patios, dry cleaners; photographers studios; community centres; public parking areas; art galleries;
- (c) Hotels;
- (d) Restaurants (Standard, Take-out, Convenience);
- (e) Administrative/business/ professional offices; medical centres and medical and dental offices;
- (f) Uses and structures accessory to permitted uses including, but not restricted to: podiums; covered ramps; parking garages; exterior stairs; garbage enclosures; stair enclosures; pergolas; screen walls; gazebos; and ventilation shafts; public transportation uses; and any services associated with these uses;
- (g) Temporary structures and facilities, including tents and trailers for event and construction purposes;
- (h) Sales / leasing pavilions;

- (i) Gaming Establishments;
- (j) Slot Machines;
- (k) Electronic Games;
- (l) Electronic Table Games; and
- (m) Nightclubs.

4. Parking Requirements

- (a) A minimum of 3,500 parking spaces and no more than 4,200 parking spaces are required to be provided for all permitted uses on the lands identified as Block 10 delineated by heavy lines and shaded on Schedule 'B'.
 - (b) The minimum parking space dimensions shall be: 2.60 metres in width x 5.60 metres in length.
 - (c) The minimum tandem parking space dimension shall be a minimum of 6.7 metres in length by a minimum of 2.6 metres in perpendicular width throughout by a minimum clear height of 2.0 metres.
 - (d) A minimum drive aisle width of six (6.0) metres shall be provided in front of all parking spaces, with the exception of parking spaces in tandem which shall provide a minimum three-metre access driveway to the side of each space.
 - (e) Every parking space shall have a minimum unobstructed vertical clearance of 2.0 metres for the entire length and width of the parking space.
 - (f) Of the total requirement pursuant to subparagraph (a) above, 1 out of every 100 parking spaces shall be provided with a minimum perpendicular width of 3.65 metres and a minimum length of 5.6 metres, and said parking spaces are to be provided as close as practicable to the principal entrances of a building and identified by means of a physically disabled symbol.
- 5.** Where the provisions of this By-law conflict with the provisions of the Etobicoke Zoning Code, as amended, or By-law No. 864-2007, the provisions of this By-law shall apply.
- 6.** Notwithstanding any existing or future severance, partition, division of the Lands, or conveyance for municipal purposes, the provisions of this By-law shall apply to the whole of the Lands as if no severance, partition, division or conveyance occurred.
- 7.** Chapter 324, Site Specifics, of the Zoning Code is hereby amended to include

reference to this By-law by adding the following to Section 324.1, Table of Site Specific By-laws.

BY-LAW NUMBER AND ADOPTION DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
XXX-20XX XXX XXX, 20XX	Lands located south of Rexdale Boulevard, east of Highway 427 and municipally known as 555 Rexdale Boulevard.	To provide for site-specific permission for the use of the lands for gaming establishments, slot machines, electronic games, electronic table games and nightclubs, and related technical amendments.

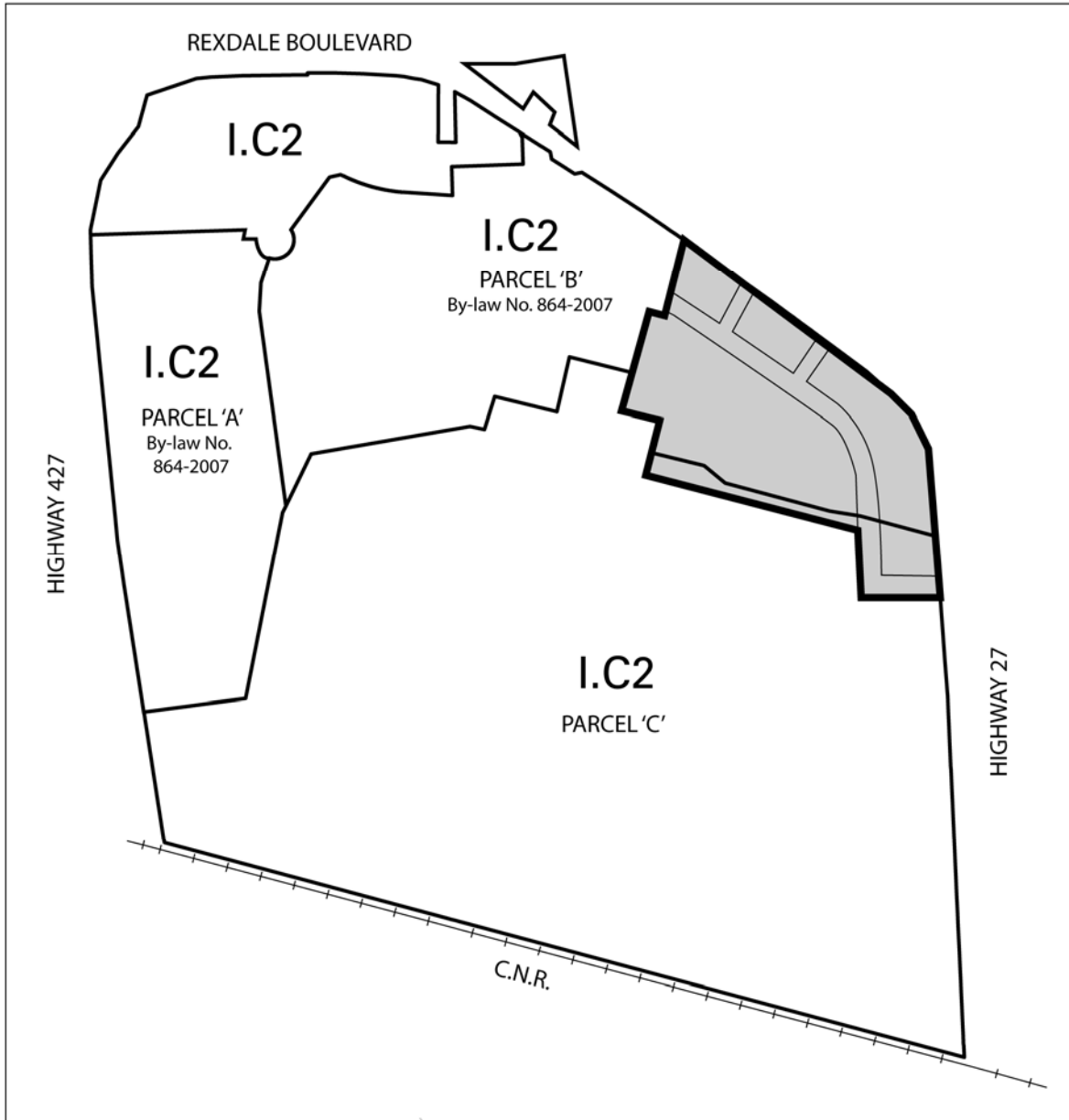
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule 'A'



555 Rexdale Boulevard - Gaming District

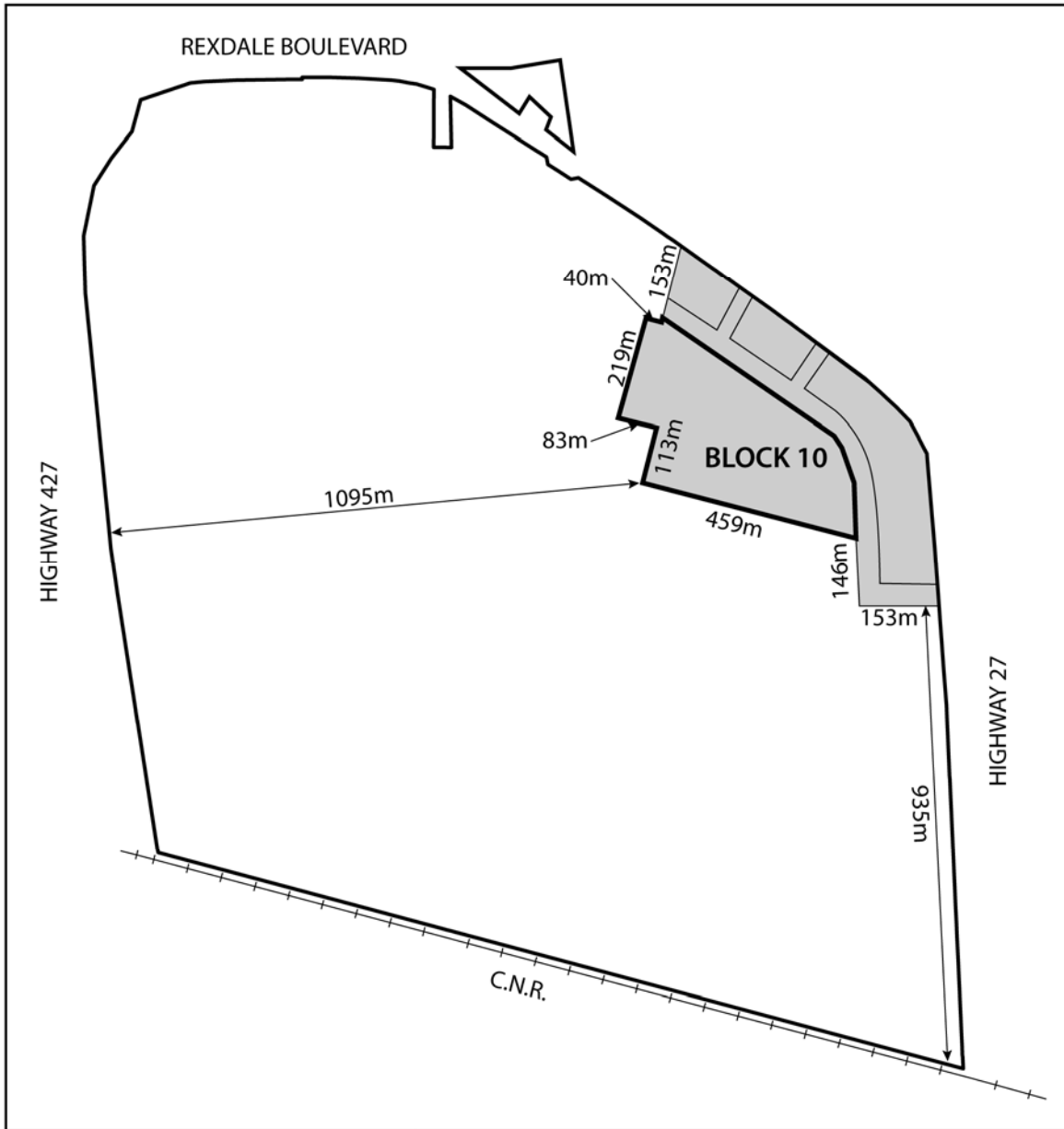
Schedule A

File # 17 158704 WET 02 0Z



Former Etobicoke By-Law 11,737
Not to Scale
02/28/2018

Schedule 'B'



