



REPORT FOR ACTION

721 Eastern Ave – Official Plan Amendment, Zoning Amendment, and Subdivision Applications – Final Report

Date: June 25, 2018

To: Planning and Growth Management Committee

From: Chief Planner & Executive Director, City Planning

Wards: Ward 30 – Toronto-Danforth

SUMMARY

This application for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision has been proposed for the former Canada Metals site in order to redevelop the site for the General Motors (GM) Mobility Campus including office, research and development, ancillary retail, and an auto dealership. A new public street is also proposed to connect Eastern Avenue to Lake Shore Boulevard East through the site (See Attachment 1).

The proposed development would be developed in three blocks (Block A, Block B, and Block C). Block C would house the GM Mobility Campus and auto dealership located on the south portion of the site. Block A and Block B, immediately north of Block C, would be developed for offices fronting Eastern Avenue. The GM Mobility Campus and the office blocks would be separated by a private driveway, and would provide access to all blocks. A "pedestrian plaza" is proposed on Block D. A three metre road widening (Block G) is provided along Eastern Avenue (See Attachment 2).

The Draft Plan of Subdivision proposes to establish a new 20 metre public road extending from the southerly limit of Rushbrooke Avenue at Eastern Avenue to Lake Shore Boulevard East.

The Toronto GM Mobility Campus is proposed to include:

- Cadillac Canada National Sales and Marketing Headquarters;
- GM Canada Regional Sales Offices;
- Maven™ Canada offices and facilities;
- Urban Mobility Research & Development, (e.g. first mile/last mile solutions and autonomous vehicle systems);

- Chevrolet Buick GMC and Cadillac dealership and service space; and
- Improved landscape and public realm plan.

The applicant has made modifications to the block structure and other design revisions since the initial submission to address comments from City staff and stakeholders' concerns. The development is carefully massed providing a transition to the low-scale neighbourhood to the north of Eastern Avenue. The proposed landscape plan will provide a positive contribution to the neighbourhood through the addition of newly designed public space within the Lake Shore Boulevard greenway, and pedestrian and cycling connections through the proposed new public road.

While the development of Block C includes the GM Mobility Campus, the application would also permit the renovation and adaptive reuse of the former Hoyt Metal Office (Building 'A' Attachment 3) to allow for the establishment of a non-profit, creative industries, entrepreneurial, or incubator space. In addition, City staff will continue to work with the owner on the remaining portions of the site (Block A and Block B) through a future Site Plan Approval process.

This report reviews and recommends approval of the Official Plan and Zoning By-law Amendment to permit the proposed development, subject to the conditions outlined in this report. This report also advises Council that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council amend the Official Plan, for the lands at 721 Eastern Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No.9 to the report (June 25, 2018) from the Chief Planner & Executive Director, City Planning.
2. City Council amend Zoning By-law No. 438-86, for the lands at 721 Eastern Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No.10 to the report (June 25, 2018) from the Chief Planner & Executive Director, City Planning.
3. City Council amend City of Toronto Zoning By-law 569-2013, for the lands at 721 Eastern Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No.11 to the report (June 25, 2018) from the Chief Planner & Executive Director, City Planning.
4. City Council amend By-law 344-2008 to permanently open a portion of the boulevard on the north side of the Lake Shore Boulevard East right-of-way in order to permit the connection to the new public street as proposed in the

development application and as generally shown on Attachment 1, and to authorize the introduction of a Bill to Council once the site specific amendments to Zoning By-law 438-86 and Zoning By-law 569-2013 for 721 Eastern Avenue are in-force and the Subdivision has received draft plan approval to enact the change upon receipt of a Reference Plan identifying the above modification to the satisfaction of the General Manager, Transportation Services.

5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendments as may be required.
6. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:
 - a) Provide a revised Hydrological Review Summary Form and Servicing Report Groundwater Summary Form to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
 - b) Provide a revised functional servicing and stormwater management report to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
 - c) 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 and the remainder of the site including any appurtenant rights-of-way to the Chief Engineer and Executive Director, Engineering & Construction Services, for review and approval, prior to depositing in the Land Registry Office.
 - d) Provide revised drawings and/or documentation showing a turning radius for fire access routes with a centreline radius of not less than 12 metres, clearly showing the roadway centreline radius of the proposed public right-of-way and on Site Plan Drawing A101.R.
7. Before introducing the necessary Bills to City Council for enactment of 1 above, City Council forward the adopted Official Plan Amendment to the Ministry of Municipal Affairs and Natural Resources and Forestry in accordance with the Protocol regarding the approval of proposed land use policy amendments within the Lower Don Special Policy Area.
8. City Council approve the installation of traffic control signals at the applicant's expense at the intersection of Eastern Avenue and Rushbrooke Avenue, to the satisfaction of the General Manager, Transportation Services.
9. City Council request the Director, Transportation Services, Toronto and East York District in consultation with the Director of Community Planning, Toronto and East York District, to continue to work with the traffic working group for 629,

633 and 675 Eastern Avenue on addressing any traffic infiltration issues in the neighbourhood immediately north of the subject property and to bring forward any recommendations to Toronto and East York Community Council as required.

10. City Council require the owner of 721 Eastern Avenue to enter into and/or register an Agreement pursuant to Section 37 of the Planning Act, together with satisfactory provisions in the amending by-laws, to secure the items described generally below and to be described in more detail in a Supplementary Report, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor and at the owner's expense, before introducing the necessary Bills to City Council for enactment of Recommendations 2, 3, and 4 above:
 - a) Enter into an agreement for a long-term lease with the City of Toronto or its appointed delegate, with the approval of the General Manager, Economic Development and Culture, for a minimum of 1,300 square metres (14,000 square feet) of space in Building 'A', as identified on Attachment 3 to this report for creative industries and entrepreneurship uses and may include design, fashion incubators, technology start-up space, digital and screen-based organizations, music and sound recording, and other appropriate creative industry uses.
 - b) A cash contribution towards the fit out construction costs related to 10(a) above.
 - c) The design, construction and maintenance of landscape and public realm improvements on the Lake Shore Boulevard East right-of-way, according to the approved plans, the timing of and design of which shall be to the satisfaction of the Chief Planner and Executive Director, City Planning.
 - d) In the event the cash contribution referred to in 10(b) above has not been used for the intended purpose within five (5) years of this By-law coming into full force and effect, the contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
 - e) The payments required in 10(b) above, shall increase in accordance with the increase in the Non-Residential Construction Price Index for the Toronto CMA, reported by Statistics Canada in Construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 Agreement or, if the site specific by-laws for the project are appealed to the Local Planning Appeal Tribunal, from the date of the Tribunal order approving the by-laws, to the date of submission of the funds by the owner to the City.

11. The following matters be secured in the Section 37 Agreement as a legal convenience to support development, at the owner's expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor:
- a) Prior to Site Plan Approval for Block A, or the issuance of any building permit related to Block A, not including a building permit related to any other Block that may include site preparation, excavation, demolition or alteration of the rear portion of Building B to make possible construction of Block C (See Attachment 3), the owner shall:
 - i. enter into a Heritage Easement Agreement for Building A and Building B at 721 Eastern Avenue, as identified on Attachment 3: Existing Buildings, and shall not object to the designation of 721 Eastern Avenue (Building A and Building B) under Part IV of the Ontario Heritage Act.
 - ii. provide a Conservation Plan for 721 Eastern Avenue, prepared by a qualified heritage consultant, to the satisfaction of the Senior Manager, Heritage Preservation Services.
 - iii. provide an Interpretation Plan for 721 Eastern Avenue, to the satisfaction of the Senior Manager, Heritage Preservation Services, and the Director, Urban Design.
 - iv. provide a Heritage Lighting Plan that describes how the heritage properties will be sensitively illuminated to enhance their heritage character, and thereafter shall implement such Plan to the satisfaction of the Senior Manager, Heritage Preservation Services, and the Director, Urban Design.
 - v. provide a detailed Landscape Plan for the subject property satisfactory to the Senior Manager, Heritage Preservation Services, and the Director, Urban Design.
 - b) Prior to the issuance of any building permit related to the alteration of the rear portion of Building B to make possible construction of Block C, provide a memorandum, prepared by a qualified heritage consultant, detailing the careful removal of existing building components and protection of the remaining structure during construction.
 - c) Provide all transportation, streetscape, intersection and public realm improvements linked to the development proposal, including letters of credit to secure works.
 - d) Prior to the first above grade building permit pay for and construct any improvements to the municipal infrastructure in connection with the site

servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development.

- e) Prior to the first above grade building permit, satisfy the Parkland dedication in accordance with Section 42 of the Planning Act through cash-in-lieu, to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR), and the City Solicitor.
- f) Prior to final Site Plan Approval of any development beyond the adaptive reuse and/or fitting out and renovation of Building A, the owner shall submit a plan detailing improvements to the public realm to be implemented in support of the development, which will include but not be limited to, details regarding hard and soft landscaping, paving and curb details, lighting, sidewalk treatment, outdoor seating, planting, cycling facilities, and Toronto Transit bus shelters.
- g) Prior to the issuance of the first above grade building permit, the owner shall provide an indexed letter of credit in the amount of the cost of all associated public realm works as described in Recommendation (c) above.
- h) Prior to the issuance of the first above grade building permit, not including a building permit related to site preparation, excavation, demolition, or alteration of existing buildings or construction of roads, the owner shall, build and convey a public street between Lakeshore Boulevard East and Eastern Avenue, according to approved plans, including intersection improvements and any identified new signals and pedestrian/cycling infrastructure to the City's applicable standards for public roads, the precise location and specifications of which are to be secured in conjunction with site plan approval for the first phase of the development to the satisfaction of the General Manager, Transportation Services.
- i) Prior to the issuance of the first above grade building permit the owner shall convey the required road widening along Eastern Avenue to the City.
- j) The owner shall agree to dedicate all roads, road widening and corner roundings as shown on the submitted plans to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
- k) The owner shall pay for all costs associated with the design, installation and future maintenance of traffic control signals, stop signs, and other streetscape infrastructure at the intersection of Rushbrooke Avenue and Eastern Avenue and the intersection of Rushbrooke Avenue and Lake Shore Boulevard East.

- l) Prior to the issuance of a building permit related to any excavation and shoring work, the owner will submit a Construction Management Plan and Traffic Mitigation Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Building Official and Executive Director, Toronto Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the plan during the course of construction. The Construction Management Plan will include, and may be expanded, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services, and the Ward Councillor:
 - i. details regarding size and location of construction staging areas;
 - ii. dates and significant concrete pouring activities;
 - iii. parking strategies that deal with providing on-or off-site parking for existing uses;
 - iv. mitigation strategies to reduce the impact on adjacent residents including negative effects of safety lighting, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary; and
 - v. communication strategy with the surrounding community.
 - m) The owner shall submit any applications required to remove or injure trees (both City and private) to the satisfaction of the General Manager, Parks, Forestry and Recreation.
 - n) The owner shall be financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
 - o) Prior to Site Plan Approval the applicant agrees to withdraw all appeals to By-law 569-2013 as well as any objections to OPA 231 respecting 721 Eastern Avenue.
12. City Council authorize the appropriate City Officials to take such actions as are necessary to implement the foregoing, including the execution of the Section 37 agreement.
 13. City Council is advised that in accordance with the delegated approval under By-law 229-2000, as amended, the Chief Planner and Executive Director, City

Planning intends to approve the Draft Plan of Subdivision as generally illustrated on Attachment 12, subject to:

- a) the conditions as generally listed in Attachment 12, which except as otherwise noted, must be fulfilled prior to final approval and the release of the Plan of Subdivision for registration; and
- b) any such revisions to the proposed Plan of Subdivision or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development; and
- c) draft plan approval not being issued until the necessary Bill(s) are in full force and effect.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

Pre-Application Consultation

Pre-application consultation meetings were held with the applicant to discuss complete application submission requirements and potential development concepts on May 5, 2016, August 16, 2016, October 3, 2016, and November 29, 2016.

DECISION HISTORY

A Preliminary Report was considered by Planning and Growth Management Committee on September 7, 2017. This report dated August 17, 2017 noted several technical issues to be resolved before the Division could report out with a final recommendation. Some of these issues included the mix of uses, built form and heritage, neighbourhood impacts, transportation implications, and the timing and phasing of development. A copy of this report can be found at:

<https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-106150.pdf>

In addition to adopting the recommendations in the report, the Committee recommended:

"1. The Acting Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services be requested to:

- a) comprehensively review transportation impacts of the proposed development at 721 Eastern Avenue taking into consideration the transportation requests from the previously approved development at 629, 633, and 675 Eastern Avenue and transportation impacts associated with the current applications at 459 and 462 Eastern Avenue and the Unilever Precinct application;

- b) include cycling opportunities and pedestrian and transit improvements and school safety zones in the review;
- c) engage the traffic working group for 629, 633 and 675 Eastern Avenue on issues associated with traffic mitigation and traffic management as well as Bruce and Morse School; and
- d) engage a facilitator to assist with public engagement."

ISSUE BACKGROUND

Proposal

Applications for Draft Plan of Subdivision and Zoning By-law Amendment were submitted by the applicant on March 31, 2017. Subsequent Official Plan Amendment and Site Plan applications were submitted on November 7, 2017 and November 30 2017, respectively.

The major elements of the application remain as outlined in the Preliminary Report dated August 17, 2017. The applicant proposes to redevelop the site with predominantly office, research and development uses. A mix of other employment uses including storage, auto dealership/sales and accessory retail are also proposed. The proposal includes retention of some of the existing buildings for adaptive reuse, including the original Hoyt Metal Office building. A number of existing buildings are proposed to be demolished.

Original Proposal

The initial proposal included a similar height and density as the revised proposal with up to 82,000 m² of diverse employment space for up to 3,000 new jobs across three development blocks.

The applicant has proposed the development to occur in phases, prioritizing development of the General Motors Mobility Campus. The original proposal did not identify retention of any of existing buildings.

The original proposal included a new public street to connect Lake Shore Boulevard East with Eastern Avenue as an extension of Berkshire Avenue. The original concept plan introduced a network of private and internal driveways with very little pedestrian access or entryways along public street frontages. The original planting plan also included the removal of many City-owned trees within the Lake Shore Boulevard East right-of-way.

Revised Proposal

The revised site plan (Attachment 1) is for three primary development blocks (Attachment 2). Block C will house the GM Mobility Campus and will include up to 26,300 m² of gross floor area consisting of a 5-storey multi-functional building with research and development, office, auto dealership, showroom, and storage space.

A proposed plan of subdivision sets out development blocks and a new public street within the subject site.

Blocks A and B are proposed to be developed with up to 38,505 m² of office uses supported by 9,626 m² of employee-serving retail space. Both blocks include a maximum height of 18.0 metres (4 storeys) along Eastern Avenue and up to 44 metres (10 storeys) for the portion of the building more than 36 metres from the front property line. Both buildings fit within a 45 degree angular plane applied from the edge of the designated *Neighbourhood Area* to the north.