555 Rexdale Boulevard - Gaming District

Schedule B

File # 17 158704 WET 02 02



Former Etobicoke By-Law 11,737
Not to Scale
02/28/2018

Attachment 11: City Council 21 Conditions: Planning Response to Conditions 1 to 12

City Council Conditions

At its meeting of July 7, 2015, City Council approved, in principle, expanded gaming at Woodbine Racetrack subject to the Service Provider (OGGLP) meeting 21 conditions. Of the 21 conditions, 12 are relevant to the planning applications outlined and reviewed in this report which have been submitted by both WEG (the land owner) and the Service Provider (OGGLP). The remainder of the conditions are to be addressed by the City Manager. The City Manager's report regarding the fulfillment of the 21 conditions is scheduled to be considered by Executive Committee on April 17, 2018. This report together with the City Manager's report will proceed to the same meeting of City Council on April 24, 2018.

To date, Site Plan Control applications have been submitted by the Service Provider (OGGLP) for the Gaming District, and by WEG for Woodbine Square. A Draft Plan of Subdivision application has also been submitted to reflect WEG's new vision for the site as illustrated by the Woodbine Concept Master Plan. The information submitted as part of these applications has been used to provide commentary on how the first 12 conditions of City Council's support, in principle, for expanded gaming at Woodbine have been addressed through the planning applications received to date from WEG and the Service Provider (OGGLP).

Condition 1:

Expanded Gaming at Woodbine shall occur within the context of an integrated entertainment complex as previously approved by City Council in 2007. The approval of expanded gaming is conditional upon the Service Provider (OGGLP) agreeing to finalize the outstanding Site Plan control and Plan of Subdivision applications for an integrated complex, including entertainment, retail, hotel, restaurant, office for Woodbine's Phase 1A lands or agreeing to undertake a new development consistent with the previous Phase 1A concept. It is City Council's requirement that the integrated entertainment complex be built concurrently with the expanded gaming facility.

Staff have reviewed the City Council condition for integration based on the submitted applications from two perspectives: integration with the existing Grandstand and racetrack; and integration across the site.

The Service Provider (OGGLP)'s Site Plan Control application for Block 10, Gaming District, proposes to physically integrate the gaming facility with the existing Grandstand, thus providing for a physical and visual connection both from the outside and from the interior of the buildings. The proposed massing of the building could create the appearance of one large building on site, however the provision of different entrances and architectural treatments for various building components would break up the overall visual massing of the building. Internal connections within the building would occur at various levels of the proposed gaming facility and the existing Grandstand. The primary connection at Level 1 would connect the proposed gaming floors within these buildings and provide for a seamless user experience.

WEG has submitted a Site Plan Control application for Block 9, Woodbine Square, the lands west of Queens Plate Drive and north of the Grandstand. Woodbine Square is part of the Urban Village District in the Woodbine Concept Master Plan. The focus of Woodbine Square would be the walking ring, a multi-use plaza with flexibility for a variety of uses including a horse walking ring, space for outdoor festivals and entertainment. The walking ring would be flanked by buildings for retail, restaurants and entertainment on the north and west sides. Woodbine Square would be open to the east, towards the Gaming District and the proposed gaming facility entrance, creating a visual and physical connection. Woodbine Live! Phase 1A was to include a performance venue, hotel and retail and restaurant uses north and west of the existing grandstand. In the current proposal, the hotel and performance venue have been included within the integrated gaming facility and the site plan application submitted by WEG provides for development on adjacent lands that creates an appropriate connection to the gaming facility and is consistent with WEG's revised vision for the site.

Staff are of the opinion that integration on the site will be achieved through the development of Woodbine Square (Block 9), the Gaming District (Block 10) and the introduction of public roads and facilities on the site.

The two Site Plan Control applications simultaneously provide details on the opportunities that have been created for integration on the site between the Gaming District and the Urban Village District. The Draft Plan of Subdivision proposes new public roads, blocks and a public park that would allow for additional access into the site and connections to the surrounding community. However, as registration of the Draft Plan of Subdivision is proposed to be phased, integration of the site with the surrounding community would only occur for the portion of the site that supports the Gaming District. All other elements including the construction of the park would occur at a later phase.

The Service Provider (OGGLP) anticipates commencing construction this year with the Gaming District to be fully complete by 2021. As of the date of this report, the timing for the development and construction of Woodbine Square (Block 9) had yet to be confirmed. Staff have requested the submission of a proposal outlining WEG's commitment to construct Woodbine Square concurrently with the Gaming District. Once received, staff will prepare a Supplementary Report reviewing the details of the proposal for City Council's consideration.

Given the uncertainty of Woodbine Square's construction, the site plan application (currently incomplete) and the recently revised proposal to phase the registration of the Plan of Subdivision, staff recommend that an obligation to construct concurrently be included in the Subdivision Agreement, to be secured with an appropriate financial guarantee, in addition to securing requirements for the Site Plan Approval through agreements. Staff are also recommending the enactment of the Bills for the Draft Zoning By-law Amendments for expanding gaming be contingent on the submission of a satisfactory proposal for the construction of Woodbine Square (Block 9).

Condition 2:

The Service Provider (OGGLP)'s development plan should build upon and support the international calibre race track operations at Woodbine.

The submitted Site Plan Control applications for the Gaming District and Woodbine Square provide information on how the proposed developments and land uses would highlight and support the existing racetrack operation. The Gaming District would include the development of a building with a casino, hotels, performance venue, restaurants and retail uses connected to the existing Grandstand on multiple levels. The connection between racing and casino uses would be seamless, to allow the public to move from one area to another without visual or physical barriers. Restaurants, lounges and an owners club would all be situated within the gaming facility to provide clear views of the racetrack. The two hotels proposed within the Gaming District would overlook the racetrack offering viewing opportunities of horse racing activities. A promenade at ground level would traverse both the Grandstand and the Gaming District at track level connecting the different areas of site.

The integration of the horse walking ring in Woodbine Square with the proposed outdoor public spaces, uses and building entrances assist in promoting horse racing as a key element in the development of the Phase 1 lands. Further information on how the Service Provider (OGGLP) will meet this obligation from an operations perspective will be outlined in the City Manager's report.

Condition 3:

The Service Provider (OGGLP)'s development plan should include appropriate and supportable levels of retail and other amenities included as part of any development.

Staff are of the opinion that the level of retail proposed by the Service Provider (OGGLP) in the Site Plan Control application is sufficient for the area identified as Block 10 on the Draft Plan of Subdivision. However, it is expected these uses will remain reliant on the entertainment venue, the Grandstand and the gaming facility to drive their businesses. Providing additional retail and office uses within the Urban Village District and the remaining lands leased to the Service Provider (OGGLP) would assist these uses becoming a significant draw and urban destination on their own.

Condition 4:

The Service Provider (OGGLP)'s proposal must conform with the City's Official Plan and achieve consistency with City policies and guidelines respecting planning, development and design including the following:

- a. *Will have an urban form that is designed to fit within the local context.*

The contextual setting for this site is predominantly low rise, both residential and employment, with potential for taller buildings in accordance with the height requirements of the airport. In a similar manner, the Service Provider (OGGLP)'s development is for the most part low rise in height and character, with the protrusion of two hotels as tall building elements within the proposal. All the built form is designed to frame both public and private streets to create a main street feel and to activate the pedestrian boulevards. The proposed built form components of Blocks 9

and 10 are urban in feel and character and are designed to set the stage for the urbanization of the larger site.

Both Site Plan Control applications are in keeping with the Draft Woodbine Phase 1 Urban Design Guidelines submitted with the Draft Plan of Subdivision application. The Guidelines illustrate and support the development of a mix of uses focused around the pedestrian experience.

- b. *Provide high quality architecture and urban design and provide animated and active uses at grade.*

The Service Provider (OGGLP) has submitted a proposal for Block 10 that Planning staff consider as having high quality architecture and urban design. From an architectural perspective, the two main components of the scheme, the casino and the entertainment complex, have been designed as differentiated and iconic elements within the site. These have both been proposed to be constructed with high quality masonry materials, as has the ground level retail elements. Staff will continue to work with the Service provider (OGGLP) to refine the shape and appearance of the hotels, the gaming facility, the performance venue, the above ground parkade and the retail store fronts. It is noted however, the street related retail uses have been designed to animate and support activity and street life along the new public Street C and Queens Plate Drive.

Retail uses have also been proposed for the ground floor of the proposed parkade. Although a significant amount of parking would be provided below grade, the Service Provider (OGGLP) is also proposing a five storey above grade parking structure. In consultation with staff, the Service Provider (OGGLP) has faced significant portions of the parkade with retail uses and has made efforts to provide an interesting design treatment to the portion of the parkade exposed to the public street. The Service Provider (OGGLP)'s proposal builds upon the Draft Woodbine Development Phase 1 Urban Design Guidelines which calls for the use of high quality architecture.