Block A will be subject to future heritage analysis and study to determine appropriate design and preservation details that may impact retained heritage resources. The future development of Block A will incorporate adaptive reuse of the former Hoyt Metal Office building (Building A) for establishment of a non-profit, creative industry, entrepreneurial, or incubator uses. In addition, one 10-storey office building with retail at grade is proposed.

The proposal also includes a new public street between Eastern Avenue and Lake Shore Boulevard East and a three metre road widening along Eastern Avenue.

Site Plan Approval is also being sought exclusively for the GM Mobility Campus (Block C), the open space (Block D), and the proposed public road and road widening along Eastern Avenue. Detailed design and development related to Blocks A and B will be determined through a future Site Plan Approval process. The draft Official Plan and Zoning By-law Amendment applications include specific uses, setbacks, height and built form provisions to ensure the orderly development of the site.

The breakdown of floor area for each of the proposed uses is highlighted in Table 1 below:

Table 1: Proposed Uses

Proposed Uses	Site 1 (Block C)	Site 2 (Block A)	Site 3 (Block B)	Open Space (Blocks D)
Office, Research and Development	4,424 m ²	13,728 m ²	24,717 m ²	-
Dealership	3,989 m ²	-	-	-
Automobile Service Areas	2,828 m ²	-	-	-
Research and Development Workshop	225 m ²	-	-	-
Storage and Parking	14,798 m ²	-	-	-
Open Space	-	-	-	1,365 m ²
Creative Industry/Non-profit/Incubator Space	-	1,300 m ²	-	-

Accessory Retail	193 m ²	3,757 m ²	6,179 m ²	-
<i>Total</i>	26,266 m²	18,785 m²	30,896 m²	-

Site and Surrounding Area

The site is municipally referred to as 721 Eastern Avenue and is within the South of Eastern area. The site is located on the south side of Eastern Avenue midway between Larchmount Avenue and Rushbrooke Avenue and is approximately 2.8 hectares (7 acres) and has 170 metres of frontage along Eastern Avenue. The southern property line has approximately 188 metres of frontage and abuts a linear open space designated as *Parks* in the Toronto Official Plan and under the jurisdiction of the City's Transportation Services Division. Within this open space is the Lower Don Recreation Trail. There is no vehicular access from the subject site across the trail to Lake Shore Boulevard East. (See Attachment 1 Site Plan)

In its current condition, a significant portion of the site is hard surfaced and is occupied by 9 two-storey buildings with a total gross floor area of 14,000 m². The outdoor area includes asphalt driveways and a paved parking lot with very little landscaping and few trees. Canada Metals Limited operated a metal processing facility from the 1930s until about 2001 on the site. The subject site was developed as a series of interconnected administration, office, and factory buildings and spaces fronting along Eastern Avenue. A separate 1-storey warehouse structure is located in the southeast corner of the site. The site has evolved over time with the first buildings being constructed in 1925-1926, with various additions in 1929, 1930-40s, 1967, and 2001.

The entire site was previously leased to Cinespace Film Studios, with other film-related subtenants. The applicant has indicated that Cinespace Film Studios intends to relocate its east Toronto operations to City-owned property in the Port Lands.

Surrounding Area

South of Eastern has historically served Toronto as the location of heavy industry and manufacturing employment and many residents of the nearby neighbourhoods found employment in the area. Nearly all of the heavy industries have closed, with the Unilever manufacturing plant at 21 Don Valley Parkway being the last one to close in 2008.

Today, except for a small cluster of low scale houses, South of Eastern is the location of a number of publicly-owned employment uses including City and school board maintenance yards, Canada Post, and utility infrastructure (Enbridge Gas). Film, media, and entertainment sectors are also prominent in the area with numerous office, post-production, and recording studios. Other uses also include auto dealerships.

The subject site is adjacent to a recently approved development application for the properties at 629, 633 and 675 Eastern Avenue, which includes film studio, office, hotel, and retail uses.

Land uses surrounding the site are as follows:

- North:** Low-scale residential development in house-form buildings. An elementary school is located half a block north, along the eastern side of Larchmount Avenue.
- South:** Immediately south of the site is a linear open space designated as *Parks* in the Toronto Official Plan, which includes the Lower Don Recreation Trail and the East Gardiner pillars public art installation. Further south is the Port Lands including retail development at Leslie Street and Lake Shore Boulevard East.
- East:** Lands to the east of the site accommodate several commercial and retail buildings including a grocery store, drive-through restaurant, and an office building.
- West:** The area immediately west of the site is occupied by vacant lands, a film studio, and associated office uses.

Planning Act, Provincial Policy Statement and Growth Plan

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the conservation of features of significant architectural, cultural and historical interest; the adequate provision of employment opportunities; and the appropriate location of growth and development.

Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") 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 impacts 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth 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.

The Growth Plan builds upon the policy foundation provided by the PPS 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.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan. The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan.

Until OPA 231 is brought into full force and effect for the subject site, it remains an Employment District as identified on Map 2 in the Urban Structure Map. The primary Official Plan land use designation for the site is *Employment Areas*, with a designated *Parks* area adjacent to the southern edge of the site abutting Lake Shore Boulevard East, as shown on the Land Use Plan Map 21. (See Attachment 7)

Policy 4.6.1 of the Official Plan states that *Employment Areas* are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail uses ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

Policy 4.6.3 of the Official Plan permits large scale, stand-alone retail stores in *Employment Areas* only through enactment of a zoning by-law and subject to a number of tests respecting location, transportation and economic impact. City Council and the City Planning Division have taken strong positions in the past to appropriately implement these and other Official Plan policies respecting employment lands, including opposition to large-scale retail proposals. In the South of Eastern Area, there was a lengthy 2009 Ontario Municipal Board (OMB) hearing and decision which refused a controversial retail development proposal for the lands at 629, 633 and 675 Eastern Avenue. The same OMB decision refused a City-initiated secondary plan for South of Eastern Area.

Municipal Comprehensive Review

In December 2013, City Council adopted a report on draft Official Plan policies and designations for employment, prepared as part of the five-year Official Plan and Municipal Comprehensive Reviews (MCR). The MCR was completed, resulting in Official Plan Amendment No. 231 (OPA 231). OPA 231 designates the 721 Eastern Avenue as *Core Employment*. (See Attachment 4)

At the same meeting, City Council accepted an information report from the General Manager, Economic Development and Culture and the Chief Planner regarding the economic value of the City's employment lands. The report noted that in addition to containing almost 25% of the City's jobs, employment lands also create about 28% of the City's estimated 2012 GDP of \$151 billion and contribute upwards of 12% of all property taxes paid. The report also noted that the City's designated employment lands are critical to maintaining a diversity of employment opportunities for Toronto residents and are the only viable home for many businesses and industries that by the nature of their operations require separation from residential and other sensitive uses.

Council's decision may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

On July 9, 2014 the Ministry of Municipal Affairs (MMA) approved, with some modifications, the majority of OPA 231; however, the Minister's Decision was appealed by a number of parties to the Ontario Municipal Board (OMB). Although the MMA approved the Precinct's underlying OPA 231 designations, the Minister's decision was withheld for any site specific policies and employment land conversion designation changes applying to lands located within the flood plain of the Lower Don Special Policy Area (SPA), of which 721 Eastern Avenue is a part.

The Minister's Decision for OPA 231 may be viewed here: <http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/SIPA/Files/pdf/O/ministers%20decision%20on%20opa%20231.pdf>

The owners of 721 Eastern Avenue are parties to the appeals. Since March 2015, the Board has held a total of 10 Pre-Hearing Conferences (PHCs), 3 motion hearings, 11 days of mediation and 3 hearing days. The Board has also reserved 27 hearing days between April and July 2018.

In December 2016 the Board issued an Order that brought into force the Core Employment Areas and General Employment Areas designations, except for sites subject to appeals, including 721 Eastern Avenue. At the time, permissions regarding ice arenas, recreation and entertainment, cultural, parks, hotels and fitness centres in Employment Areas remained contested. Appeals were also filed regarding the inclusion of places of worship, daycares and educational facilities as permitted uses within Employment Areas.

The Board's records on the OPA 231 appeal may be viewed at: <https://www.omb.gov.on.ca/ecs/CaseDetail.aspx?n=PL140860>

Lands designated as *Core Employment Areas* are reserved as places for business and economic activities: manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture.

Secondary uses permitted in *Core Employment Areas* are those which directly support businesses and workers, including: hotels, parks, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted.

Chapter 3 – Heritage Conservation

The City of Toronto's Official Plan contains a number of policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. These Official Plan policies remain applicable within the Study Area.

Stressing the role that heritage conservation plays in city-building, Section 3.1.5 of the Official Plan states that, "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City."

In particular, Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and further, Policy 3.1.5.6 encourages the adaptive re-use of heritage properties. Additionally, Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impact on it. Further, Policy 3.1.5.27 discourages the retention of façades alone and encourages conservation of whole or substantial portions of buildings.

Natural Environment (3.4 of the Toronto Official Plan) and Special Policy Areas (2.68 of the Official Plan for the former City of Toronto)

Official Plan Natural Environment policies set out best practices for new development related to environmental efficiencies, hazards, and ecosystem health. The entire site is within the Lower Don River flood plain and is identified as a Special Policy Area (SPA). Under the 2014 PPS, SPAs are defined as areas within a community that have historically existed within a floodplain and where policies approved by the Province are intended to provide for its continued viability. These policies are currently found within the Official Plan for the former City of Toronto, which, in addition to other relevant policies and requirements, only permits development that conform to in-force Official Plan policies, provided it is flood protected to at least the 1:350 year flood level. Additionally, no building or structure will be subject to a risk of flooding in excess of 25 percent over an assumed life of 100 years.

Among other relevant policies in evaluating the proposal are policies related to Public Realm; Built Environment; Heritage; Parks and Open Space; Public Realm, and Transportation.

South of Eastern Strategic Direction

In January 2012, Planning and Growth Management Committee requested the Chief Planner and Executive Director, City Planning Division, to consider developing a planning framework for the South of Eastern Employment District. In response to this request, staff from the City Planning Division, and the Economic Development and Culture Division, are undertaking background studies for a three-pronged planning framework.

The South of Eastern Strategic Direction addresses the area's economic potential and the resulting transportation, servicing needs, and urban design implications. The planning studies are being coordinated with planning work as part of the Port Lands Acceleration Initiative, particularly with respect to the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP).

The South of Eastern Strategic Direction Background Study report with appendices can be viewed at www.toronto.ca/southofeastern.

Key findings have been organized under the economic development, transportation, and urban design as follows:

Economic Development

- a. *Strategic Economic Development*
Encourage as much new office, creative industries and supportive retail as can be accommodated given transportation access/capacity.
- b. *Adaptive Re-use of Buildings*
Recognize the building assets within South of Eastern and introduce new uses. Allow for adaptive re-use of buildings to facilitate affordable and sustainable development.

Transportation

- c. *Transit to Support Employment Use*
Investment in higher order transit allows for greater intensity of employment development. Allow for redevelopment in keeping with the level of transit service.
- d. *Bike Network*
Implement a cycling network that reflects the role of Eastern Avenue as a major east-west connection to the heart of Downtown, and cycling infrastructure that connects key origins, destinations and transit access.

Urban Design

- e. *A Series of Green Spaces*
Enhance existing and develop new green spaces to provide amenity for the people that work, visit and live in the South of Eastern area.
- f. *Animated, Pedestrian-friendly Streets*
Plan and design an attractive public realm that connects and provides continuous access to buildings, streets, parks, and transit.
- g. *Built Form Parameters*
Provide guidelines to encourage active building frontages, appropriate setbacks, massing and transition between buildings and adjacent sites.
- h. *Branding, Public Art, Wayfinding and Signage*
Implement an integrated branding, public art, and a wayfinding and signage program that identifies the South of Eastern area.

The South of Eastern Strategic Direction Background Study including implementation recommendations were considered as part of the review of the development application.

Zoning

Zoning By-law 438-86 of the former City of Toronto designates the site as Industrial (I2 D5). This zoning permits a wide range of industrial and other non-residential uses within buildings developed to a maximum density of 5.0 times the lot area. The maximum height limit on the site is 18.0 metres for the portion of the property within 36.6 metres from the south side of Eastern Avenue; further south than 36.6 metres from Eastern Avenue there is no height limit. (See Attachment 6)

City of Toronto Zoning By-law 569-2013 was enacted on May 9, 2013 and has been appealed to the Ontario Municipal Board. Moreover, the previous land owner of 721 Eastern Avenue appealed Zoning By-law 569-2013 (OMB ID 258) as it applied to their properties at 721 Eastern Avenue, 30 Booth Avenue, and 777 Kipling Avenue. The appeal relates to the permitted uses, maximum FSI, height, open storage, and that the By-law failed to carry forward the permissive exception 12(1)307, among others. Accordingly, By-law 569-2013 is not currently in force and effect until it is ultimately approved by the OMB and the site specific appeal is resolved.

By-law 569-2013 designates the subject site as Employment Industrial (E5.0 x 314). This zoning permits a wide range of industrial and other non-residential uses within buildings developed to a maximum density of 5.0 times the area of the lot. The By-law permits an 18.0 metre height limit along the Eastern Avenue frontage. The south portion of the subject site has a 20 metre maximum height limit for office buildings and no height limit for other permitted uses, similar to By-law 438-86.

Site Plan Control

A Site Plan Approval application was concurrently submitted for the first phase of development of the site including the GM Mobility Campus (Block C); the open space (Block D); and, the new public road and road widening along Eastern Avenue.

Draft Plan of Subdivision

Section 51 of the *Planning Act* requires that lands to be conveyed to the City be described within a registered plan of subdivision. Prior to registration, and in considering a draft plan of subdivision, the City is required to have regard for, among other matters, safety, convenience, accessibility for persons with disabilities, dimensions and shapes of lots, and the adequacy of utilities and municipal services. The City may also impose conditions of approval to the plan of subdivision, including, but not limited to the requirement to dedicate lands for public uses, at no cost to the City.

Draft Plan Approval is delegated, by By-law 229-2000, to the Chief Planner and Executive Director, City Planning Division. A Draft Plan of Subdivision has been submitted concurrently with the Official Plan and Zoning By-law Amendment applications for the subject site.

By-law 344-2008

As indicated above, the site abuts an area designated *Parks* in the Official Plan along its southern boundary. This linear open space includes a continuous sidewalk, multiuse trail, and the pillars of the dismantled portion of the Gardiner Expressway, which are public art features. In order to maintain the continuous connection of this linear open space, By-Law 344-2008 was enacted to permanently close a portion of the north boulevard of Lake Shore Boulevard East to vehicular traffic between Coxwell Avenue and the Don Valley Parkway. As a result, a City Council decision is required to amend By-Law 344-2008 in order to permit the proposed street connection as proposed in the development application.

The proposed Rushbrooke Avenue extension includes a 20 metre right-of-way with one travel lane, separated bike lanes in both directions, sidewalks on both sides and planting strip, as well as other streetscape and pedestrian features.

Design Review Panel

The original proposal was presented to Toronto's Design Review Panel (DRP) on November 2, 2017, followed by a revised proposal presented to the DRP on April 17, 2018. Staff, the applicant, and members of the community attended both meetings. City Planning has considered comments from the DRP in their review of the application. The Panel was very supportive of the architectural response and for the project as an opportunity for exceptional design and employment on site. Key DRP comments and concerns include the following:

Original Proposal

- Providing a broader landscape identity and how the overall design will contribute to the surrounding public realm;
- Activating the proposed Rushbrooke Avenue frontages with building entrances and landscaping;
- Connecting west to the Studio Centres site to provide seamless connectivity;
- Amount of asphalt and the location and design of the internal driveway along the south façade and the desire for more spaces for pedestrians and less driveway;
- Need to appropriately design all street frontages with active and accessible pedestrian entrances that engages the public;
- Better integration of pedestrian and cycling connections through the site and across the proposed public road;
- Potential to incorporate the industrial heritage of the site through adaptively reusing the Canada Metals office building at the north-west corner of the site; and

- The great opportunity the project can provide in incorporating sustainable design, mobility and innovation to reinvent itself and move beyond the idea of a car dealership.

The complete minutes of the November 2, 2017 DRP meeting are available here:

<https://www.toronto.ca/wp-content/uploads/2017/12/9655-UrbanDesign-DesignReviewPanel-MtgMinutes-02Nov2017.pdf>

Revised Proposal

The revised proposal was presented to the DRP on April 17, 2018. The applicant presented revisions to the landscape plan, road location, site circulation plan, proposed POPS, and modifications to the ground floor plan with more active uses at grade.

Key DRP comments and concerns include the following:

- The scale and architectural fit was working well;
- Lack of information on the cultural heritage value of the existing buildings;
- Potential to look for ways to maintain and incorporate heritage onsite;
- Preservation of heritage buildings needed further study;
- General acceptance of vehicular circulation but turning radius's should be reduced;
- Potential to close the Mosley Street and Eastern Avenue connection to cars;
- General support for the Rushbrooke Avenue connection with further development of pedestrian safety features;
- More detail required for 'innovation plaza' design;
- More work on how the multiuse path and sidewalk would work towards ensuring pedestrian safety within the Lower Don Recreation Trail;
- A desire for a more ambitious approach to site programming, innovation, and sustainability.

Reasons for Application

Auto dealerships that are accessory to the primary employment use are permitted in the current in force *Employment Areas* policies of Section 4.6 of the Official Plan and no amendment to the in-force Official Plan is required. Once OPA 231 comes into full force and effect for the subject lands, auto dealerships will not be permitted under the site's Council adopted and provincially approved *Core Employment Areas* land use

designation. In order to ensure the proposed development would conform to OPA 231 when it is in full force and to ensure the proportion and mix of uses on site, an Official Plan Amendment (OPA) application was recommended by City Planning staff and subsequently submitted by the applicant for a site and area specific policy (SASP) to allow the continued use of the current auto dealership permission.

A rezoning application is required to regulate uses, height controls, and other general standards. In addition, portions of the development exceed the 20.0 metre height limit for office uses.

Community Consultation

On May 16, 2017, City Planning staff facilitated an open house related to the Unilever Precinct Plan and other City initiatives and private development applications in the area where the applicant displayed drawings and answered preliminary questions about the proposal.

City Planning hosted a community consultation meeting on November 2, 2017 at Bruce Public School on Berkshire Avenue. As per Council direction, the notice area was expanded beyond the usual 120 metre area and 2,107 notices were mailed out. There were approximately 60 community members in attendance. Staff made a brief presentation outlining the agenda for the meeting and providing the planning framework for the site, and the applicant presented the proposal to the community. The presentations were followed by an open forum (Q&A) session. There was general support for the mix of office and research and development jobs proposed on the GM Mobility Campus site. However, there were a number of concerns raised including:

- Traffic infiltration on the local streets and impacts on Bruce Public School along Berkshire Avenue;
- The proposed public road connection at Lake Shore Boulevard East and pedestrian safety along the multi use trail;
- Pedestrian safety issues crossing Eastern Avenue;
- Retention of existing heritage buildings;
- Concerns with respect the comprehensive planning and phasing approach to development;
- Ensuring the mix of uses – the right mix of research and development jobs, office, dealership, retail and how can these support the employment function of the site;
- Aligning the outcomes of the concurrent Transportation Mitigation Management Plan study;
- Sufficient level of transit to service the development and the general area;

- Potential to enhance the urban design and landscape treatment along the Eastern Avenue frontage;
- Concerns about how pedestrian and cycling circulation would function and ensuring seamless connectivity;
- Parking and associated vehicle storage – whether there is sufficient parking on site to support the employment uses;
- Transition of built form from the residential character of the north side of Eastern Avenue to the development proposal on the south side;
- Excessive lighting impacts on the local residential areas; and
- A desire to see more green space as part of the proposal.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant provisions of provincial interest include, among other matters: Section 2(k) the adequate provision of employment opportunities; Section 2(l) the protection of the financial and economic well-being of the Province and its municipalities; and Section 2(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

The proposal for research and development, office, supportive retail and auto sales and showroom space maintains the mix and amount of employment uses as envisioned for *Employment Areas* in the Official Plan. This helps to ensure the adequate provision of employment opportunities as required by Section 2 of the *Planning Act*. In addition, the draft zoning by-law would control the distribution of employment uses and limit the amount of auto sales and retail uses to maintain its planned employment function.

The proposal has also been reviewed and evaluated against the Provincial Policy Statement (2014) (PPS) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Provincial Policy Statement (2014)

The proposal is consistent with the Provincial Policy Statement 2014 and conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The PPS and Growth Plan define employment areas as "areas designated in an official plan for clusters of businesses and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities."

Provincial Policy Statement policy 1.3.1 directs that "Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) ensuring the necessary infrastructure is provided to support current and projected needs".

The proposed development for the site complies with the above noted policy as it includes a variety of employment uses including the provision of approximately 43,347 m² (58%) of office and research and development space. The vehicle dealership portion would include 3,990 m² (5%) of the site with 9,626 m² (13%) of retail uses ancillary and complementary to the core office and other employment uses proposed for the site.

Provincial Policy Statement policy 1.5.1, among other matters, promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposed development includes a new public street connection between Eastern Avenue and Lake Shore Boulevard East, breaking up a large block, and thereby creating a more permeable urban site. The proposed street connection is designed with dedicated cycling lanes, pedestrian paths, and landscape features that would create an enhanced pedestrian environment. The proposed public street would also provide opportunities for access and improved connectivity to the Lower Don Recreation Trail along Lake Shore Boulevard East, and north to Queen Street East.

This application also complies with the policies of the PPS with respect to natural hazards. Policy 3.1.7 provides that development may be permitted in those portions of hazardous lands (which includes lands subject to flooding hazards) where the effect and risk to public safety are minor, could be mitigated, in accordance with provincial standards. TRCA staff are satisfied in principal with the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications. Outstanding issues related to floodproofing and grading can be addressed through the Site Plan Approval process and prior to the issuance of any TRCA permits under Ontario Regulation 166/06, with conditions.

The PPS requires that cultural heritage and archaeological resources (identified as key provincial interests) be conserved alongside the pursuit of other provincial interests, including public health and safety and efficient and resilient development. Ontario's long-term economic prosperity, environmental health, and social well-being are considered to be dependent on the protection of these (together with other) resources.

The PPS connects heritage conservation to economic development and prosperity. Policy 1.7.1 (d) states that encouraging a 'sense of place' through the promotion of well-designed built form, cultural planning and conserving features that help define character, including built heritage resources and cultural heritage resources, can support long term economic prosperity. Policy 1.7.1 (c) relates the maintenance and enhancement of downtowns and main streets to economic development. Both policy statements support urban heritage conservation and cultural planning, recognizing the economic value of built heritage resources in defining character and place-making.

Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." Policy 2.6.2 states "development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved." Policy 2.6.3 states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration on has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved."

Growth Plan for the Greater Golden Horseshoe (2017)

The proposed development also meets the policies of the Provincial Growth Plan. The Growth Plan requires that the City maintain an adequate supply of lands providing locations for a variety of appropriate employment uses. Adding office, with the auto dealership and ancillary retail uses to support the primary employment uses on-site further diversifies the economic base for the South of Eastern Employment area.

Section 2.2.1 Managing Growth of the Growth Plan requires municipalities to focus growth in areas which have significant planned higher order transit. Integrated planning to manage forecasted growth is to provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors.

The policies in Section 2.2.1.4 describe how applying the policies of the Plan will support the achievement of complete communities, including through access to transportation and open space choices, quality built form and the achievement of low carbon communities. The proposed development will be developed wholly for employment uses as concentrations of employment are important elements of complete communities. The site is surrounded by existing residential populations, and the proposed development will support a range of employment uses to support employment growth and amenities in the community.

The site will become an integral part of its context through new cycling and public realm connections and thus part of a complete community. The proposed development also conforms to the Growth Plan Policy 2.2.1.4 e). The Plan provides for the development of high quality built form; integration of existing buildings; and an attractive and vibrant public realm, including new open spaces and connections. The landscape plan for the site and public open spaces and connections proposed in the development provides for an enhanced and comfortable public realm, while the built form proposed is appropriately massed. Conditions developed as part of this report require that heritage preservation and design excellence be further advanced through detailed heritage study and analysis. Mitigation and adapting to climate change impacts, building resilience, reducing greenhouse gas emissions, and contributing towards the achievement of low carbon communities will be achieved in the development area through implementation of the Toronto Green Standard.

The proposed development conforms to Policy 2.2.2 of the Growth Plan that population growth will be accommodated by directing new growth to the built up areas of the community through intensification. The site is located in a built up area designated *Employment Areas* and appropriate for growth in the City's Official Plan, and is supported by major transit.

The proposed development conforms to Growth Plan policies on how economic development and competitiveness will be promoted within the Greater Golden Horseshoe. With respect to planning for employment, Section 2.2.5 of the Growth Plan and Policy 2.2.5.1 directs planning authorities to make efficient use of existing employment areas and vacant and underutilized employment lands. The proposed mix of employment uses including office, research and development, and retail is within walking distance of existing or planned frequent transit service. Planning for employment is generally directed to support the development of active transportation networks and transit-supportive built form. Retail and other supportive uses and amenities are included to make more efficient use of land, supporting more active and walkable communities.

Section 4.2.7 of the Growth Plan requires that cultural heritage resources be conserved to foster a sense of place and benefit communities, particularly in strategic growth areas. As discussed previously in this report, Heritage Preservation Services (HPS) is undertaking a cultural heritage evaluation of the site and will provide a report for Council's consideration in 2019, which recommends designating Buildings A and B under the under Part IV of the Ontario Heritage Act as well as inclusion on the City's Heritage Register. The proposed development conforms with this direction. The development includes the integration of Building A and Building B into the development, supporting the conservation of heritage resources and an enhanced sense of place.

The proposed development conforms to the Growth Plan and the PPS. The proposed development intensifies and adds a 'piece to the puzzle', helping to expand employment growth, enhance active transportation, and conserve heritage resources with South of Eastern.

Official Plan Policy

This application has been reviewed against the policies as described in the Issue Background Section of this report as well as the policies of the Toronto Official Plan as a whole. The proposed development complies with the policies of the Official Plan that are in-force and effect for the site.

In-force Official Plan Policies - Employment Districts

As OPA 231 is not yet in effect for the subject lands, the site currently remains within an *Employment District* identified on the Urban Structure Map (Map 2) of the Official Plan. *Employment Districts* are large districts comprised exclusively of lands where the Employment Areas land use designation applies. The Official Plan also provides criteria to review development proposed within *Employment Districts* (Section 2.2.4). The objective of these criteria is to ensure that developments contribute to: the creation of competitive, attractive, highly-functional areas by supporting the economic function of the *Employment Areas* and the amenity of adjacent areas; providing adequate parking and loading on-site; providing landscaping to create attractive streetscapes and screening of parking, loading and service areas; and sharing driveways and parking areas wherever possible.

In-force Official Plan Policies – Employment Areas

Policy 4.6.1 of the Official Plan states that *Employment Areas* are places of business and economic activity. Uses that support this function consist of: offices; manufacturing; warehousing; distribution; research and development facilities; utilities; media facilities; parks; hotels; retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

The proposed development proposes a number of employment uses currently permitted in the in-force Official Plan including vehicle dealership; vehicle service and maintenance; storage; office; research and development; among other uses.

With regards to retail uses, Policy 4.6.3 of the Official Plan permits large scale, stand-alone retail stores in *Employment Areas* only through enactment of a zoning by-law and subject to a number of tests respecting location, transportation and economic impact. The retail proposed for the site is ancillary, representing just 13% of the other principal employment uses on the site and limits the size of a stand-alone retail unit to less than 6,000 square metres. Therefore, the proposal does not represent large-scale retail and is keeping with the current Official Plan as well as the emerging Employment Policies as part of OPA 231.

Emerging Official Plan (OPA 231) - Core Employment Areas

On July 9, 2014 the Ministry of Municipal Affairs and Housing approved, with some modifications the majority of OPA No. 231. The OPA is currently under appeal before the Local Planning Appeal Tribunal (formerly Ontario Municipal Board). Although the province approved the subject site's underlying Council adopted *Core Employment Area* designation, the Minister's decision was withheld for site specific policies and employment land conversion and designation changes applying to lands located within the flood plain of the Lower Don Special Policy Area (SPA), of which this site is a part. As indicated previously, the policies developed as part of the Municipal Comprehensive Review are under appeal and therefore are not in force for the site. The owner of 721 Eastern Avenue is not an appellant of OPA 231, but is a party to the appeal

Vehicle Dealerships

The *Core Employment Areas* of the emerging Official Plan (OPA 231) are reserved for certain identified employment uses including: manufacturing; processing; warehousing; wholesaling; distribution; storage; transportation facilities; vehicle repair and services; offices; research and development facilities; utilities; waste management systems; industrial trade schools; media, information and technology facilities; and vertical agriculture. A standalone dealership would not be permitted in the *Core Employment Area*, but are generally permitted throughout the City in the currently in-force Official Plan in *Employment Areas*, where they are ancillary to other primary employment uses.

Although, the proposed vehicle sales/dealership use would not be permitted as per OPA 231, when in force, all of the other proposed uses related to the dealership function would be permitted as-of-right, including office, vehicle storage, service, and maintenance, among other uses.

Although under the in-force Official Plan policies only a rezoning, subdivision and site-plan applications would be required, City Planning staff recommended that the applicant submit an Official Plan Amendment (OPA) in order to ensure that the proposed development that includes an auto dealership component would be in conformity to the

emerging land use policy framework once OPA 231 came into full force and effect. The OPA was submitted concurrently with the rezoning and subdivision applications in order to ensure that all the related policy matters were addressed in a coordinated manner. In this regard, the City-requested OPA for the site was conceived out of an abundance of caution, and is not intended to fetter or prejudice the applicant's ability to propose land uses currently permitted under the in-force Official Plan *Employment Areas* policies and as-of-right zoning.