The Site Plan Control application by Woodbine Entertainment Group (WEG) for Block 9 consists of a new walking ring, a multi-use plaza, as well as 5 new low rise retail buildings that frame both the walking ring and its surrounding open space and Queens Plate Drive. At this time, Street C is not proposed to extend westwards across the proposed Block 9 development, and the built form is restricted to Queens Plate Boulevard. Extending Street C westwards across the Block 9 development parcel, and framing it with more buildings, would be an asset to the development. Staff will continue to work with WEG to refine the shape and appearance of the retail store fronts and the multi-use plaza. However, the development currently proposed illustrates the beginnings of high quality architecture and urban design and provides for animated and active uses at grade.

- c. *Provide an architectural design that is consistent with existing and planned development in the vicinity of Woodbine and that has a density, scale, height and built form suitable for the site.*

Both Site Plan Control applications propose an architectural style that is consistent with the existing and planned development in the vicinity of Woodbine Racetrack. The proposals have been reviewed against the Draft Woodbine Development Phase 1 Urban Design Guidelines that propose an Urban Village District within the immediate vicinity of the Grandstand, the proposed gaming facility and the entertainment venue. The Urban Village District is envisioned to be predominantly low rise in character, lined by office and retail uses to create an intimate setting. Other portions of the Urban Village District, adjacent to and north of public Street 'C', are to have mid-rise buildings, no taller than the street right-of-way width.

- d. *Ensure the design of the development contributes to the creation of landmarks and vistas and addresses transition.*

The creation of landmarks would be achieved through the Service Provider (OGGLP)'s proposal to emphasize and differentiate the architectural value of the entertainment venue and gaming facility. These have been designed to read as independent structures that would stand out and apart from one another. They would also be located to terminate the view vistas along Queens Plate Drive, and public streets D and F and are also of a scale that would make them visible and identifiable from Rexdale Boulevard. This is also the case with the hotels proposed on site. With more architectural refinement, they have the potential to be iconic landmark buildings on the City's horizon. A condition of Draft Plan of Subdivision Approval would require the owner and/or Service Provider to participate in the City's Percent for Public Art Program.

- e. *Enhance the public realm in the vicinity of the project.*

The predominant public realm elements proposed in Phase 1 consist of the public streets, a private open space, an east-west pedestrian promenade and Woodbine Square. The public streets would be designed to be Complete Streets that accommodate vehicular traffic, bicycle movements, transit and pedestrians. They would have right-of-way widths to allow for future consideration of higher order transit. They have also been designed for street trees and to play a role with stormwater management features on site. The private open space elements have been designed in a fashion to encourage both passive and physical activity. The pedestrian promenade would be a wide east-west pedestrian path that would accommodate significant pedestrian movement across the site.

Woodbine Square is proposed to accommodate seasonal events and activities, and has been oriented to have a strong relationship with Queens Plate Drive and the proposed gaming facility. The private open space has also been designed to accommodate

activity throughout the year and staff will attempt to secure this space as a Privately Owned Publicly Accessible Space (POPS).

- f. *Ensure signage is of a high quality design that does not detract from the visual appearance of the architecture and is directed away from sensitive land uses.*

The Draft Woodbine Phase 1 Urban Design Guidelines propose Special Architectural Façade Systems (signs) within pre-identified areas throughout the site. In some cases, this would correspond with view corridors. These areas have been identified to prevent signage from being an overwhelming component or expression of any building or development and to ensure they do not dominate the elevations. This would also ensure that signage is not located in close proximity to sensitive land uses. The location and design of any proposed signage is being reviewed through the concurrent Site Plan Control application processes and the Sign Permit application review process.

- g. *Implement best practices and innovations for green design.*

The Draft Woodbine Phase 1 Urban Design Guidelines illustrate a number of green initiatives for the development of the site such as stormwater management and clean water collection systems. All development would also be subject to the Toronto Green Standard and the Green Roof By-law, as well as to utilizing green infrastructure within the public streets, so that a portion of stormwater can be captured by the planting regime provided within the boulevards. Staff anticipate future connections to a proposed stormwater management pond, the public park and to the ravine system will be necessary as the development of the Woodbine Concept Master Plan proceeds over time. The necessary connections will be reviewed in future phases as development of the remaining Draft Plan of Subdivision blocks proceed.

- h. *Address the provision of linkages with and between other public spaces, including enhancements to existing public spaces.*

The Site Plan Control application by the Service Provider (OGGLP) incorporates linkages to other areas of the site through view vistas and the introduction of new streets and a pedestrian promenade. The pedestrian promenade would run along the south side of the grandstand and the Gaming District lands with a boulevard connection along the north edge of the development, utilizing Street 'C' and Queens Plate Boulevard. Both Site Plan Control applications for the Gaming District and Woodbine Square are in keeping with the Draft Woodbine Phase 1 Urban Design Guidelines that identify where linkages are to be provided on the site.

Condition 5:

The Service Provider (OGGLP)'s proposal should include urban design considerations consistent with the Draft Urban Design Guidelines for Woodbine which are intended to create urban streets and blocks which connect to the surrounding area, create a comfortable and

attractive pedestrian environment, provide public open space and upgrade and green surface parking areas.

The Site Plan Control applications submitted by WEG and the Service Provider (OGGLP) are consistent with the Draft Woodbine Development Phase 1 Urban Design Guidelines and the Draft Plan of Subdivision, as they were developed concurrently. These Guidelines and the Draft Plan of Subdivision create and promote streets and blocks which would connect to the surrounding area and are designed to create a comfortable and attractive pedestrian environment. The Draft Plan of Subdivision would also create a future public park that is sized to accommodate sports and other passive and active activities.

The public streets and infrastructure located within the Gaming District are to be constructed concurrently with the gaming facility located on Block 10. However, the remaining public streets, as well as the public park, located outside of the Gaming District are not proposed to be constructed or delivered at this time, but during a future phase yet to be determined. A condition of Draft Plan of Subdivision Approval requires the preparation and registration of an Agreement that sets out the requirements and timing for delivering these elements.

Both the Service Provider (OGGLP) and WEG are proposing limited upgrades to the existing surface parking areas. The proposed improvements are predominantly comprised of new lighting and safety enhancements. Neither the Service Provider (OGGLP) nor WEG is proposing to green the remaining existing surface parking areas until development proceeds in these areas. All roads to be constructed as part of Phase 1 would be constructed as Complete Streets with tree planting and boulevards for landscaping.

Condition 6:

The Service Provider (OGGLP)'s proposal will be presented to the City's Design Review Panel and the design is to be consistent with the feedback provided.

On November 24, 2017 City staff and the applicant presented the re-zoning, Draft Plan of Subdivision and Urban Design Guidelines to the Design Review Panel for comment and feedback. Staff posed the following questions to seek the Panel's advice on the three key issues:

1. The Panel was requested to provide feedback on the Woodbine Development Urban Design Guidelines, with an emphasis on the intention to urbanize and introduce a pedestrian scale to the site.
2. The Panel was requested to review the design development of the Gaming District, and comment on built form and open space matters, including suggested improvements to the proposed Gaming District.
3. As a condition of its support for expanded gaming at Woodbine Racetrack, City Council required that it occurs concurrently within the context of an integrated entertainment complex which includes entertainment, retail, hotel, restaurant and office uses. The Panel was asked for its opinion on whether the proponents were implementing Council's condition.

The Design Review Panel made the following recommendations:

- Establish a compelling strategic vision and resulting master plan that captures how the variety of proposed uses for the site will coalesce into a viable interdependent community.
- Rethink the design of the inward-focused gaming/track facilities and related amenities (e.g. restaurant(s), hotel, etc.) to become animated and engaged with the surrounding proposed community.
- Design a vibrant downtown and "Woodbine Village" story that connects together and serves the entire proposed community.
- Further develop a high quality pedestrian realm and landscape strategy.

Site Plan Control applications were submitted following the first Design Review Panel review. It is the intent of staff to return to the Design Review Panel on May 10, 2018, as is typical, to present both Site Plan Control applications and their related drawings to the Panel including the changes made to address the Design Review Panel comments from the first review. These drawings are more detailed in nature and will provide the Panel with a more thorough understanding of what both the Service Provider (OGGLP) and WEG intend to construct in the near future.

Condition 7:

The Service Provider (OGGLP) will submit all appropriate plans and documents required to support any development application in accordance with the Terms of Reference in the City's Building Toronto Together: A Development Guide.

It is the opinion of staff the Service Provider (OGGLP) has satisfied this condition by submitting a complete Site Plan Control application for the Gaming District (Block 10). Similarly, the Draft Plan of Subdivision application submitted by WEG has been deemed complete. While the Site Plan Control application submitted by WEG for Woodbine Square (Block 9) remains incomplete, it is anticipated the material required for a complete application will be submitted shortly.

Condition 8:

The Service Provider (OGGLP)'s proposal must identify all incremental transportation and infrastructure costs and upgrades, including transit, parking and road improvements required to support the proposed development plan and future site, and provide funding for these additional costs.

WEG submitted a Traffic Operations Report Addendum in February, 2018 that identified all traffic control signals and public roads required to support Phase 1 of the proposed development. Cost estimates for the installation of new and upgrades to existing traffic control signals and the construction of the new public roads will be the responsibility of WEG. Detailed costs and designs will be finalized through the Site Plan review process.

Transit improvements identified by area transit operators include bus stops with bus bays and street furniture along Street C, as well as several on-site layover spaces for their buses. Long-

term transit improvements such as the extension of the Finch West LRT and a GO Station on the Kitchener Corridor still need to be studied by the City, Metrolinx and the TTC. WEG has demonstrated how a Finch West LRT station and a GO station could be accommodated on their lands through the Draft Plan of Subdivision application.

The Service Provider (OGGLP) has identified that a maximum of 4,200 parking spaces would be required on Block 10 to support the various uses including a casino, performance venue, restaurants, retail, offices and hotels. WEG will continue to maintain the 3,750 parking spaces required by the Zoning by-law on the lands north of the grandstand.

Condition 9:

The Service Provider (OGGLP)'s proposal requires a review of the existing and projected capacity of the road and transit network, parking requirements and infrastructure. Studies must conform to the City's Transportation Impact Study Guidelines (2013) and address at a minimum the following:

- a. A multi-modal approach to land use and transportation planning that minimizes parking requirements and recommends improvements to the transit, cycling and pedestrian network;*
- b. Traffic generation and any upgrades to the transportation system required to support the development; and*
- c. Strategy for coach, taxi, shuttle bus, service, delivery and emergency vehicle movements.*

WEG has taken a multi-modal approach to transportation planning including the development of a Transportation Demand Management (TDM) Travel Plan, public transit strategy and adopting a Complete Streets approach in the planning and design of the public street network.

WEG submitted a Traffic Operations Report in May 2017 (updated in December 2017) that analyzes the traffic capacity, delay and levels of service at key existing and future signalized intersections along Rexdale Boulevard and Highway 27. All traffic studies conform to the City's *Guidelines for the Preparation of Transportation Impact Studies (2013)*. WEG has identified new public streets, traffic signals and other mitigating measures required to support the Phase 1 development of the Gaming District and Woodbine Square components of the overall development plan. The streets required in Phase 1 include Streets D, E, F, G and the section of Street C between Streets E and G. WEG has not identified the transportation improvements required to support the Phase 2 development of the Urban Village, residential blocks and remaining lands. It is expected that the remaining road network shown in the Draft Plan of Subdivision including Streets A, B, H and the section of Street C between Streets A and G would be constructed during this second phase.

WEG has yet to develop a detailed strategy for accommodating coach buses, taxis, ride share vehicles and shuttle bus movements and parking on their site. A detailed access and loading plan for service and delivery vehicles, including large semi-tractor trailers must also be developed. Emergency vehicle access and routes will also need to be identified. Through the Site Plan Control application, the Service Provider (OGGLP) has identified parking areas for

passenger pick-up/drop-off, taxi waiting areas, Wheeltrans service and coach bus parking. These elements will be further developed through the Site Plan review process.

Condition 10:

The Service Provider (OGGLP)'s proposal must include a transit strategy to support the short and long term plans for redevelopment of the Woodbine lands, including:

- a. Improvement to local bus transit operations (TTC, Viva, MiWay, Brampton Transit, etc.);*
- b. Further investigation, analysis and protection for the extension of the Finch West LRT from Humber College to Rexdale and Pearson International Airport;*
- c. Protection for a future GO Station on the Kitchener line as identified on Map 4 Higher Order Transit Corridors of the Official Plan and possibly a Union Pearson Express stop; and*
- d. A Transportation Demand Management Plan to encourage the use of transit and other transportation modes for both employees and visitors.*

WEG has worked collaboratively with all local and regional transit providers, including the TTC, GO Transit / Metrolinx, Mississauga Transit, Brampton Transit and York Region Transit to devise a transit strategy for the Woodbine redevelopment. Transit providers have indicated a desire to maintain existing bus service and add/modify bus routes to serve the redeveloped Woodbine lands, but have not yet developed detailed service plans.

WEG has conducted a high level engineering feasibility analysis of extending the Finch West LRT from its proposed terminus at Humber College south to Rexdale Boulevard. It has been determined that several alignments that are adjacent and through the Woodbine lands could work while also allowing for a further extension southwest to Pearson International Airport. As such, the proposed public street network has been designed to accommodate a surface LRT should future detailed studies determine that an alignment through the Woodbine lands is the appropriate option. WEG's reports and analysis have been presented to Metrolinx and the City/TTC to demonstrate that alternative alignments have been adequately protected for as part of the current proposals.

WEG has advised that they will protect property at the southwest corner of the Woodbine lands along the GO Transit Kitchener Corridor for a future GO/UP Express station. Land would be available to accommodate full length train platforms, station buildings and amenities, passenger pick-up and drop-off, on-site shuttles and transit buses. Metrolinx is currently developing an Initial Business Case for the Woodbine GO Station and expect to report back to their Board in June, 2018.

WEG has also submitted a preliminary Transportation Demand Management (TDM) Travel Plan that strives to improve the use of non-auto transportation modes and increase vehicle occupancy rates while reducing the number of autos used and vehicle kilometres travelled,

thus reducing the overall parking requirements over time. Initial analysis of the TDM Travel Plan by City staff indicate that more details and analysis for each TDM initiative is required and that different TDM strategies could be used to target the different user groups (i.e., employees, visitors and residents). These requirements will be further developed through the Site Plan review process. In addition, WEG has identified a staff member will have sole responsibility to manage the program and will work with the City and the City's SMART Commute Office to advance and develop the plan.

Condition 11:

The Service Provider (OGGLP)'s proposal must include an infrastructure strategy that addresses any municipal servicing requirements and should include the submission of a Functional Servicing Study outlining the infrastructure works (internal and external to Woodbine) necessary to support the development plan. The study should address water consumption, sanitary and storm drainage, and the construction phasing of the infrastructure improvements, in accordance with the Servicing Report Terms of Reference in the City's Development Guide.

On May 15 and December 21, 2017, WEG submitted Functional Servicing Reports outlining how the development could ultimately be serviced. On February 13, 2018 an addendum to the Functional Servicing Report was submitted that addressed the proposed phasing of the development. Engineering and Construction Services staff are reviewing the reports to ensure the proposed phasing of servicing infrastructure is appropriate and that sufficient capacity is available in the existing City infrastructure to support the development.

Condition 12:

The Service Provider (OGGLP) and its development partners will be required to address existing capacity and requirements for other utilities. Should any upgrades be required, these will be appropriately funded by the Service Provider (OGGLP) and its development partners.

All planning applications have been circulated to utilities for comment. As no development is proposed through the Zoning By-law Amendment and Draft Plan of Subdivision applications, any upgrades would be identified through the Site Plan review process. Site Plan Control applications for both Woodbine Square and the Gaming District have been submitted and are in circulation for review and comment.

Any upgrades that are identified will be secured as a condition of Site Plan Control approval.

Attachment 12: Application Data Sheet

Application Type	Subdivision Approval	Application Number:	17 158705 WET 02 SB
Details		Application Date:	May 12, 2017
Municipal Address:	555 REXDALE BLVD		
Location Description:	ETOBICOKE CON 3 FTH PT LOTS 26 TO 31 CON 4 FTH PT LOTS 27 TO 31 PT RD ALLOW RP 66R17003 PARTS 1 4 7 TO 14 PT PARTS 2 3 AND 6 RP **GRID W0201		
Project Description:	Draft Plan of Subdivision application to establish a framework for public roads and services, and for the development of the 'Gaming District' (ref: 17 158697 WET OZ and 17 158704 WET OZ) and associated uses, an integrated entertainment complex and uses such as commercial, institutional, agricultural and stormwater management facilities.		

Applicant:	Agent:	Architect:	Owner:
WALKER NOTT DRAGICEVIC ASSOC LTD			WOODBINE ENTERTAINMENT GROUP

PLANNING CONTROLS

Official Plan Designation:	Site Specific Provision: Y
Employment Areas	(864-2007)
Zoning:	Historical Status: Y
Class 2 Industrial (I.C2)	
Height Limit (m):	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	0	Height:	Storeys:	0	
Frontage (m):	0		Metres:	0	
Depth (m):	0				
Total Ground Floor Area (sq. m):	0				Total
Total Residential GFA (sq. m):	0		Parking Spaces:	10,500	
Total Non-Residential GFA (sq. m):	60,271		Loading Docks	0	
Total GFA (sq. m):	60,271				
Lot Coverage Ratio (%):	0				
Floor Space Index:	0				

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):	0	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			

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

**Attachment 13:
Draft Conditions of Draft Plan of Subdivision Approval**

Legal (Conditions 1 to 2)

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.).
2. Prior to final approval for Phase 1, the Owner shall register the Subdivision Agreement on title to all of the lands within the Draft Plan of Subdivision.

City Planning (Conditions 3 to 10)

3. The Owner shall provide to the Director of Community Planning, West 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.
4. If Phase 1 of the subdivision is not registered within five (5) years of the date of Draft Plan of Subdivision approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
5. If any portion of Phase 2 is not registered within ten (10) years of the date of Draft Plan of Subdivision approval, then the Chief Planner and Executive Director, City Planning may consider this approval null and void and the plans and drawings may require resubmission to the City of Toronto for approval.
6. 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, as amended.

7. The development will proceed generally in accordance with the Urban Design Guidelines entitled "Woodbine Development: Phase 1 Urban Design Guidelines" prepared by IBI Group, dated December 15, 2017, as may be amended.
8. The Owner shall provide additional Urban Design Guidelines prior to the registration of any subsequent phase of this subdivision.
9. The Owner shall participate in the City's Percent for Public Art Program.
10. Prior to the registration of Phase 1, the Owner shall submit a revised Transportation Demand Management Travel Plan to the satisfaction of the Chief Planner and Executive Director, City Planning.