The vehicle sales/dealership use represents a small 5% portion of the development, and is accessory to the principal *Employment Area* uses for the site. The uses proposed for the site are acceptable to the City and comply with the currently in-force Official Plan. As a balanced program of inter-related uses they meet the intent of the City's policies for *Employment Areas*.

Lower Don Special Policy Area

As noted above, the entire site lies within the Lower Don SPA. Under the Provincial Policy Statement, 2014, new or intensified development beyond existing in-force permissions in the City of Toronto Official Plan is restricted in the Lower Don SPA due to the potential risk to human health and safety and potential property damage resulting from a flooding event. In recognition of the need to eliminate the risk of flooding in the Lower Don Area and to unlock its redevelopment potential, the federal, provincial and municipal governments announced significant investments in flood protection infrastructure. Once completed the infrastructure works will protect approximately 240 hectares of land, including the subject site from flooding. Until the works are completed and deemed functional by the TRCA, the lands will continue to be identified as being within the Lower Don River floodplain and the SPA designation will remain in place.

It is expected that construction of the flood protection infrastructure will be completed within 7–8 years now that work has begun. Acknowledging that it is in the public interest to coordinate land use planning approvals with flood protection infrastructure initiatives and investment while construction proceeds, the City at the request of the Province agreed to a Protocol that is intended to, among other matters, inform and phase land use planning approvals by the City, the Province and other relevant agencies based upon the construction of the flood protection infrastructure. Under this Protocol, the City is required to submit the proposed OPA for the subject lands to the Province for approval should Council adopt it and prior to the Bills required for its enactment are introduced.

The submitted zoning application, which as noted previously is in conformity to the current in-force *Employment Areas* policies may proceed as per policy 8 of Part 2 of the Protocol, which allows zoning by-law amendments that permit new/intensified development in the Lower Don Area that conform to the Official Plan to proceed concurrently with the construction of the flood protection infrastructure.

Employment Uses

The South of Eastern Employment Area contains 4,642 jobs (City of Toronto Employment Survey, 2017). The office and manufacturing sectors accounted for the majority of jobs or 38% and 39%, respectively in South of Eastern. In the period between 2012 and 2017, the South of Eastern area saw a significant categorical shift in office jobs, growing by 37%. Conversely, the manufacturing category only grew by 3%. This trend typifies shifts in the Manufacturing category citywide over the last five years. Despite recent growth, the Manufacturing category in the area lost 323 jobs, shrinking by 16% since 2010.

This application proposes redevelopment of the subject property for a range of employment and productive uses and will help to advance employment growth in the South of Eastern area. The proposed development involves adaptively reusing some of the existing buildings, and construct approximately 43,347 square metres of new office space, with 3,989 square metres for an auto dealership and 9,626 square metres of ancillary retail space. At full build-out, the site will be a dynamic office destination with a variety of other employment uses.

Manufacturing, office, and retail account for the largest share of jobs in the South of Eastern area. A large proportion of the proposed development will accommodate GM head office jobs, research and development, that could open the door for other spin-offs in technology related industries and other employment opportunities.

The following table presents a breakdown of uses for the site, which is also reflected in the corresponding draft zoning by-law with specific maximum use provisions.

Table 2: Proposed Employment Uses for the Site

Proposed Employment Uses	Total GFA (m²)	Percentage of Total Uses
Office/Research and Development	43,347	58%
Storage, parking, other areas	14,605	20%
Auto Dealership	3,989	5%
Vehicle Service	2,828	4%
Ancillary Retail	9,626	13%
Total	74, 395	100%

GM Mobility Campus

The proposed development includes over 74,000 square metres of office, research and development, service, dealership, and employee-servicing retail spread across three development blocks. Of this, approximately 43,000 square metres of office space is proposed. The GM Mobility Campus site (Block C) would include approximately 150-265 engineering, professional, sales, and technical jobs. This would be spread across corporate offices, research and development units, services areas, and vehicle

dealership space. The proposed research and development area is distributed between office space and workshop space. The proposed dealership is statistically incidental to the office, research and development and service areas within the context of the full build out proposed for the site. The proportion of the dealership use within the GM Campus (total GFA of 3,989 square metres) represents 15% of the site and just 5% of Block C.

The intent of the redevelopment of Block C is to create an employment environment that encourages innovation in mobility, research and development while providing the sales, and corporate head office and dealership functions on site with office uses and ancillary retail/services for Blocks A and B. The adaptive reuse of some of the existing buildings provides an opportunity for additional employment within the local cultural/creative sectors that would align and create synergies with the GM Mobility Campus and emerging industries in the area.

The associated Zoning By-law is created to allow for uses currently not permitted in the I2 zoning but which could complement and support the uses on site. Uses such as *office, laboratory, retail store, auto share*, would be permitted while heavier industrial uses currently permitted as-of-right would not be permitted, such as *shipping or distribution depot, metal wares factory, packaging plant and plastic products factory*.

The related Site and Area Specific Policy proposed for the site is concurrently developed and aligned with the draft Zoning By-law to ensure development limits for the dealership use and the build-out envisioned for the site.

Retail Permissions

There are several provisions within the draft Zoning By-law to ensure that the amount of retail uses are consistent with the Official Plan, including to be subsidiary and supportive to the site's primary employment uses. Overall, the proposed draft Zoning By-law limits retail uses to approximately 9,626 square metres (13%) of the combined 74,500 square meters of development proposed on site. Some flexibility in the draft Zoning By-law has been provided to allow for up to a maximum of 20% of the non-residential gross floor area for retail uses as it is anticipated that the redevelopment of the site will take place over a number of phases. All retail proposed on site would be provided in buildings with employment uses. The intent of the draft Zoning By-law is to manage the development of the site in a way that maintains a cap on retail as the site is incrementally developed while fostering a character of mixed employment uses.

Within the current I2 zoning several retail and services shop uses are permitted including *banks; brew-on-premises establishment; dry cleaning; personal grooming establishment; restaurant; take-out restaurant; tailor; and showrooms*, among other uses.

Density, Height, Massing

Staff considered the area context in evaluating appropriateness of height and density including the adjacency to the residential neighbourhood to the north.

The proposed buildings are designed and articulated consistent with the development provisions in Zoning By-law 438-86 for height and density. Block A and Block B will have a maximum 18 metre (4-storey) building height along Eastern Avenue to a depth of 36 metres with a maximum 48 metres (10 storeys) towards the back of the site, which is more than the 20 metre as-of-right height for office buildings in Zoning By-law 569-2013. The GM Mobility Campus (Block C) includes one 27 metre (5-storey) building. All buildings are designed to fit within a 45-degree angular plane from Eastern Avenue, mitigating shadow and skyview impacts.

The GM Mobility Campus (Block C) will be developed with approximately 26,000 square metres of gross floor area (1.76 times the area of the lot). Block A and Block B will be developed with approximately 18,000 square metres (4.54 times the area of the lot), and 30,000 square metres (5.79 times the area of the lot), respectively. While the mix of uses are expanded within the draft Zoning By-law, the overall density would be 2.6 times the lot area, which is less than the permitted 5.0 times lot area.

The development proposal includes an open space that would extend from Eastern Avenue to the north entry of the proposed GM building on Block D along with the adaptive reuse of the existing Hoyt Metals office building (Building A) at the north-west corner of the site. Two proposed buildings along the Eastern Avenue frontage will bookend the open space to create an engaging urban edge along Eastern Avenue. A three metre setback created through a street widening along the south side of Eastern Avenue will provide an additional spacing distance to the low-scale residential neighbourhood to the north.

To protect sunlight, skyview, excessive lighting, and privacy conditions, a number of features have influenced the final design including; additional setbacks; a 45 degree angular plane; and, a maximum 18 metre height along Eastern Avenue. These considerations will help to ensure that the built form is in keeping with the existing scale along Eastern Avenue. Additional mitigation measures will be secured as part of the Site Plan Approval process.

With respect to density, the cumulative 2.6 FSI proposed for the site is below the maximum permitted 5.0 FSI. The proposed massing contemplates a low-rise built form along Eastern Avenue and includes a number of design considerations to help mitigate impacts to the residential area. Staff is of the opinion that the site can accommodate a development of this size, scale, and form and the proposed height and density is appropriate.

Heritage

The property at 721 Eastern Avenue contains a number of buildings constructed between 1925 and post-2001. The subject site is occupied with 9 buildings, 8 of which are connected and appear as one structure (Buildings A to I, See Attachment 3).

Based on research undertaken by Heritage Preservation Services (HPS) to date, the property at 721 Eastern Avenue has historical value as it is associated with the late 19th

century transformation of the area south of Eastern Avenue and east of the Don River with land infill and the dredging of Ashbridges Bay. As result of this transformation throughout the early twentieth century, the south side of Eastern Avenue was developed with numerous industries which by 1957 created a continuous strip on the south side of Eastern Avenue. The Consumers Gas Buildings at 415, 433 and 447 and the Brown's Bread bakery at 462-486 on the north side of Eastern Avenue are part of this industrial heritage which provided employment for the residents of the neighbourhoods on the north side of Eastern Avenue which occupied the former Leslie & Sons nurseries. The property also has value through its association with the engineering firm of Wells & Gray founded in 1907 by John Vickers Gray and Arthur Frederick Wells.

Contextually the property has value as it defines and supports the early twentieth century industrial character of Eastern Avenue with its brick and stone cladding, with a scale that is determined by the two-storey building height and the expression of the structural bays on the north and west elevations along with its proximity to the street edge. Completed in the early twentieth century it is physically, functionally and visually linked to its surroundings.

The proposal will see the GM campus located on the south section of the subject property with a new public road constructed along the east side of the site and new private road subdividing the site from west to east. A detailed architectural design for the north section of the subject property was not submitted with this application and will be developed in the context of Site Plan Approval.

Heritage Preservation Service staff have reviewed the Heritage Impact Assessment along with architectural drawings submitted with the application. In addition, HPS staff have undertaken a site visit with the applicant and conducted research of the subject property to determine the cultural heritage value of the site. Based on research conducted by City staff to date, Buildings A, B, E, G as well as Building I have cultural heritage value (See Attachment 13 – Summary of Heritage Research for Buildings A, B, E, G, and I)

Buildings A, B, E and G are located in the north section of the subject property within Blocks A, B and D. While the proposal includes retention and adaptive reuse of the Hoyt Metal office (Building A) and the retention of the Hoyt smelting factory (Building B), the conservation strategy for the architectural design of northern section of the subject property, between the proposed east-west private driveway and Eastern Avenue has not yet been developed. In addition to conservation of Building A and Building B, the City will work with the applicant to incorporate other heritage resources through the Site Plan Approval process, while acknowledging that there will be necessary interventions to accommodate the development.

HPS staff informed the applicant that research finds that Buildings E and G should be considered to potentially be integrated into the development. As such, City staff will continue to work with the owner to explore opportunities to see how the existing buildings that have cultural heritage value might best be conserved and integrated into a future development in the context of Site Plan Approval.

Once the cultural heritage evaluation is completed by Heritage Preservation Services, staff will provide a report for Council's consideration in 2019, which identifies and recommends inclusion of Buildings A and B on the City's Heritage Register and designation under Part IV, Section 29 of the Ontario Heritage Act. Should Council approve staff's recommendations, then Provincial Policy 2.6 and the City's Official Plan heritage policies will apply to the future development of the subject property.

Shadow

The Official Plan requires new development to be massed to fit harmoniously into its existing and/or planned context by adequately limiting any resulting shadowing on neighbouring streets, properties, and open spaces. A sun and shadow study was prepared by the applicant for the spring and fall equinox (March 21st and September 21st). The review has determined minimal shadow impacts between 9:18 a.m. and 10:18 a.m., on the residential properties to the north. No shadow impacts will be created by the proposed development after 10:18 a.m.

Privacy and Overlook

Staff have reviewed the drawings with respect to potential privacy, overlook, and building lighting and illumination concerns. Staff are confident that the proposed building setbacks, set-backs, angular plane, and lighting solutions described in this report will satisfactorily address privacy and overlook issues.

Traffic Impact, Access, Parking

In support of this proposal, the applicant's transportation consultant (WSP) prepared a Transportation Impact Study (TIS) received on March 31, 2017 and updated reports, dated November 2017 and March 2018. City staff reviewed the reports with due consideration to pedestrian and cycling safety, infiltration through the neighbourhood, trip assignment and distribution, Toronto Official Plan, Access Management Guidelines and Road Classification System. Transportation Services staff have advised that the projected volume of vehicular traffic generated by the proposed development would be acceptable from a traffic operations perspective.

No new access driveways are proposed from Eastern Avenue. A new east-west internal driveway is proposed to provide access within the site. A new street is proposed extending from the southern terminus of Rushbrooke Avenue at Eastern Avenue southward to Lake Shore Boulevard East. The proposed street extension includes a 20 metre right-of-way with one travel lane in each direction, separated bike lanes on both sides, sidewalks, and a planting strip on either side of the street. Transportation Services staff have advised that the proposed public street cross-section is acceptable. Rushbrooke Avenue north of Eastern Avenue is proposed to remain one-way northbound to reduce through traffic conditions. Additional intersection and streetscape design will be secured through the Site Plan Approval process.

The public realm policies in the Official Plan require that new streets be designed to provide connections with adjacent neighbourhoods and to divide larger sites into smaller development blocks. The Official Plan also states that new streets should be public streets. The provision of the new public street would break up this relatively large site and provide a much needed pedestrian crossing at Eastern Avenue/Rushbrooke Avenue, and new cycling connections.

Taking into account the projected site traffic volumes the proposed development can be accommodated on the area road system.

Traffic Management Mitigation Plan

As directed in the Council Motion as described earlier in this report, Transportation Services is currently developing a Traffic Management Mitigation Plan (TMMP) to address traffic infiltration issues and other traffic impacts generally in the area bound by Queen Street East to the north, Eastern Avenue to the south, Leslie Street to the east, and Booth Avenue to the west. The TMMP study includes the following high level objectives:

- a) comprehensively review transportation impacts of the proposed development at 721 Eastern Avenue taking into consideration the transportation requests from the previously approved development at 629, 633, and 675 Eastern Avenue and transportation impacts associated with the current applications at 459 and 462 Eastern Avenue and the Unilever Precinct application;
- b) include cycling opportunities, pedestrian improvements and school safety zones in the review;
- c) engage the traffic working group for 629, 633 and 675 Eastern Avenue on issues associated with traffic mitigation and traffic management as well as Bruce and Morse School; and
- d) engage a facilitator to assist with public engagement.

The Traffic Management Mitigation Plan will provide a sounding board to address community concerns regarding future traffic congestion and neighbourhood infiltration. The TMMP study will include consultation with area residents, stakeholders including Toronto District School Board, Ward 30 Bikes, City staff, and others. Through the TMMP study, a number of potential traffic calming measures will be identified to discourage traffic infiltration through residential streets north of Eastern Avenue. Potential streetscape and intersection enhancements will also be explored to help improve pedestrian safety and reduce traffic.

The final TMMP study is anticipated to be finalized with specific recommendations for traffic mitigation measures in 2019.