Phasing of the Registration of the Plan of Subdivision (Conditions 11 to 19)

11. The Owner may register the plan of subdivision in two or more phases provided that the boundary of each phase and the conditions specific to each phase are subject to the approval by the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning prior to the release of each phase for registration.
12. The Owner shall register the following lands as a part of Phase 1: Blocks 7, 9, 10, 11, 12, 13, 14, as well as Streets D, E, F, G, Street C between the southern boundary of Street E and the western boundary of Street G, and Street A from the southern boundary of Rexdale Boulevard and the southern boundary of Block 13 ("Phase 1").
13. The Owner shall develop Block 9 (Woodbine Square) as per the approved Site Plan Control application (File No: 18 117779 WET 02 SA), concurrently with the development of Block 10 (Gaming District) with such obligation to be secured with a financial guarantee in an amount satisfactory to the Chief Planner and Executive Director, City Planning and in consultation with the City Solicitor, and in the form of a Letter of Credit to the satisfaction of the City Solicitor. The Letter of Credit is to be submitted upon execution of the Subdivision Agreement.
14. The remaining land and roads in the subdivision that are outside Phase 1 shall form the land described in these conditions as Phase 2.
15. In the event that Woodbine and the City agree to register the lands in more than two phases, the City may require further studies to the satisfaction of

the Chief Planner and Executive Director, City Planning and the Chief Engineer and Executive Director, Engineering and Construction Services to identify the requirements for the registration of each proposed phase, including but not limited to:

- a) transportation requirements;
 - b) sediment and erosion control;
 - c) stockpiling and stripping plans for each phase including sequences, heights of stockpiles, revegetation and scheduling;
 - d) drainage and stormwater management works to be completed for each phase including any temporary works necessitated by phasing, including related land to be conveyed to the City;
 - e) dust and nuisance control measures;
 - f) public safety measures;
 - g) any other temporary works required as a result of phasing or to facilitate phasing, including but not limited to interim parking arrangements within the plan of subdivision;
 - h) the provision of phased securities or the application of security to more than one obligation of the Owner pursuant to these Draft Plan of Subdivision conditions or the Subdivision Agreement; and
 - i) any other matter or information that the City may deem necessary to be addressed to ensure to its satisfaction that phasing of the subdivision can occur in a manner that represents an appropriate sequencing of development and servicing of the plan of subdivision.
16. The Phase 2 conditions shall be deemed to apply to each individual registered phase that may be approved by the City pursuant to Condition 15.
17. Development on Blocks 1, 2 and 3, or any potential residential development, shall require further study as per Official Plan Site and Area Specific Policy 296.
18. Blocks 1, 2, 3 and 5 are shown as future development and may require a further application for a Draft Plan of Subdivision.
19. No Site Plan Control application for a building or structure shall be approved on any unregistered lands within the Draft Plan of Subdivision area.

Engineering and Construction Services (Conditions 20 through 82)

PHASE 1 (Conditions 20 through 49)

20. For Phase 1, the Owner shall enter into a Subdivision Agreement with the City for the construction of all municipal services required to service Phase 1 and post adequate securities for this servicing, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. The Subdivision Agreement will, among other things, address matters regarding engineering services, the assumption of services, soil and groundwater quality, conveyances to the City, fees, financial securities, requirements for building permits and grading and building siting control.
21. For Phase 1, the Owner shall dedicate Street C from Street G to Street E along with Streets E, F, D and G on the Plan of Subdivision to the City as municipal road and must be designed and constructed as a fully serviced municipal road allowance conforming to all applicable City of Toronto standards. The portion of Street A within Phase 1 shall be conveyed to the City but will not be assumed, constructed or secured by the City until Phase 2.
22. The City will not assume responsibility for any portion of Street A at the time Phase 1 is registered, nor will the Owner be required to construct this portion of Street A. The City will grant an easement to the Owner over the portion of Street A that will be registered with Phase 1 that allows the Owner to encroach on the subject lands for purposes of replacing and relocating the Owner's private road system and parking fields as well as the existing pedestrian access path. The easement will also allow the Owner to complete earthworks and construct the road and services to municipal standards in accordance with engineering plans approved by the Chief Engineer and Executive Director, Engineering and Construction Services.
23. The Owner shall also submit a detailed pavement marking and signage plan for the pavement markings and signs that are required for all the municipal roads, including any required pavement markings and signs that will define the limits of proposed on-street parking areas and any changes required to existing pavement markings and signs on the abutting streets as a result of the future municipal streets and pay all costs related to the installation of pavement markings and signage and modifications to the existing pavement markings and signage, prior to the registration and execution of the Subdivision Agreement.
24. The Owner be required to submit updated Traffic Operations Assessments to the satisfaction of the General Manager, Transportation Services for each development block prior to final approval.
25. The Owner be required to submit functional street network and cross-section drawings for the proposed municipal roads and the required

modifications to the existing streets to the satisfaction of the City prior to obtaining Draft Plan of Subdivision approval.

26. The Owner will be required to submit engineering design drawings and detailed cost estimates for the approved new municipal roads and the approved functional street network and cross-section drawings.
27. The Owner will be required to pay for all costs associated with construction of approved new municipal roads, the required modifications to the existing roads, the approved functional street network and cross-section drawings.
28. The Owner shall dedicate all roads shown on the plan for Phase 1 of this development to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
29. Prior to final approval, the Owner will be required to submit cost estimates and signal drawings to the satisfaction of the General Manager, Transportation Services for all approved new traffic control signals. Upon acceptance of the cost estimates and signal drawings, the Owner will be required to install the new traffic control signals in accordance with City standards.
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 shall convey Block 13 to the City for park purposes. The City will grant an easement to the Owner to construct the Base Park Improvements identified in Conditions 99 to 101 and shall execute an encroachment agreement for the Owner's private road system on a temporary basis pending the completion of the Base Park Improvements.
32. Prior to draft approval, the Owner shall revise the boundaries of Block 7 to create a new block for the future stormwater management pond in the areas where the existing private road and parking lots are located, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
33. The Owner shall convey Block 7 to the City to accommodate the stormwater management pond, provided that the transfer shall reserve an easement over Block 7 in favour of the Owner to complete additional stormwater pond construction in accordance with Phase 2 engineering plans that are approved by the Chief Engineer and Executive Director, Engineering and Construction Services.

34. For Phase 1, the Owner shall design and construct an interim stormwater management pond on Block 7 to accept stormwater from the Phase 1 lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
35. The Owner shall take any steps to ensure that any stormwater from the non-registered (or Phase 2) lands does not flow onto the Phase 1 lands or into the Phase 1 stormwater management infrastructure.
36. The Owner shall convey an easement to the City for any stormwater services that cross private lands to discharge stormwater into the interim stormwater management pond (Block 7), to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
37. The Owner shall prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, 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 in consultation with the City Solicitor.
38. The Owner shall submit a draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, showing as separate PARTS thereof the lands to be conveyed to the City to the Chief Engineer and Executive Director, Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office.
39. The Owner shall pay all costs for preparation and registration of any required reference plan(s).
40. The Owner shall conduct an environmental site assessment for 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 submission of an RSC.
41. The Owner shall submit financial securities in accordance with the terms of the standard Subdivision Agreement.
42. The Owner shall pay engineering and inspection fees in accordance with the terms and conditions of the standard Subdivision Agreement.
43. The Owner shall pay for and construct all municipal infrastructure required to service the Plan of Subdivision, including municipal infrastructure external to the Plan of Subdivision.
44. The Owner shall provide a detailed Stormwater Management Report and apply storm water management techniques for this development to the

satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

45. The Owner's Consulting Engineer 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.
46. Prior to the registration of the Plan of Subdivision, the Owner shall make satisfactory arrangements with Toronto Hydro Energy Services Limited ("THESL") and Toronto Hydro Energy Services Inc. ("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 arrangements 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.
47. Prior to registration of Phase 1 of the Plan of Subdivision, the Owner shall submit to the Chief Engineer and Executive Director, Engineering and Construction Services for review and acceptance, a detailed infrastructure phasing plan outlining the necessary infrastructure required to service all phases of the lands.
48. The Owner is required to provide certification from a Structural Engineer that the existing structure(s) on-site to be retained, including but not limited to, retaining walls, culverts, ditch inlet catch basins and headwalls, have been inspected and confirmed to be in good order with regards to drainage and structural stability.
49. The Owner and City shall acknowledge in the Subdivision Agreement that the Owner may register the Plan of Subdivision in phases provided that the boundary of each phase and the conditions specific to each phase are subject to the approval by the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning prior to the release of each phase for registration.

PHASE 2 (Conditions 50 through 75)

50. Subject to Condition 15, the Owner shall dedicate to the City the remainder of the municipal roads identified within Phase 2, i.e. the remainder of Street A, all of Streets B and H, and Street C from Street A to Street G as municipal roads and shall design and construct the

municipal roads as fully serviced municipal road allowances conforming to all applicable City of Toronto standards.

51. Prior to registration of Phase 2 of the Plan of Subdivision, submit to the Chief Engineer and Executive Director, Engineering and Construction Services for review and acceptance, a detailed infrastructure phasing plan outlining the necessary infrastructure required to service all phases of the lands.
52. Prior to the registration of any portion of Phase 2, the Owner shall post adequate securities for the construction of the municipal roads and associated servicing, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
53. The Owner shall also submit a detailed pavement marking and signage plan for the pavement markings and signs that are required for all the municipal streets, including any required pavement markings and signs that will define the limits of proposed on-street parking areas and any changes required to existing pavement markings and signs on the abutting streets as a result of the future municipal streets and pay all costs related to the installation of pavement markings and signage and modifications to the existing pavement markings and signage, prior to the registration and execution of the Subdivision Agreement.
54. Prior to the registration of Phase 2, the Owner will be required to submit cost estimates and signal drawings to the satisfaction of the General Manager, Transportation Services for all approved new traffic control signals prior to obtaining final approval. Upon acceptance of the cost estimates and signal drawings, the Owner will be required to install the new traffic control signals in accordance with City standards.
55. The Owner be required to submit updated Traffic Operations Assessments to the satisfaction of the General Manager, Transportation Services for each development block prior to the registration of Phase 2.
56. The Owner be required to submit functional street network and cross-section drawings for the proposed municipal streets and the required modifications to the existing streets to the satisfaction of the City prior to any construction of the Phase 2 roads, and in any event not later than the registration of Phase 2.
57. The Owner will be required to submit engineering design drawings and detailed cost estimates for the approved new municipal roads and the approved functional street network and cross-section drawings.

58. The Owner will be responsible for any road improvements or servicing improvements of the existing Phase 1 works to support the development of Phase 2, at no cost to the City.
59. The Owner shall provide a detailed Stormwater Management Report and apply storm water management techniques for this development to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, as required by the City prior to registration of any portion of Phase 2.
60. The Owner shall convey Block 6 and the remainder of Block 7 to the City for the purposes of a stormwater management pond for the entirety of the Plan of Subdivision.
61. For Phase 2, the Owner shall design and construct final stormwater management ponds on Block 6 and 7, at no cost to the City, to accept stormwater from all the of Plan of Subdivision to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
62. For Phase 2, the Owner will be responsible for all modifications and upgrades to the stormwater management pond within Block 7 to support development within Phase 2, in addition to Phase 1, at no cost to the City.
63. The Owner will be required to pay for all costs associated with construction of approved new municipal roads, the required modifications to the existing roads, the approved functional street network and cross-section drawings.
64. 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.
65. The Owner shall prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, 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 in consultation with the City Solicitor.
66. The Owner shall submit a draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, showing as separate PARTS thereof the lands to be conveyed to the City to the Chief Engineer and Executive Director, Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office.

67. The Owner shall pay all costs for preparation and registration of any required reference plan(s).
68. The Owner shall conduct an environmental site assessment for 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 submission of an RSC.
69. The Owner shall submit financial securities in accordance with the terms of the standard Subdivision Agreement.
70. The Owner shall pay engineering and inspection fees in accordance with the terms and conditions of the standard Subdivision Agreement.
71. The Owner shall pay for and construct all municipal infrastructure required to service the Plan of Subdivision, including municipal infrastructure external to the Plan of Subdivision.
72. The Owner's Consulting Engineer 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.
73. Prior to the registration of the Plan of Subdivision, the Owner shall make satisfactory arrangements with Toronto Hydro Energy Services Limited (THESL) and Toronto Hydro Energy Services Inc. (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 arrangements 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.
74. Prior to registration of Phase 2 of the Plan of Subdivision, submit to the Chief Engineer and Executive Director, Engineering and Construction Services for review and acceptance, a detailed infrastructure phasing plan outlining the necessary infrastructure required to service all phases of the lands.
75. The Owner is required to provide certification from a Structural Engineer that the existing structure(s) on-site to be retained, including but not limited to, retaining walls, culverts, ditch inlet catch basins and headwalls, have been inspected and confirmed to be in good order with regards to drainage and structural stability.

GENERAL CONDITIONS (Conditions 76 through 82)

76. The Owner shall not discharge any groundwater from any block or phase of the Plan of Subdivision into the City's municipal stormwater or sanitary systems. All groundwater collected from the registered lands in the Plan of Subdivision shall be collected through a private clean water system and discharged privately.
77. All stormwater collected from the roofs of any non-residential structures within the Plan of Subdivision shall be collected into a private, clean water drainage system and discharged privately by the Owner. The City is not responsible for the collection, treatment or discharge of this stormwater.
78. Prior to the registration of any phase of the Plan of Subdivision, the Owner shall provide the Chief Engineer and Executive Director, Engineering and Construction Services, with the location and details of any proposed municipal road crossing of the private clean water collection system to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
79. If the Chief Engineer and Executive Director, Engineering and Construction Services accepts the location, configuration and details of the municipal road crossing of the private clean water collection system, the Owner shall, prior the registration of any phase of the Plan of Subdivision where a crossing is proposed, include an electrical trace wire in the construction of the crossing, and register the crossing with Ontario One Call, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
80. The Subdivision Agreement shall contain any requirements for the repair and replacement of the private clean water collection system within the municipal road.
81. As a part of any Site Plan Control application for any blocks fronting onto Rexdale Boulevard and Highway 27, the Owner shall construct minimum 2.1m wide clear linear paths of public sidewalk along the Rexdale Boulevard and/or Highway 27 development site frontages in accordance with City standards, as amended, and at no cost to the City.
82. The Owner is required to provide certification from a Structural Engineer that the existing structure(s) on-site to be retained, including but not limited to, retaining walls, culverts, ditch inlet catch basins and headwalls, have been inspected and confirmed to be in good order with regards to drainage and structural stability.

Community Benefits Agreement (Conditions 83 to 85)

83. Prior to the registration of Phase 1, the Community Benefits Agreement shall be executed by all necessary parties, attached to the Subdivision Agreement as a schedule, and be in good standing to the satisfaction of the City Manager.
84. Prior to site plan approval on Blocks 10, 11, 12 and 14, or any other land within the Draft Plan of Subdivision area that permits a Gaming Establishment, as defined in the enabling Zoning By-law, the Community Benefits Agreement shall be in good standing to the satisfaction of the City Manager. This condition shall also be secured through the Subdivision Agreement.
85. Any lease agreement entered into by the owner for lands within the Draft Plan of Subdivision area that permits a Gaming Establishment, as defined in the enabling Zoning By-law, shall include a provision indicating that the lessee shall assume the requirements and responsibilities of the Community Benefits Agreement.

Toronto and Region Conservation Authority (Conditions 86 to 88)

86. Prior to Plan Registration, the Owner shall obtain all necessary permits for infrastructure required pursuant to Ontario Regulation 166/06.
87. Prior to Plan Registration, the Owner agrees to submit to TRCA the outstanding subdivision clearance fee in the amount of \$16,600.00 or the appropriate amount in accordance with the current TRCA fee schedule.
88. Prior to Plan Registration, the Owner agrees to address comments outlined in TRCA's letter dated January 31, 2018 to the satisfaction of the TRCA.

Toronto District School Board (Conditions 89 to 91)

89. Prior to the registration of any residential block, the applicant/developer enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that;

"The Toronto District School Board makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available."

90. These signs shall be to the Board's specifications and erected to registration or the issuance of any building permit.

91. Prior to the registration of any residential block, the applicant/developer agree in the Servicing and/or Development agreement, or in a separate agreement between the Toronto District School Board and the Developer, to include the following warning clauses in all offers of purchase and sale of residential units (prior to the registration of the plan and for a period or ten years following registration), that;

"Despite best efforts of the Toronto District School Board, sufficient accommodation may not be available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.

Purchasers agree for the purpose of the transportation to school, if busing is provided by the Toronto District School Board in accordance with the Board's policy, that students will not be bused home to school, but will meet the bus at designated locations in or outside of the area."

Parks, Forestry and Recreation (Conditions 92 to 127)

Parkland Dedication (Conditions 92 to 97)

92. Upon the registration of Phase 1, the Owner shall convey 2.91 hectares of parkland, identified as Block 13 on the Draft Plan of Subdivision, to the satisfaction of the General Manager, Parks, Forestry and Recreation, which represents 2% of the subdivision area required for the non-residential blocks of the subdivision, and 5% of subdivision area for the residential blocks of the subdivision.
93. Prior to the registration of Phase 1, the Owner shall provide confirmation from an Ontario Land Surveyor to the General Manager, Parks, Forestry and Recreation that the area and boundaries of Block 13 reflect the parkland dedication requirements for the Plan of Subdivision. The Subdivision Agreement will reflect a requirement to adjust the total parkland dedication as Phase 2 registration(s) proceed, should the level of residential density be greater than the 5% factor that has been applied to Blocks 1, 2 and 3 in determining the dedication requirements that are attributable to those blocks, as determined by the City's Parkland Dedication By-law, as amended.
94. The subject parkland conveyance is to be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager, Parks, Forestry and Recreation.

95. The Owner is to pay for the costs of the preparation and registration of all relevant documents. The Owner shall provide to the satisfaction of the City Solicitor all legal descriptions and applicable reference plans of survey for any parkland conveyance that may be required as a result of the adjustments referenced in Condition 97.
96. Should Block 13 be an over-dedication of parkland than that required under the Plan of Subdivision, then any over-dedication shall be credited to the Owner in the determination of a parkland dedication requirement in the registration of any subsequent phase.
97. Should Block 13 represent an under-dedication of the parkland required for the Draft Plan of Subdivision, the Owner shall, prior to the registration of Phase 1, submit a revised draft plan adjusting the boundaries of Block 13 to reflect the appropriate parkland dedication required for Phase 1.