Parking

The majority of parking is proposed to be incorporated as structured parking into buildings with other uses. There is currently a large surface parking area along the Eastern Avenue frontage, which will be partially retained until full build-out. The applicant prepared a phasing plan which highlights areas of the site that would continue to be available for surface parking as the development progresses.

The proposed development would meet the zoning by-law requirements with a total parking supply of 881 spaces provided. In addition, the applicant has proposed a number of Travel Demand Management Initiatives aimed at reducing the need to travel by car including:

- Car- vehicles available for GM Canada employees;
- Bike-share;
- Flexible work schedules;
- Bike parking in excess of by-law requirements;
- Shower and locker facilities;
- Bike repair station; and
- Car pool spaces.

Cycling Infrastructure

The Official Plan includes policies to support enhanced accessibility and mobility through creating developments that encourage walking, cycling and transit use that support reducing car dependency in the city. The development proposed exceeds the bicycle parking ratios as set out in Bicycle Zone 1 of Zoning By-Law 569-2013. 254 bicycle parking spaces will be provided for the proposed development.

In addition, the proposed public road will be designed with dedicated bike lanes and sidewalks on both sides for enhanced connectivity from Eastern Avenue to the Lower Don Recreational Trail along Lake Shore Boulevard East.

Servicing

The applicant submitted a Functional Servicing Report (March 2018), Stormwater Management Report (March 2018), and Hydrogeological Report (March 2018).

The Functional Servicing Report concluded that the proposed development will need to be serviced from a new 300mm diameter watermain along the proposed public road that connects to the existing 300mm diameter watermains on Eastern Avenue and Lake Shore Boulevard East. Updated information is required in the functional servicing report

to determine the adequacy of the existing watermain, storm sewers and sanitary sewers, to service the subject site.

Engineering Construction Services staff has recommended additional hydrogeological and functional servicing information be submitted prior to City Council enacting the Bills to bring the Zoning By-law into force. Other conditions regarding municipal infrastructure are included in the Conditions of Draft Plan of Subdivision Approval (See Attachment No.12).

Tree Preservation

The Arborist Report (March 2018) submitted in support of the application indicates that there are 52 trees required to be removed to accommodate the proposed development. Of these, 47 are located within the right-of-way and 5 are located on the neighbouring property.

Urban Forestry staff have indicated that the removal of all of the proposed trees from the City right-of-way is unacceptable and advised the applicant to provide a revised proposal for tree preservation and retention. A revised tree preservation and landscape plan has been submitted to the City that is acceptable as a larger number of existing trees will be retained within the City right-of-way.

Parks Forestry and Recreation has requested the installation of new 'large growing native shade' trees at a three to one ratio on the private property and more trees planted on the City road allowance. Future landscape and public realm details will be secured through the Site Plan Approval process.

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 0.43 to 0.78 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes approximately 74,395 m² of new office, research and development, and retail space in an area equivalent to 23,936 m². Non-residential uses are subject to a 2% parkland dedication, which results in a 499 m² parkland dedication requirement.

Conversations about the most appropriate contribution to parkland are ongoing with the applicant and will be reported on in a supplementary report to the July 5, 2018, Planning and Growth Management Committee.

Streetscape

Policy 3.1.2.4 of the Official Plan requires that new development enhance the existing streetscape by massing new development to define the edges of streets, parks and open spaces at good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realms.

All three street frontages of the proposed development will be lined with buildings designed with active at-grade uses and pedestrian entrances, which will be secured in the draft zoning by-law. The proposed development also includes the conveyance of a three metre widening of the southern edge of Eastern Avenue to provide for additional pedestrian space and landscaping area.

The proposed Rushbrooke Avenue extension will provide new separated cycling lanes, sidewalks, and landscaping to provide pedestrian connectivity from Lake Shore Boulevard East to Eastern Avenue enhancing the overall streetscape experience for pedestrians. The proposed street design/plan also includes a new signal controlled intersection with crosswalks for safe pedestrian crossings along this precarious portion of Eastern Avenue.

The east façade of the development will interface with the new public street with building entrances and active uses at grade such as a café, display areas, and GM's in-house car sharing company Maven.

Environment

The site has a long history of industrial land uses. Canada Metals Limited operated a metal processing facility from the 1930s until about 2001 on the site. The subject site was developed as a series of interconnected administration, office, and factory buildings fronting along Eastern Avenue. A separate 1-storey warehouse structure is located in the southeast corner of the site. The site has evolved over time with the first buildings being constructed in 1925-1926, with various additions in 1929, 1930-40s, 1967, and 2001.

These types of uses have historically been associated with environmental contamination. To facilitate the conveyance of lands such as the proposed public street and the Eastern Avenue widening, a Risk Assessment (RA) will be completed by the owner including a Record of Site Condition (RSC) to be filed with the Ministry of Environment.

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 applicant is required to meet Tier 1 of the TGS and performance measures will be secured through the Site Plan Approval process. The Draft Zoning By-law Amendment will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure, Storage and Collection of Recycling and Organic Waste. The conditions of Draft Plan of Subdivision Approval also secure the Tier 1 development performance for Construction Activity and Stormwater Retention.

The applicant has indicated they will pursue Tier 2 of the TGS which includes possible refunds against Development Charges payable for the development.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

Before introducing the necessary Bills to City Council for enactment, the owner(s) will be required to enter into an Agreement pursuant to Section 37 of the *Planning Act* satisfactory to the City Solicitor and the Chief Planner and Executive Director, City Planning Division.

Staff and the applicant, in consultation with the Ward Councillor continue to discuss a negotiated agreement regarding the Section 37 contribution at the time of writing of this report.

Planning Staff will also report directly to July 5, 2018 Planning and Growth Management Committee, via a Supplementary Report, regarding any further Section 37 contributions.

The community benefits recommended to be secured in the Section 37 Agreement can be generally summarized as follows:

- a) Enter into an agreement for a long-term lease with the City of Toronto or its appointed delegate, with the approval of the General Manager, Economic Development and Culture, for a minimum of 1,300 square metres (14,000 square feet) of space in Building 'A', as identified on Attachment 3 to this report for creative industries and entrepreneurship use and may include design, fashion incubators, technology start-up space, digital and screen-based organizations, music and sound recording, and other appropriate creative industry uses.
- b) A cash contribution towards the fit out construction costs related to (a) above.

- c) The design, construction and maintenance of landscape and public realm improvements on the Lake Shore Boulevard East right-of-way, according to the approved plans, the timing of and design of which shall be to the satisfaction of the Chief Planner and Executive Director, City Planning.
- d) In the event the cash contribution referred to in (b) above has not been used for the intended purpose within five (5) years of this By-law coming into full force and effect, the contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
- e) The payments required in (b) above, shall increase in accordance with the increase in the Non-Residential Construction Price Index for the Toronto CMA, reported by Statistics Canada in Construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 Agreement or, if the site specific by-laws for the project are appealed to the Local Planning Appeal Tribunal, from the date of the Tribunal order approving the by-laws, to the date of submission of the funds by the owner to the City.

The following matters be secured in the Section 37 Agreement as a legal convenience to support development, at the owner's expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor:

- f) Prior to Site Plan Approval for Block A, or the issuance of any building permit related to Block A, not including a building permit related to any other Block that may include site preparation, excavation, demolition or alteration of the rear portion of Building B to make possible construction of Block C (See Attachment 3), the owner shall:
 - i. enter into a Heritage Easement Agreement for Building A and Building B at 721 Eastern Avenue, as identified on Attachment 3: Existing Buildings, and shall not object to the designation of 721 Eastern Avenue (Building A and Building B) under Part IV of the Ontario Heritage Act.
 - ii. provide a Conservation Plan for 721 Eastern Avenue, prepared by a qualified heritage consultant, to the satisfaction of the Senior Manager, Heritage Preservation Services.
 - iii. provide an Interpretation Plan for 721 Eastern Avenue, to the satisfaction of the Senior Manager, Heritage Preservation Services, and the Director, Urban Design.
 - iv. provide a Heritage Lighting Plan that describes how the heritage properties will be sensitively illuminated to enhance their heritage character, and thereafter shall implement such Plan to the

satisfaction of the Senior Manager, Heritage Preservation Services, and the Director, Urban Design.

- v. provide a detailed Landscape Plan for the subject property satisfactory to the Senior Manager, Heritage Preservation Services, and the Director, Urban Design.
- g) Prior to the issuance of any building permit related to the alteration of the rear portion of Building B to make possible construction of Block C, provide a memorandum, prepared by a qualified heritage consultant, detailing the careful removal of existing building components and protection of the remaining structure during construction.
- h) Provide all transportation, streetscape, intersection and public realm improvements linked to the development proposal, including letters of credit to secure works.
- i) Prior to the first above grade building permit pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development.
- j) Prior to the first above grade building permit, satisfy the Parkland dedication in accordance with Section 42 of the Planning Act through cash-in-lieu, to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR), and the City Solicitor.
- k) Prior to final Site Plan Approval of any development beyond the adaptive reuse and/or fitting out and renovation of Building A, the owner shall submit a plan detailing improvements to the public realm to be implemented in support of the development, which will include but not be limited to, details regarding hard and soft landscaping, paving and curb details, lighting, sidewalk treatment, outdoor seating, planting, cycling facilities, and Toronto Transit bus shelters.
- l) Prior to the issuance of the first above grade building permit, the owner shall provide an indexed letter of credit in the amount of the cost of all associated public realm works as described in subsection (c) above.
- m) Prior to the issuance of the first above grade building permit, not including a building permit related to site preparation, excavation, demolition, or alteration of existing buildings or construction of roads, the owner shall, build and convey a public street between Lakeshore Boulevard East and Eastern Avenue, according to approved plans, including intersection improvements and any identified new signals and pedestrian/cycling infrastructure to the City's applicable standards for public roads, the precise location and specifications of which are to be secured in conjunction with site plan approval for the first phase of the development.

- n) Prior to the issuance of the first above grade building permit the owner shall convey the required road widening along Eastern Avenue to the City.
- o) The owner shall agree to dedicate all roads, road widening and corner roundings as shown on the submitted plans to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.
- p) The owner shall pay for all costs associated with the design, installation and future maintenance of traffic control signals, stop signs, and other streetscape infrastructure at the intersection of Rushbrooke Avenue and Eastern Avenue and the intersection of Rushbrooke Avenue and Lake Shore Boulevard East.
- q) Prior to the issuance of a building permit related to any excavation and shoring work, the owner will submit a Construction Management Plan and Traffic Mitigation Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Building Official and Executive Director, Toronto Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the plan during the course of construction. The Construction Management Plan will include, and may be expanded, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services, and the Ward Councillor:
 - i. details regarding size and location of construction staging areas;
 - ii. dates and significant concrete pouring activities;
 - iii. parking strategies that deal with providing on-or off-site parking for existing uses;
 - iv. mitigation strategies to reduce the impact on adjacent residents including negative effects of safety lighting, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary; and
 - v. a communication strategy with the surrounding community.
- r) The owner shall submit any applications required to remove or injure trees (both City and private) to the satisfaction of the General Manager, Parks, Forestry and Recreation.
- s) The owner shall be financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property to the

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

- t) Prior to Site Plan Approval the applicant agrees to withdraw all appeals to By-law 569-2013 as well as any objections to OPA 231 respecting 721 Eastern Avenue.

The specific amounts of contributions as well as the timing for delivery will be further outlined in a Supplementary Report.

Conclusion

City Planning staff recommend that the proposed application be approved. The proposed mix of employment uses is appropriate for this site and is consistent with the Official Plan. The development of the General Motors Mobility Campus including office, research and development, ancillary retail, and dealership, is anticipated to bring investment and further diversify employment in the South of Eastern Area.

CONTACT

Paul Mulé, Senior Planner
Tel. No. 416.392.1306
E-mail: Paul.Mule@toronto.ca

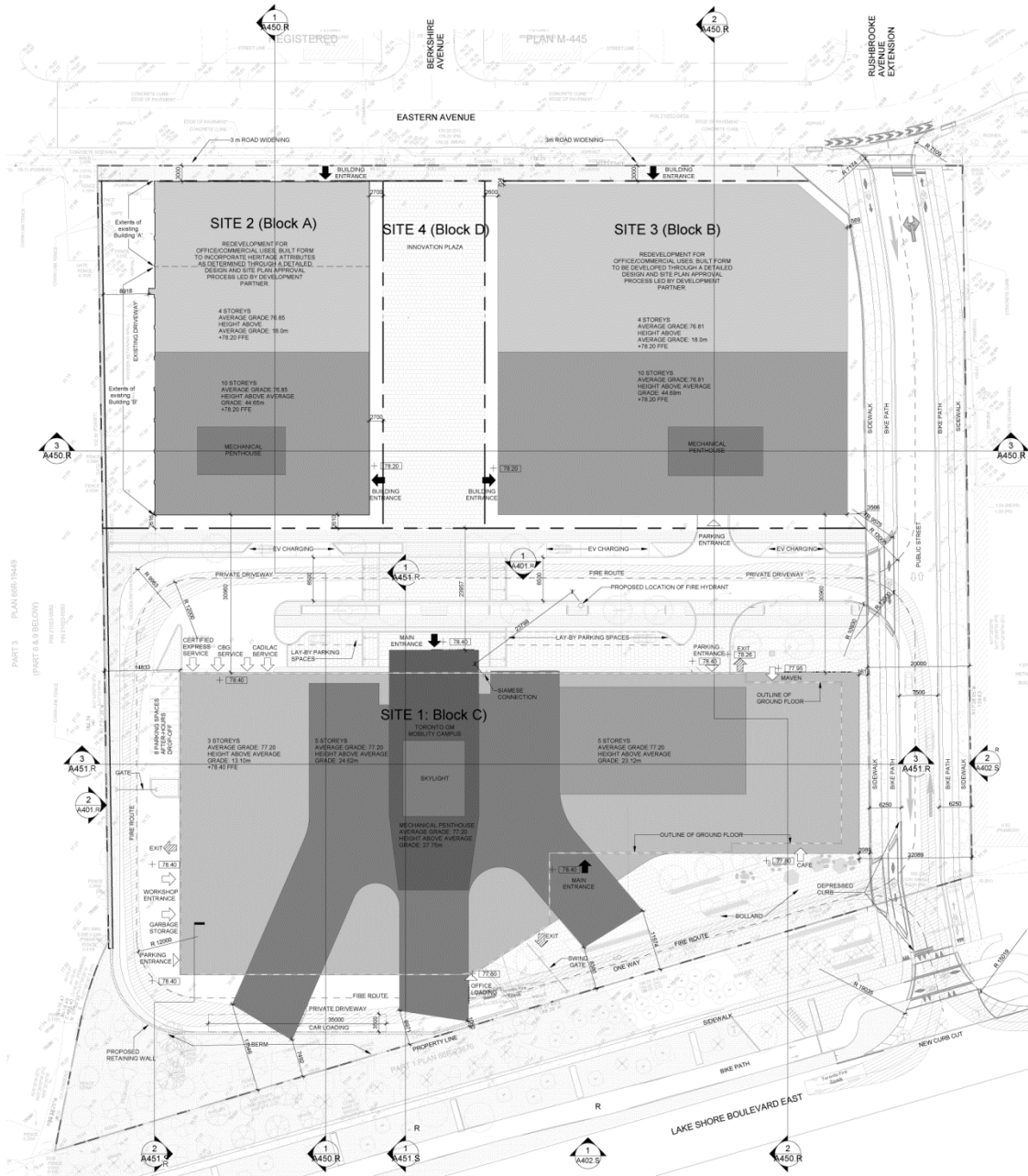
SIGNATURE

Gregg Lintern
Chief Planner & Executive Director, City Planning
Toronto and East York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: Draft Plan of Subdivision
- Attachment 3: Existing Buildings
- Attachment 4: Rendering
- Attachment 5: Elevations
- Attachment 6: Zoning
- Attachment 7: Official Plan
- Attachment 8: Application Data Sheet
- Attachment 9: Draft Official Plan Amendment
- Attachment 10: Draft Zoning By-law Amendment (438-86)
- Attachment 11: Draft Zoning By-law Amendment (569-2013)
- Attachment 12: Conditions of Draft Plan of Subdivision
- Attachment 13: Summary of Heritage Research for Buildings A, B, E, G, and I