Environmental Assessment (Condition 98)

98. Prior to registration of the Phase 1 lands conveying the parkland to the City, the Owner shall:
 - a. Submit a Qualified Person Preliminary Statement Letter, that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, describing the lands to be conveyed to the City, and identifying what environmental documentation will be provided to the City's peer reviewer to support this conveyance; all environmental documentation consistent with O. Reg. 153/04 requirements shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Chief Engineer and Executive Director, Engineering and Construction Services and copy to the General Manager, Parks, Forestry and Recreation;
 - b. Pay all costs associated with the City retaining a third-party peer reviewer including all administrative costs;
 - c. Submit, to the satisfaction of the City's peer reviewer, all Environmental Site Assessment reports prepared in accordance with the Record of Site Condition Regulation (Ontario Regulation 153/04, as amended) describing the current conditions of the land to be conveyed to the City and the proposed Remedial Action Plan based on the site condition standards approach, to the Chief Engineer and Executive Director, Engineering and Construction Services;

- d. At the completion of the site assessment/remediation process, submit a Statement from the Qualified Person based on the submitted environmental documents, to the Chief engineer and Executive Director, Engineering and Construction Services for peer review and concurrence, which states: Policy for Accepting Potentially Contaminated Lands 16
- e. In the opinion of the Qualified Person:
 - i. It is either likely or unlikely that there is off-site contamination resulting from past land uses on the development site that has migrated onto adjacent City lands that would exceed the applicable Site Condition Standards; and
 - ii. To the extent that the opinion in Condition 98.e.i that past migration is likely, it is either possible or unlikely that such off-site contamination on adjacent City lands poses an adverse effect to the environment or human health.
- f. Land to be conveyed to the City meets either:
 - i. The applicable Ministry Generic Site Condition Standards (Tables 1, 2, 3, 6, 7, 8 and 9) for the most environmentally sensitive adjacent land use; or
 - ii. The Property Specific Standards as approved by the Ministry for a Risk Assessment/Risk Management Plan which was conducted in accordance with the conditions set out herein.
- g. The Qualified Person's Statement, referenced in 98.d above, will include a Reliance Letter that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, confirming that both the City and the City's peer reviewer can rely on the environmental documentation submitted, consistent with O. Reg. 153/04 requirements, and the Qualified Person's opinion as to the conditions of the site; all environmental documentation consistent with O. Reg. 153/04 requirements and opinions shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Chief Engineer and Executive Director, Engineering and Construction Services.

- h. For conveyance of lands requiring a Record of Site Condition:
 - i. File the Record of Site Condition on the Ontario Environmental Site Registry; and
 - ii. Submit the Ministry's Letter of Acknowledgement of Filing of the RSC confirming that the RSC has been prepared and filed in accordance with O. Reg. 153/04, as amended, to the Chief Engineer Executive Director, Engineering and Construction Services and to the General Manager, Parks, Forestry and Recreation.

Park Construction

Base Park Improvements (Conditions 99 to 104)

- 99. The Subdivision Agreement will:
 - a. Acknowledge that pending the construction of the portion of Street A that is included in Phase 1 to municipal standards, that the Owner may provide an interim water service allowing for seasonal watering and hydroelectric service to the park block, in addition to satisfying all other Base Park Improvement obligations as described below, within one year following receipt of notice from the City that it intends to commence operations on the park block. Unforeseen delays (e.g. weather) resulting in the late delivery of the park block shall be taken into consideration and at the discretion of the General Manager, Parks, Forestry and Recreation when determining a revised delivery date for the park block.
 - b. Require the Owner to erect signage within the property that directs members of public to the public park at such times and in such locations as is directed by the General Manager, Parks, Forestry and Recreation.
 - c. Acknowledge that the location and configuration of the park may be subject to modification at a future date as development in this area of the Draft Plan of Subdivision proceeds.
 - d. Provide for a future exchange of land within the subdivision plan upon terms that are acceptable to the General Manager, Parks, Forestry and Recreation.
 - e. Acknowledge that the area of the park block represents the entire parkland dedication requirement that is attributable to the draft approved development blocks within the Plan of Subdivision that are projected to develop for non-residential uses, in addition to a base

contribution of 5% for the area of the future residential blocks.

- f. Acknowledge that the size of the park block may increase at a future date in accordance with Chapter 415 of the City of Toronto Municipal Code, as amended, if required based upon the density within the future residential blocks or any modification to the limit of permitted residential uses within the Plan of Subdivision.
 - g. Require that the registration of any future residential block within the Plan of Subdivision, being Blocks 1, 2 and 3, will require the Owner to construct the Base Part Improvements, construct the portion of Street A that is within Phase 1, and construct full municipal services to the southern block limit of the public park.
100. Prior to the registration of Phase 2, or such other date as is determined by the General Manager, Parks, Forestry and Recreation, the Owner at its expense, will be responsible for the base construction and installation of the parkland (the “Base Park Improvements”). The Base Park Improvements include the following:
- a. grading inclusive of topsoil supply and placement, minimum of 150 mm depth;
 - b. sodding #1 nursery grade or equivalent value of other approved park development;
 - c. fencing, where deemed necessary to the satisfaction of the General Manager, Parks, Forestry and Recreation;
 - d. drainage systems, including connections to the municipal services as required;
 - e. electrical and water connections (minimum 50 mm) to street line including backflow preventers, shut off valves, water and hydro chambers, including meters;
 - f. street trees along all municipal road allowances which abut future City-owned parkland;
 - g. standard park sign (separate certified cheque required); and
 - h. demolition, removal and disposal of all existing materials, buildings and foundations.
101. All work is to be completed to the satisfaction of the General Manager, Parks, Forestry and Recreation.

102. Prior to the registration of Phase 1, the Owner shall submit a cost estimate and any necessary plans for the Base Park Improvements, to the satisfaction of the General Manager, Parks, Forestry and Recreation.
103. Prior to the registration of Phase 1, the Owner shall provide an irrevocable letter of credit to the City in an amount that is 120% of the estimated cost, as approved by the General Manager, Parks and Forestry, of the Base Park Improvements. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with Base Park Improvements.
104. Prior to the Owner undertaking Base Park Improvements on the park block following conveyance of the park block to the City, the Owner must obtain a Park Occupation Permit (POP) from Parks, Forestry and Recreation's Planning, Design and Development section. The POP will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, Parks, Forestry and Recreation. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park.

Temporary Fencing (Condition 105)

105. Immediately following the completion of the Base Park Improvements, if required by the General Manager, Parks, Forestry and Recreation, the Owner shall be responsible for the installation and maintenance of temporary fencing around the parkland and its maintenance until such time as the development of the park block is completed.

Parkland Grading and Drainage (Conditions 106 and 107)

106. The Owner shall ensure that the grading and drainage of the adjacent development blocks are compatible with the grades of the parkland to the satisfaction of the General Manager, Parks, Forestry and Recreation.
107. The Owner must provide documentation from a qualified environmental engineer that any fill or topsoil brought onto the site meets all applicable laws, regulations and guidelines for use in a public park.

DC Credit for Above Base Park Improvements (Conditions 108)

108. Should the City and the Owner agree to design and construct park improvements that are above the Base Park Improvements (the "Above Base Park Improvements") for a development charge credit against the

Parks and Recreation component of the development charges, the following condition applies:

- a. Should the City and the Owner agree that the Owner will design and construct the Above Base Park Improvements, the City will provide a development charge credit against the Parks and Recreation component of the Development Charges to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The Owner is required to submit a design and cost estimate to be approved by the General Manager, Parks, Forestry and Recreation, and a letter of credit equal to 120% of the Parks and Recreation Development Charges payable for the development. The design, cost estimate and ultimately the letter of credit will be required prior to the issuance of the first above grade building permit.

Access to Parkland (Condition 109)

109. Prior to the registration of the Phase 1 lands, the Owner shall grant the City a blanket access easement over the portions of the Plan of Subdivision, excluding public roads that are dedicated at the time Phase 1 is registered as well as Blocks 9, 10, 11, 12 and 14, to provide public vehicular and pedestrian access to Block 13 over the Owner's private road system, as may be altered or realigned from time to time to facilitate servicing and construction, provided that public vehicular and pedestrian access is always available and is to the satisfaction of the General Manager, Parks, Forestry and Recreation. The easement will terminate on the date that the Owner transfers the remainder of Street C and all of Street A up to Street C, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Above Base Park Improvements (Conditions 110 to 113)

110. The Owner, upon satisfactory completion of the construction and installation of the Base and any Above Base Park Improvements that may be completed by the Owner pursuant to the Subdivision Agreement, shall be required to guarantee such work and associated materials. The Owner shall provide certification from their Landscape Architect certifying that all work has been completed in accordance with the approved drawings. Should the cost to construct the Above Base Park Improvements as approved by the General Manager, Parks, Forestry and Recreation be less

than the Parks and Recreation component of the Development Charges for the development, the difference shall be paid to the City by certified cheque prior to a reduction of the Above Base Park Improvement Letter of Credit. Upon the City's acceptance of the certificate, the Letter(s) of Credit will be released less 20% which will be retained for the 2 year guarantee known as the Parkland Warranty Period.

111. Upon the expiry of the Parkland Warranty Period, the outstanding park security shall be released to the Owner provided that all deficiencies have been rectified to the satisfaction of the General Manager, Parks, Forestry and Recreation.
112. As-built drawings in print/hardcopy and electronic format, as well as a georeferenced AutoCAD file, shall be submitted to Parks, Forestry and Recreation. A complete set of "as built" plans shall be provided electronically on CD in PDF format and in a georeferenced AutoCAD file, in addition to two (2) sets full size bond hard copy the General Manager, Parks, Forestry and Recreation. The plans shall include, but not limited to specifications, locations of all hidden services, and all deviations from the design drawings, shop drawings, inspection reports, minutes of meeting, site instructions, change orders, invoices, certificates, progress images, warranties, close out documentation, compliance letters (for any play structures and safety surfaces), manuals etc. The files are to be organized in folders, including a file index and submitted with written warranties and related documents such as lists of contractor, sub-contractors together with contact persons, telephone numbers, warranty expiry dates and operating manuals.
113. Spare or replacement parts, special tools, etc. as provided by manufacturers, if any, are to be provided to Parks, Forestry and Recreation.

Urban Forestry (Conditions 114 to 127)

114. 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.
115. 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, Parks, Forestry and Recreation.