Attachment 1: Site Plan



Site Plan

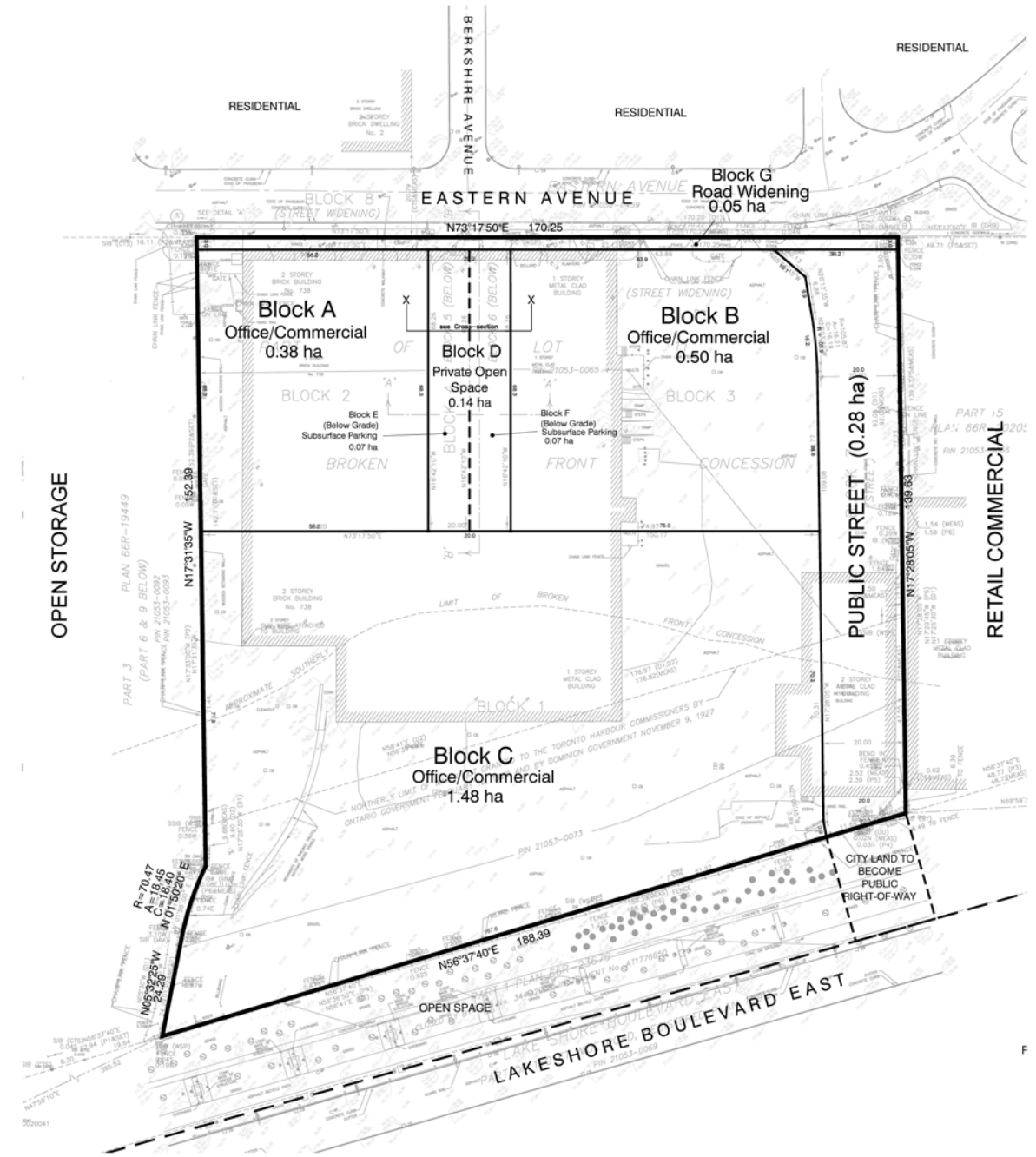
Applicant's Submitted Drawing

Not to Scale
06/07/2018

721 Eastern Avenue

File # 17 137240 STE 30 OZ

Attachment 2: Draft Plan of Subdivision



Draft Plan of Subdivision

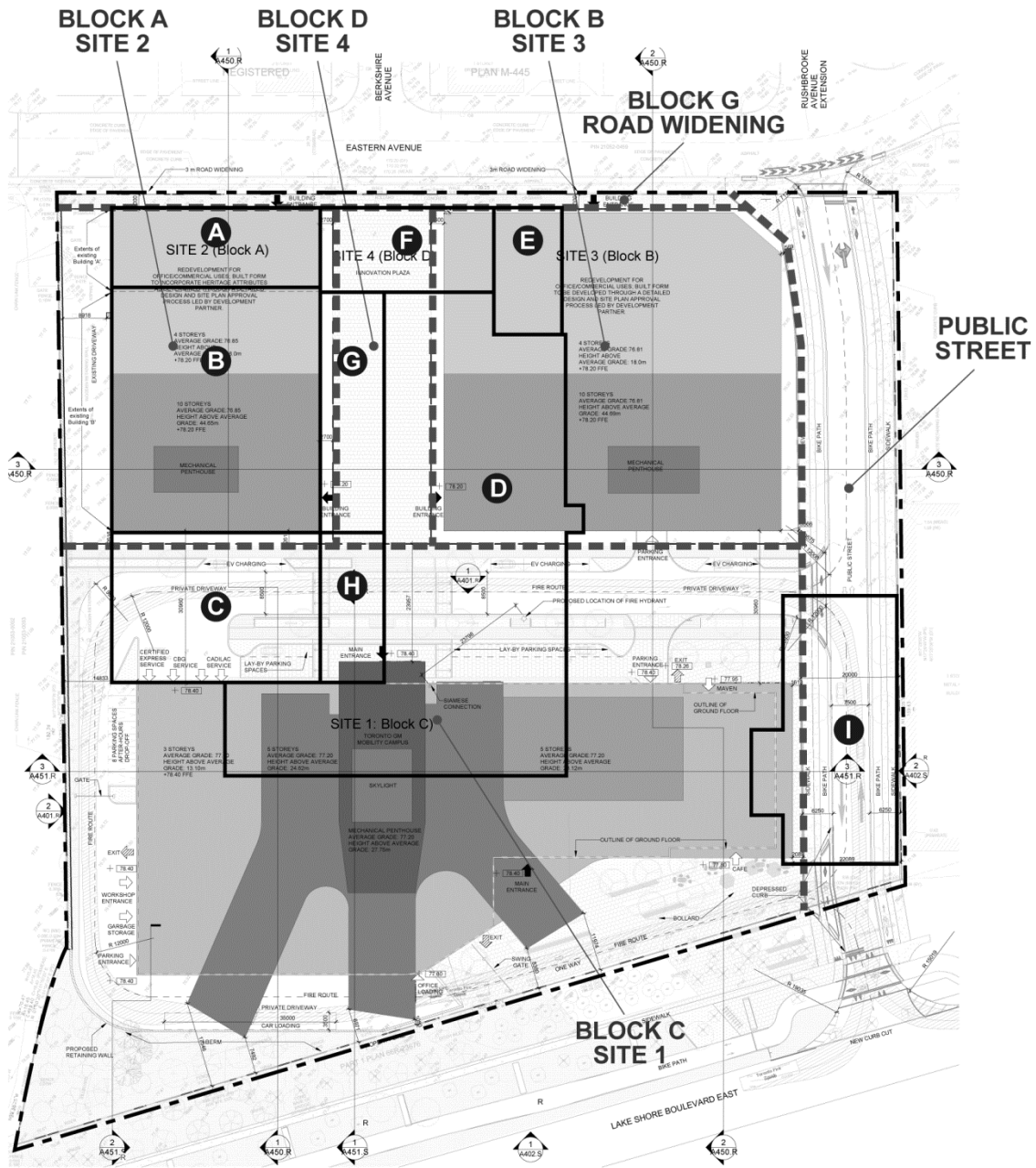
721 Eastern Avenue

Applicant's Submitted Drawing

Not to Scale 

File # 17 137240 STE 30 OZ

Attachment 3: Existing Buildings



OUTLINED SECTIONS ARE EXISTING BUILDINGS

Existing Buildings

721 Eastern Avenue

Applicant's Submitted Drawing

Not to Scale 
06/11/2018

File # 17 137240 STE 30 OZ

Attachment 4: Renderings



4
AR019
Perspective 4- Eastern Ave Perspective
SCALE: 1 : 5



3
AR019
Perspective 3- View from Eastern Avenue Looking South
SCALE: 1 : 5

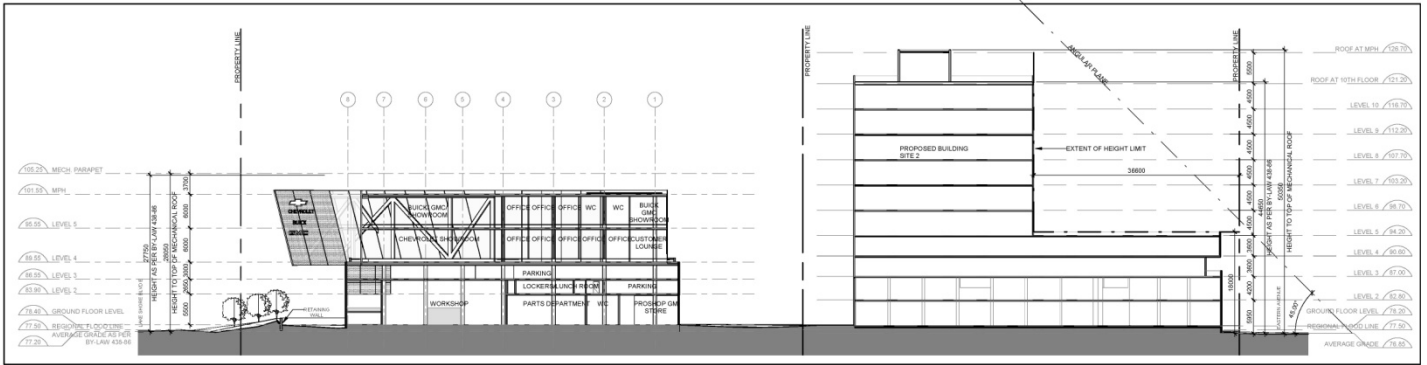


2
AR019
Perspective 2- View along Lake Shore Blvd Looking West
SCALE: 1 : 5

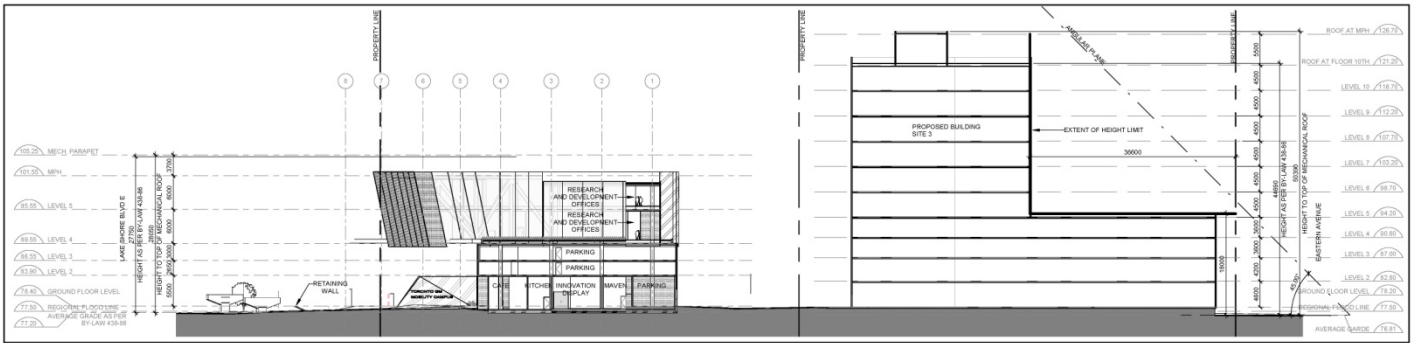


1
AR019
Perspective 1- View from Lake Shore Blvd Looking North
SCALE: 1 : 5

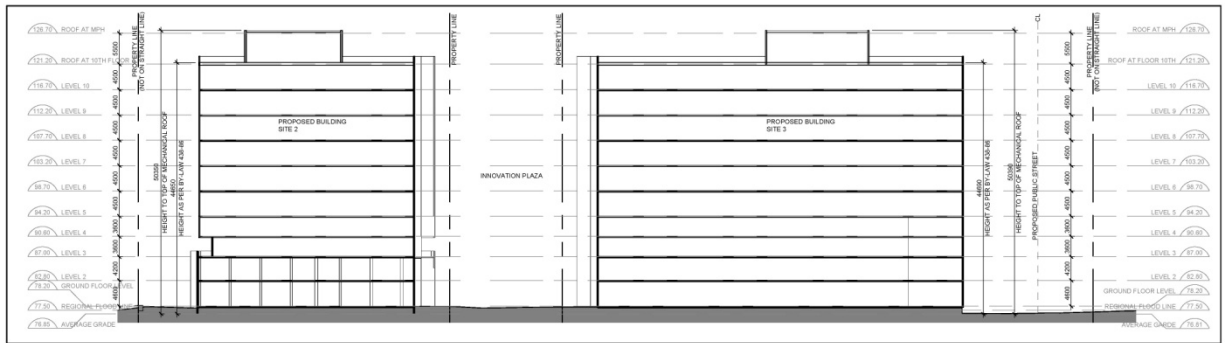
Attachment 5: Sections



1 Section 29
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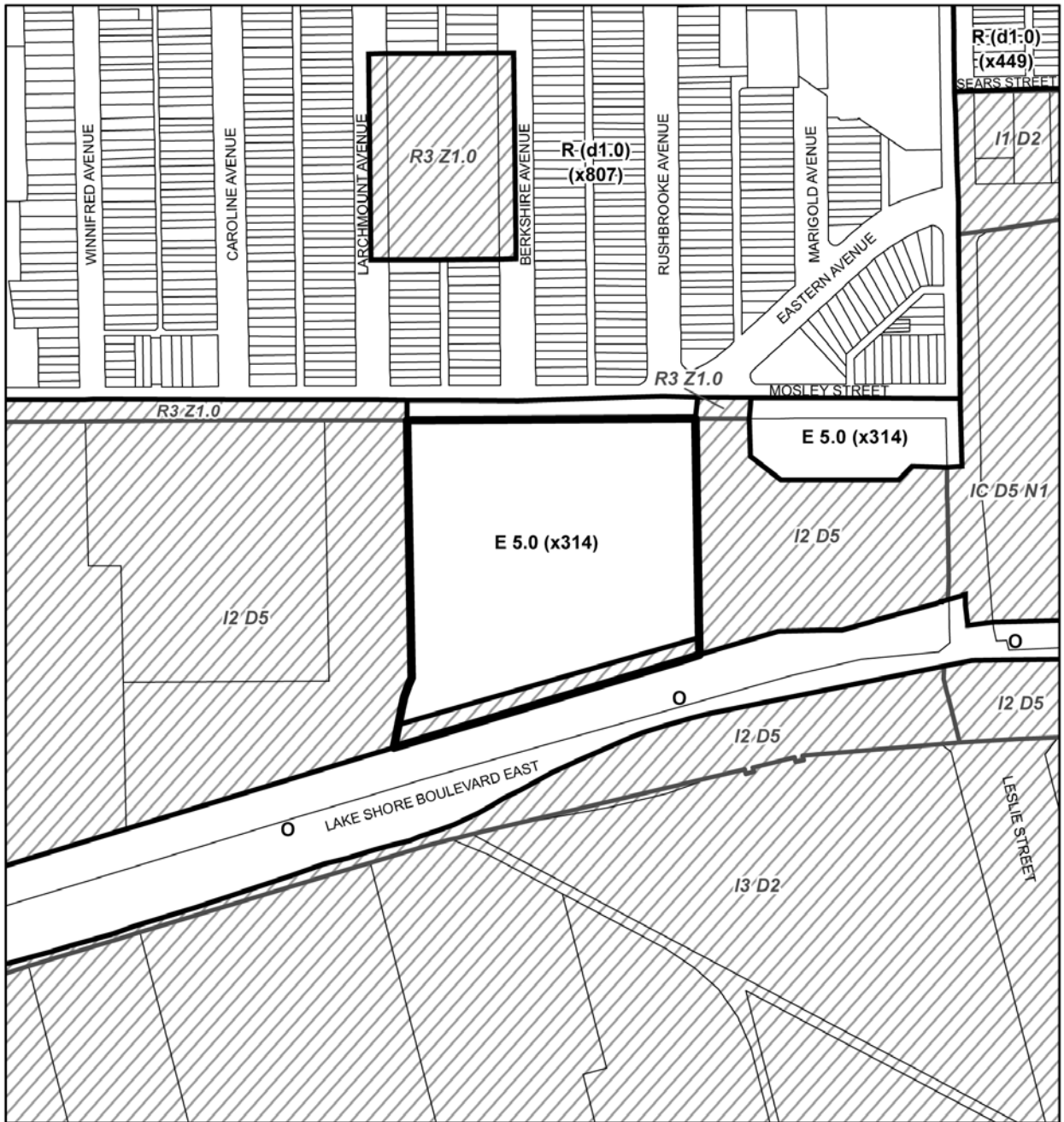


2 Section 30
SCALE: 1:400



3 Section 31
SCALE: 1:400

Attachment 6: Zoning



Zoning By-law 569-2013

721 Eastern Avenue

File # 17 137240 STE 30 OZ

Location of Application

R Residential E Employment Industrial
 O Open Space

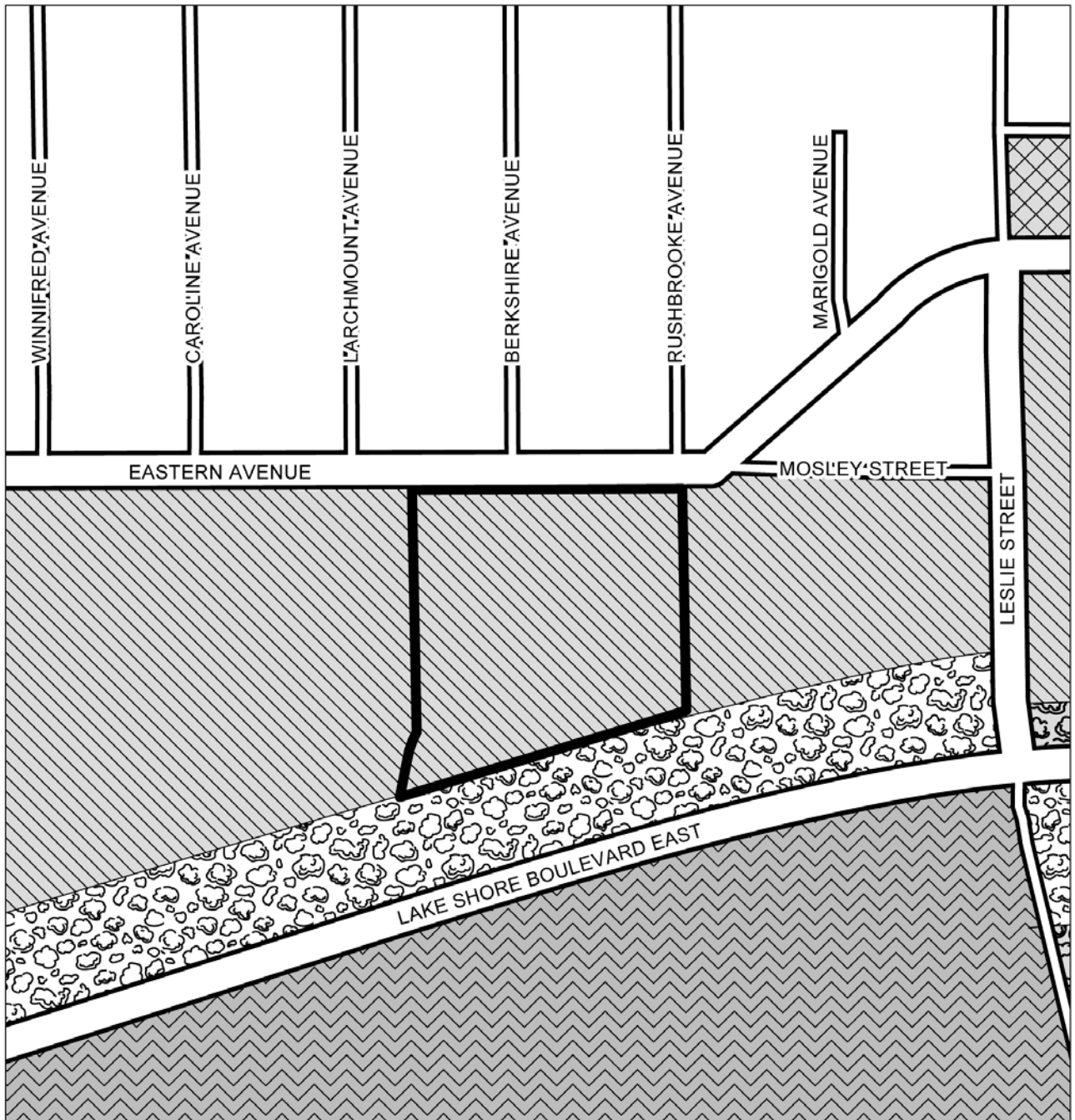
See Former City of Toronto By-Law No. 438-86

R3 Residential District
 I1 Industrial District
 I2 Industrial District
 I3 Industrial District
 IC Industrial District



Not to Scale
 Extracted: 06/08/2018

Attachment 7: Official Plan



Official Plan Land Use Maps #18 & 21

721 Eastern Avenue

File # 17 137240 STE 30 0Z

	Location of Application	Parks & Open Space Areas	
	Neighbourhoods		Parks
	Mixed Use Areas		Other Open Space Areas
			Regeneration Areas
			Employment Areas



Attachment 8: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Rezoning, Subdivision	Application Number:	17 137240 STE 30 OZ 17-137249 STE 30 SB
Details	Rezoning, Standard	Application Date:	March 31, 2017

Municipal Address: 721 EASTERN AVE
 Location Description: PT TWP LOT 11 WATER LOT **GRID S3013
 Project Description: Rezoning and subdivision to permit a 7-acre employment campus. The proposed development will support a total gross floor area of up to 75,948 m² of employment space across 3 development blocks, consisting of office, research and development, ancillary retail, and an auto dealership.

Applicant:	Agent:	Architect:	Owner:
AIRD & BERLIS LLP		QUADRANGLE ARCHITECTS LIMITED	GENERAL MOTORS OF CANADA COMPANY

PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:
Zoning:	E5.0 (x314)	Historical Status:
Height Limit (m):		Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq. m):	23559.4	Height:	Storeys:	5-10
Frontage (m):	170.25		Metres:	Up to 48
Depth (m):	139.63			
Total Ground Floor Area (sq. m):	15214			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	969
Total Non-Residential GFA (sq. m):	75,948.9		Loading Docks	4
Total GFA (sq. m):	75,948.9			
Lot Coverage Ratio (%):	65			
Floor Space Index:	3.2			

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):	10,129	0
1 Bedroom:	0	Office GFA (sq. m):	44,169	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	21,650	0
Total Units:	0			

CONTACT:	PLANNER NAME:	Paul Mulé, Senior Planner
	TELEPHONE:	(416) 392-1306

Attachment 9: Draft Official Plan Amendment - 426

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXXX-2018

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2017, as
721 Eastern Ave**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

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 enacts:

1. The attached Amendment No. 426 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,

Speaker

ULLI S. WATKISS,

City Clerk

(Seal of the City)

AMENDMENT NO. 426 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2017 AS
721 EASTERN AVENUE

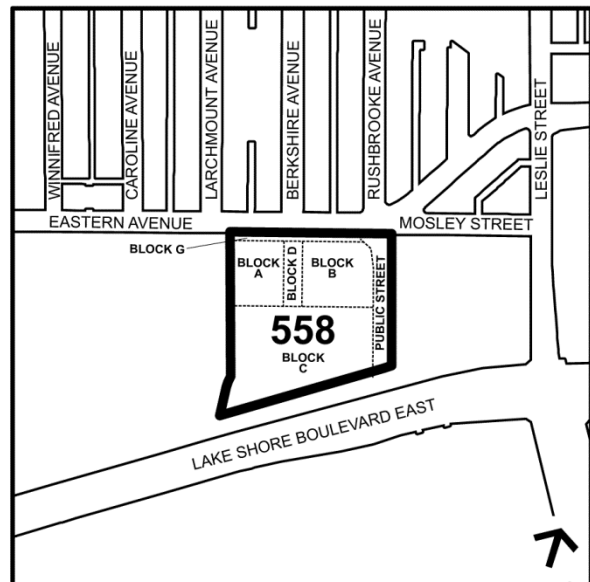
The Official Plan Amendment No. 231 is modified as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 558 for the lands known municipally in 2017 as 721 Eastern Avenue as follows:

558. 721 Eastern Avenue

For Block C, a vehicle dealership is permitted up to a maximum of 4,500 square metres of the total gross floor area of the Block subject to:

- a) A minimum of 70% of the total building gross floor area, not including a vehicle dealership, being used for office, vehicle repair and service, and warehousing on Block C;
- b) Outdoor vehicle storage or outdoor vehicle display areas on Block C will be limited in size with the location and extent to be secured through the Site Plan Control process; and
- c) No outdoor vehicle storage or outdoor vehicle display areas are permitted along the Lake Shore Boulevard East frontage.



Attachment 10: Draft Zoning By-law Amendment (438-86)

To be provided at July 5, 2018 Planning and Growth Management Committee

Attachment 11: Draft Zoning By-law Amendment (569-2013)

To be provided at July 5, 2018 Planning and Growth Management Committee

Attachment 12: Conditions of Draft Plan of Subdivision

LEGAL SERVICES

1. The owner shall enter into the City's standard Subdivision agreement and satisfy all of the pre-registration conditions contained therein.

CITY PLANNING

2. Prior to the registration of the Plan of Subdivision on the subject lands, the official plan and zoning amendments necessary to permit the contemplated uses shall be in full force and effect.
3. The owner shall acknowledge that the property is under site plan control pursuant to Section 41 of the *Planning Act* and that the City will require future site plan control applications for all proposed development within the boundaries of the plan of subdivision.
4. The owner shall provide to the Director of Community Planning, Toronto and East York District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to section 40 of the assessment Act or the provisions of the City of Toronto Act, 2006. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal.
5. If the subdivision is not registered within five (5) years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.
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.
7. The owner shall submit a financial security which represents 75% of the landscape cost estimate to the Director, Community Planning, Toronto and East York District in the form of a Letter of Credit or certified cheque to guarantee the provision of landscape development works as detailed on the approved Landscape Plan(s). This financial security will also be used to guarantee the proposed landscaping work including plants, walkways and fencing.

ENGINEERING AND CONSTRUCTION SERVICES

8. The owner shall convey all necessary easements (internal and external) to the City.
9. 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 & Construction Services in consultation with the City Solicitor.
10. The owner shall design, construct and convey the proposed public street, private laneway driveway, and turning circles in accordance with City of Toronto Standard Drawing No.'s DIPS-3A (Sheet 1), DIPS-4 (Sheet 1), and DIPS-5 (Sheet 1), respectively.
11. The owner shall submit detailed engineering drawings and pavement markings/signage plans to the satisfaction of Transportation Services and Engineering and Construction Services.
12. The owner shall submit a detailed pavement marking and signage plan for all 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.
13. The owner shall dedicate all roads, corner roundings and road widenings shown on the plan for this development to the satisfaction of the Executive Director, Engineering and Construction Services.
14. 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 Executive Director of Engineering and Construction Services in consultation with the City Solicitor.
15. The owner shall submit a draft Reference Plan of Survey to the Chief Engineer and Executive Director, Engineering & Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:
 - a) be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System and the 3 degree Modified Transverse Mercator Projection);
 - b) delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
 - c) show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.