116. 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 the Chief Engineer and Executive Director, Engineering and Construction Services.
117. 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 staff. 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 Manager, Parks, Forestry and Recreation.
118. 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 Manager, Parks, Forestry and Recreation.
119. 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, Parks, Forestry and Recreation.
120. Prior to the registration of any phase of the subdivision that includes residential or mixed use blocks, 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.
121. 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 that include residential units:

- a) “The Purchaser(s) and/or Tenant(s) are hereby advised that they may not receive a street tree in front of their property.”
122. 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.
123. 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 Manager, Parks, Forestry and Recreation.
124. 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 the General Manager, Parks, Forestry and Recreation.
125. 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, Parks, Forestry and Recreation.
126. The Owner agrees to contact Urban Forestry prior to commencement of planting trees on City road allowances 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 Manager, Parks, Forestry and Recreation.
127. 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 (Condition 128 to 132)

128. 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.

129. 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 phased construction, all costs are the responsibility of the Owner.
130. 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.
131. 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.
132. 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.

Bell Canada (Conditions 133 and 134)

133. The Owner shall agree in the Agreement, in words satisfactory to Bell Canada, to grant Bell Canada any easements that may be required for telecommunications services. Easements may be required prior to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the Owner/developer may be responsible for the relocation of such facilities and easements.
134. Prior to commencing any work within the Plan of Subdivision, the Owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Owner may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Owner shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective

delivery of communication/telecommunication services for emergency management services (i.e. 911 Emergency Services).

Advisory Comments (Conditions 135 to 138)
Parkland Occupation - Construction Staging

135. The stockpiling of any soils or materials or use as an interim construction staging area on the conveyed parkland is prohibited unless a Park Occupation Permit (POP) has been obtained from the Manager of Business Services – Joanna Swietlik, 416-392-8578. The POP, if approved, will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, duration, restoration plan and costs, and compensation to the satisfaction of the General Manager, Parks, Forestry and Recreation. The POP must be secured prior to the issuance of any shoring and excavation permits. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park. Any compensation accrued shall be applied to park improvements within the Ward in consultation with the Ward Councillor.
136. The Owner will be required to provide an environmental assessment report, prepared by a qualified engineer, at the end of the permitted occupation to verify that the parklands continue to meet the applicable laws, regulations and guidelines respecting sites to be used for public park purposes. The Owner will be required to provide an RSC after the staging period, prior to conveyance. The construction of the park shall commence after the occupation to the satisfaction of the General Manager, Parks, Forestry and Recreation. The Owner will be responsible for paying all costs associated with the City retaining a third-party peer reviewer for the environmental addendum.

Limiting Distance

137. Parks, Forestry and Recreation staff advises that the applicant must design the building to achieve Ontario Building Code (OBC) setbacks related to fire separation on their own site on the portions where new buildings abut the park. Prior to the issuance of any above grade building permit the applicant will be required to demonstrate adequately that the OBC requirements have been achieved to the satisfaction of the General Manager, Parks, Forestry and Recreation.

Section 37

138. If the Owner of the property enters into a Section 37 Agreement with the City as part of this or any future development application, Parks, Forestry and Recreation requests to be involved in the negotiations. Funds directed

towards the Above Base Park Improvements of the conveyed land or area parks and facilities within the Ward should form part of the benefits package.

Clearances

139. The conditions of Draft Plan of Subdivision approval shall be cleared as follows:

	<u>Condition No(s).</u>
City Solicitor	1, 2, 3, 13, 95, 122
Chief Planner and Executive Director, City Planning	3 to 10, 13, 15, 19, 49
Chief Engineer and Executive Director, Engineering and Construction Services	11, 15, 19, 20 to 82, 98.c., d., g. and h.ii
General Manager, Parks Forestry and Recreation	92 to 127
City Manager	83 to 85
Bell Canada	133 and 134
Enbridge	128 to 132
Toronto District School Board	89 to 91
Toronto and Region Conservation Authority	86 to 88

Notes to Draft Approval:

1. Where any provision of the Draft Plan of Subdivision conditions of approval makes reference to the Owner, it is understood that any rights and/or obligations accruing to the Owner are attributable to its successors and assigns.
2. Where any provision of the Draft Plan of Subdivision conditions of approval makes reference to the Draft Plan of Subdivision, it is understood that such reference is made to Draft Plan of Subdivision revised to March 15, 2018, prepared by Walker Nott Dragicevic Planning and Urban Design, certified by XX, Ontario Land Surveyor, dated XX, 2018, as same may be revised and approved by the Chief Planner and Executive Director, City Planning.

3. Where any provision of these Draft Plan of Subdivision conditions of approval makes reference to a condition to be satisfied or work undertaken by the parties to the agreement, those parties agree to pursue the resolution of such condition or work in a timely, reasonable and cooperative manner.
4. In the event that deeply buried archaeological remains are encountered on the property during construction activities, the Heritage Operations Unit of the Ministry of Tourism, Culture and Sport be notified immediately at (416) 212-8886 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
5. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services, (416) 212-7499.
6. If any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.
7. A minimum clearance of 1 meter must be provided and maintained from any utility fixture(s) in public road allowance. If this is not possible, such fixtures must be relocated at the Owner's expense.
8. The reinstatement of any existing curb cuts/utilities is to be completed at the Owner's expense.
9. The Owner is responsible for all costs associated with the installation/alterations of municipal street signage/pavement markings required by this application.
10. The Owner is responsible for all costs associated with the removal of all existing accesses, curb cuts, etc. along the development site frontage that are no longer required and reinstate the boulevard within the right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
11. The Owner is responsible for any and all costs of roadway improvements including any and all hardware modifications, pavement markings and changes to the existing traffic control signal timing plants as may be required.
12. Minimum clearances of 2 metre from any fire hydrants and 1 metre from any hydro street light/poles must be provided and maintained. If this is not possible, the hydrants must be relocated at the Owner's expense and the hydro pole(s) must be relocated by Toronto Hydro at the Owner's expense.

13. Any physical or landscaping features that are proposed in the municipal right-of-way are subject to the requirements of Chapter 743 of the Toronto Municipal Code. Depending on the type of encroachment as specified in Article IV of Chapter 743, it may require an encroachment agreement with the City of Toronto as well as Community Council approval. The Owner is responsible for the costs of installing/planting these encroachments, and the encroachment must be maintained at the Owner's expense pursuant to Article V of Chapter 743.
14. The Owner must ensure that depressed curbs are to be constructed and extended across the entrance of the driveway and integrated with the proposed curb returns.
15. Permits are required for work within and adjacent to road allowance. The funds for this deposit will be collected by the Building Department as part of the building permit fee.
16. Prior to any construction activity, the Owner is responsible for obtaining the applicable permits/licences and providing securities and must be advised to contact the Right-Of-Way Management Section at (416) 396-7505 regarding the site-specific permit/licence requirements and associated securities and obligations.
17. Other permits/licenses associated with construction activities (such as hoarding, piling, shoring, etc.) may also be required.
18. The Owner is advised to contact Mr. John House, Property Records Supervisor, at 416-392-8338 to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see <http://www.toronto.ca/mapping/numbers/index.htm> for details.
19. The municipal addresses will be required for the purpose of setting up the water account with the City of Toronto when application is made for the proposed sewer and or/water service connection (as applicable).
20. The Owner is advised to contact Mr. Kerry Ferguson, Titles and Status Supervisor, at 416-392-7757 to initiate the street naming process. The Owner will be required to follow the City of Toronto's Street Naming Policy which can be found at http://www.toronto.ca/mapping/street_naming/index.htm.
21. It should be noted that all public streets, private access roads and private walkways should be named in order to facilitate access to the units fronting these streets, roads and walkways.

22. Bell Canada requires one or more conduits or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.
23. Based on the information provided, the City of Toronto does not provide service to large nonresidential, industrial, commercial and institutional developments. Therefore, this development is ineligible for City of Toronto waste collection services and as such all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Proper loading/storage facilities located on private property are required and must meet all applicable by-laws and legislation including Chapter 841 of the Municipal Code.
24. The Tree Inventory and Management Plan indicates that there are 448 trees located within the site, of which 167 trees are protected private trees having diameter of 30 cm or greater. Urban Forestry requires a revised Tree Inventory and Management Plan illustrating the proposed Site Plan or Draft Plan of Subdivision and how the trees may be impacted. The revised plan must also include all existing trees located surrounding the site and any proposed work that may have an impact to these trees.
25. Where it is not possible to adequately protect or retain City or private trees that qualify for protection under the City of Toronto's Street Tree By-law and Private Tree By-law, it will be necessary for the Owner to submit an Application to Injure or Destroy Trees and applicable fees requesting permission to injure or destroy the trees to Urban Forestry for review and approval.
26. The Owner is advised that submission of an application does not guarantee that a permit will be issued. Once a completed application is received, a notice of application may be posted at the property for a period of 14 days for removal of or injury to healthy trees, followed by consultation with the local Councillor on the proposed application. This provides the community with an opportunity to submit comments on the application. Any written objections received from the community may require Urban Forestry to report to Community Council for the application to be considered further.
27. Rogers Communications Canada Inc. (RCCI) has aerial & buried cable plant facilities on the proposed location(s), partly in joint use with Bell. 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.

28. TELUS has cable in Bell's leased ducts and vaults, close to the proposed route or area, along the south side of Rexdale Boulevard Please refer to Bell's approval. Contact TELUS for more information as required.
29. TELUS standards call for a minimum clearance as follows:
 - a. Open cut method of construction: maintain a minimum clearance of 600 mm horizontally on either side of our facility and a minimum clearance of 300 mm vertically below our facility, especially at crossings.
 - b. Directional bore method of construction: maintain a minimum clearance of 1000 mm horizontally on either side of our facility and a minimum clearance of 600 mm vertically below our facility at crossings.
 - c. TELUS facilities shall be exposed prior to crossing