16. The owner shall pay all costs for preparation and registration of reference plan(s).
17. The owner shall conduct an environmental 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.
18. The owner is required to apply storm water management techniques in the development of this subdivision to the satisfaction of Engineering and Construction Services.
19. The owner shall update the accepted Functional Servicing Report, including the stormwater management strategy, if directed by the Chief Engineer and Executive Director, Engineering & Construction Services in the event that the Chief Engineer and Executive Director, Engineering & Construction Services determines that field conditions are not suitable for implementation of the servicing and storm water strategy recommended in the Functional Servicing Report prior to proceeding to the next development phase.
20. The owner shall carry out, at the its expense, any temporary or permanent, drainage works that may be necessary to eliminate ponding or erosion caused by design or construction deficiencies within the Subdivision to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services. The decision of the Executive Director, Engineering & Construction Services as to the required works to be undertaken in this regard shall be final and binding.
21. Prior to the earlier of the registration of the Plan of Subdivision or the Release for Construction of Services, submit to the Chief Engineer and Executive Director, Engineering & Construction Services for review and acceptance, a plan or plans, showing:
 - a) cross-sections of all roads within the Plan of Subdivision incorporating the approved pavement widths and other infrastructure elements, and including the proposed connections with, and any improvements to, the existing streets within and surrounding site;
 - b) the proposed pavement markings and signage for all new Roads;
 - c) modifications required to the pavement markings and signs on the existing Roads; and
 - d) minimum pedestrian clearway of 2.1 metres on all Roads and at intersection of all Roads
22. The owner shall provide certification to the 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.

23. The owner shall obtain/verify the municipal addresses that will be required for the purpose of setting up the water account with Toronto Water when application is made for the proposed sewer and or/water service connections (as applicable).
24. The owner is responsible for upgrading all off-site infrastructure improvements, at the owner's cost, which is required as a result of any finding of the servicing study.
25. The owner shall pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.
26. The owner shall submit financial securities in accordance with the terms of the standard subdivision agreement.
27. The owner shall provide a Composite Utility Plan (CUP) illustrating the locations and dimensions of all existing and proposed development related underground and above ground utility services and structures, and street trees within the City rights-of-way. The CUP must be signed off by all the utility companies and the City's Parks, Forestry & Recreation Division prior to acceptance of the Engineering plans by the Executive Director, Engineering and Construction Services.
28. Prior to the registration of the Plan of Subdivision, the owner shall make satisfactory arrangements with THESL and THESI for the provision of the electrical distribution system and street lighting, respectively, to service the Plan of Subdivision.
29. 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 by the owner.
30. Pursuant to an order issued by the Ontario Ministry of the Environment and Climate Change, wet taps proposed to be performed on City watermains must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04.
31. The owner shall apply for and receive a TRCA permit under Ontario Regulation 166/06.

TRANSPORTATION AND TRAFFIC OPERATIONS

32. An amendment to Bylaw No 344-2008 by City Council is required to gain permanent access to Lake Shore Boulevard East through the closed area of the boulevard.
33. Prior to the registration of the Plan of Subdivision, the owner shall prepare and submit for review and acceptance of the Chief Engineer & Executive Director, Engineering & Construction Services and the General Manager, Transportation Services a 'Detailed Staging Plan" that identifies the timing of the construction of the

services including public streets, other municipal infrastructure and public realm improvements.

34. Prior to the registration of the Plan of Subdivision, the owner shall submit a Functional Road Plan and a pavement markings plans to the General Manager, Transportation Services, for review and acceptance, for all future public streets and their intersections with Eastern Avenue and Lake Shore Boulevard East to show curb radius, turning radius, pavement width, pavement markings and traffic signs, and any modifications that are required to existing pavement markings and traffic signs on existing public streets.
35. The owner shall submit a functional plan and cross-section of the proposed new north-south public street incorporating the approved pavement widths and other infrastructure elements, and including the proposed connections with, and any improvements to, the existing streets within and surrounding this development.
36. The owner shall prepare all documents and convey to the City, at nominal cost, a (minimum) 3.0 metre wide strip of land, to the full extent of the site abutting the south limit of Eastern Avenue, such lands to be free and clear of all encumbrances, save and except for utility poles, and subject to a right-of-way for access purposes.
37. The owner shall be responsible to pay for all costs associated with the construction of the proposed new public street and any alterations required to existing streets roads in accordance with the approved Functional Road Plans to the satisfaction of Chief Engineer & Executive Director, Engineering & Construction Services.
38. The owner shall be responsible to pay all costs related to the installation of pavement markings and signage and modifications to existing pavement markings and signage.
39. The owner shall be responsible to pay all costs associated with the design, installation and future maintenance of traffic control signals at the intersection of Eastern Avenue and the proposed public road. The implementation of the works and the total cost of the design, installation and future maintenance of the proposed traffic control signals for which the owner is responsible shall be determined by the General Manager, Transportation in accordance with standard City practices and shall include both direct and associated costs, including the cost of pavement markings and signing, removal or relocation of existing street furniture, the cost of modifications that are required to existing traffic control signals on Eastern Avenue in the vicinity of the Lands and the costs associated with the loss of any on-street parking spaces that may result. The traffic control signals will be completed and operational to the satisfaction of the General Manager, Transportation prior to the occupation of Block C.
40. The owner will be responsible for the design and installation of the traffic control signal and shall hire a City approved electrical contractor to complete the installation

at no cost to the City (owner responsibility to include invoicing and payment of the electrical contractor).

41. The owner shall prepare detailed design drawings and a cost estimate for the modifications to the pedestrian infrastructure, sidewalks, multiuse path and other streetscape elements within the Lake Shore Boulevard East right-of-way, as identified in approved plans, and shall determine the timing of such modifications and the owner's contribution to cost-sharing, all to the satisfaction of the Chief Planner & Executive Director, City Planning, and the General Manager of Transportation Services.
42. The owner agrees to construct and pay for off-site road improvements recommended as part of the City Traffic Mitigation and Management Plan necessary to support development in the Plan of Subdivision, all to the satisfaction of the General Manager of Transportation Services.
43. The owner agrees to submit Transportation Assessments, for the review and approval of the General Manager of Transportation Services, in conjunction with future applications for Site Plan Approval, and these assessments will determine the timing of construction of off-site road improvements, to the satisfaction of the General Manager of Transportation Services.
44. Prior to Assumption of Services, the owner shall obtain approval for any proposed street names in accordance with the City of Toronto Naming Policy. Street names are not required to be shown on the final Plan of Subdivision.
45. The owner will be required to contact Traffic Operations staff of Transportation Services a minimum of six months prior to construction of the project, in order to allow for the necessary reports and bylaws to be enacted in conjunction with the proposed Traffic Control Signal at the intersection of Eastern Avenue and the proposed public road at Rushbrooke Avenue.
46. The owner shall identify in the Subdivision Agreement the triggers and timing of the construction, dedication and assumption, by the City, of the proposed public highways.

CONSTRUCTION OF TRANSPORTATION AND SERVICING INFRASTRUCTURE

47. The owner shall construct at its own expense any improvements to the municipal infrastructure required to support the development, including municipal infrastructure external to the subdivision, as identified in the Functional Servicing Report accepted by the of Chief Engineer & Executive Director, Engineering & Construction Services.
48. Prior to registration of the Plan of Subdivision submit to the Chief Engineer and Executive Director, Engineering & Construction Services for review and acceptance, a detailed infrastructure phasing plan outlining the necessary infrastructure required to service all phases of the lands.

49. Prior to registration of the Plan of Subdivision and prior to construction of the municipal infrastructure, the owner shall provide a geotechnical design report for the construction of various municipal infrastructure, and retain at its own expense an appropriately qualified professional engineer to complete a peer review of the geotechnical design report to the satisfaction of the of Chief Engineer & Executive Director, Engineering & Construction Services.
50. The owner shall pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.
51. The owner shall obtain the Environmental Compliance Approvals from the Ministry of the Environment for the construction of all sewer and water infrastructure required to service the Plan of Subdivision, including payment of all fees under the Transfer of Review Program.
52. The owner shall pay for and construct any modifications or improvements to existing streets, facilities and municipal infrastructure external to the Plan of Subdivision which may be required to accommodate the proposed development, at the discretion of the Chief Engineer & Executive Director, Engineering & Construction Services.
53. Prior to acceptance of any lands and/or any municipal infrastructure constructed thereon within the Plan of Subdivision by Transportation Services Division, the owner shall:
 - a) submit to the satisfaction of the City Peer Reviewer, retained by the City of Toronto at the expense of the Owner, all environmental documentation in support of the Record(s) of Site Condition consistent with processes in the City Council approved policies for land conveyance under the *Planning Act*; and
 - b) file with the Ministry of the Environment's (MOE) Environmental Site Registry, a Record of Site Condition (RSC) for the lands on which the road(s) and municipal infrastructure have been constructed and submit a copy of the MOE Acknowledgement letter confirming that the RSC has been prepared in accordance with O.Reg. 153/04.
54. Prior to transfer of lands to Transportation Services Division, or acceptance of maintenance and operating obligations by the Transportation Services Division, the owner shall submit:
 - a) a statement by the owner's Environmental Consultant with reliance extended to the City and the City's Peer Reviewer that the Risk Assessment and Risk Management Plan complies with all applicable laws, guidelines and City of Toronto Policies;
 - b) an environmental risk assessment and risk management plan deemed satisfactory by the Peer Reviewer environmental consultant retained by

the City at the owner's expense and by the Executive Director of Engineering and Construction Services, in consultation with Transportation Services Division;

- c) a Ministry of Environment-issued Record of Site Condition, to the satisfaction of the Peer Reviewer retained by the City of Toronto at the expense of the owner, indicating the acceptability of the lands for right-of-way purposes, to be filed on the Environmental Site Registry, in accordance with the Environmental Protection Act;
- d) reports by a "qualified person" (as per O.Reg. 153/04), to the satisfaction of the Peer Reviewer retained by the City of Toronto at the expense of the owner, confirming that any soil imported to lands from outside of the lands covered by the Ministry of the Environment-accepted Risk Assessment to be accepted by the Transportation Services Division of Toronto meets the applicable Ministry of the Environment full depth generic requirements for the most environmentally sensitive adjacent land use.

55. Prior to the acceptance of any right of way by the Transportation Services Division for transportation purposes, the owner shall provide to the satisfaction of the City Solicitor and the General Manager of Transportation Services all legal descriptions, close-out documents and all applicable drawings and all Property Identification Numbers and reference plans of survey and all as-built drawings for the new right of way. The owner shall pay for any costs associated with the preparation and registration of all relevant documents.

PEDESTRIAN CONNECTIONS AND VEHICULAR ACCESS

56. The owner shall register rights-of-way and easements in favour of Blocks A and B against Block C for the purpose of providing vehicular access, parking access, passenger pick-up/drop-off, and loading via a private driveway, to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services and the Chief Planner and Executive Director of the City Planning Division. The owner shall acknowledge that Site Plan Approval for the respective Blocks will secure the exact alignment and detailed design and construction of the private laneway

UTILITIES

57. The owner shall construct all utilities required to service the Plan of Subdivision at no cost to the City, locating such utilities underground, or alternatively on the development block(s) with adequate screening to minimize their visual impacts, to the satisfaction of Chief Engineer & Executive Director, Engineering & Construction Services.

58. Prior to earlier of the registration of the Plan of Subdivision or the Release for Construction of services, submit to the Chief Engineer and Executive Director, Engineering & Construction Services:
- a) Regarding Toronto Hydro-Electric System Limited (distribution group):
 - i. copy of "offer to connect" (OTC),
 - ii. written confirmation that financial securities have been posted, and
 - iii. written confirmation that satisfactory arrangements have been made.
 - a) Regarding Toronto Hydro Energy (streetlight group):
 - i. cost estimate of the construction/installation of streetlights, and the hydro inspection fee,
 - ii. financial security in amount of 120% of the streetlight cost estimate and inspection fee.
 - iii. copy of written confirmation from Toronto Hydro Energy that satisfactory arrangements have been made,
59. In addition to the other financial security obligations contained in the Subdivision Agreement, prior to the earlier of release for construction of services or prior to the registration of the plan of subdivision, the Owner agrees to provide the City with financial security in the amount of 120% of the value of the cost estimate of the street lighting required to be installed under this Agreement, to the satisfaction of Engineering & Construction Services.

ENVIRONMENTAL SITE ASSESSMENT

60. Prior to the registration of each phase of the Plan of Subdivision, the owner shall retain a Qualified Person to conduct an environmental site assessment in accordance with the Records of Site Condition Regulation (O. Reg. 153/04), for the lands to be conveyed and/or retained by the City.
61. Prior to the registration of the Plan of Subdivision, the owner shall submit all environmental site assessment reports prepared in accordance with the Records of Site Condition Regulation (O. Reg. 153/04), describing the current conditions of the land to be conveyed to and/or retained by the City and the proposed remedial action plan based on the Site Condition Standards approach (or based on a Risk Assessment/Risk Management Plan approach), to the Chief Engineer & Executive Director, Engineering & Construction Services, for peer review.
62. The owner shall agree to pay all costs to the City associated with the City retaining a third-party peer reviewer inclusive of a 7% administrative cost. The Owner shall submit a certified cheque payable to the City of Toronto in the amount of \$8,000.00 as an initial deposit towards the cost of the peer review to the Chief Engineer &

Executive Director, Engineering & Construction Services and shall submit further deposits, when requested, to cover all costs of retaining a third-party peer reviewer. Unused funds will be returned to the owner by the City.

63. Prior to the acceptance of any lands, and/or any municipal infrastructure constructed thereon, and at the completion of the site remediation process, the owner shall submit a Statement from the Qualified Persons, to the Chief Engineer & Executive Director, Engineering & Construction Services, for peer review and concurrence, that based on all the necessary supporting environmental documents, the lands to be conveyed to and/or retained by the City meets either:
 - a) The applicable full depth generic site condition standards as given in the Soil Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act for the most environmentally sensitive adjacent land use; or
 - b) The Property Specific Standards (PSSs) as approved by the MOE for a Risk Assessment/Risk Management Plan which was conducted in accordance with the standards set forth in O. Regulation 153/04 and City Policies and Conditions for the Acceptance of Risk Assessed Lands (Clause 18, of Works Committee Report 2, April 25, 26 and 27, 2006).
64. Prior to acceptance of land, and/or any municipal infrastructure constructed thereon, the owner shall file the Record of Site Condition (RSC) on the Ontario Environmental Site Registry of the lands to be conveyed to and/or retained by the City and submit the Ministry of the Environment's (MOE) Letter of Acknowledgement of Filing of Record of Site Condition (RSC) confirming that the RSC has been prepared and filed in accordance with the O. Reg. 153/04, and that the MOE will not audit the RSC at this time, or that the RSC has passed an MOE audit, to the Chief Engineer & Executive Director, Engineering & Construction Services.
65. The owner shall enter into any necessary agreement to implement any terms or conditions of Certificate of Property Use at no cost to the City until such time as such conditions are met and to reimburse the City for any costs or expenses incurred by the City as a result of the implementation of any conditions or requirements in the Certificate of Property Use.

URBAN FORESTRY, TREE PROTECTION AND PLAN REVIEW

66. 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.
67. Prior to the registration of the Plan of Subdivision, the owner agrees to provide a street tree planting plan, in conjunction with a Composite Utility Plan that indicates the species, size and location of all proposed street trees, as these relate to the

location of any roads, sidewalks, driveways, street lines and utilities, to the satisfaction of the General Manager of Parks, Forestry and Recreation.

68. Prior to the registration of the Plan of Subdivision, the owner agrees to provide a Composite Utility Plan, indicating the location of all underground and above ground utilities, as well as proposed tree planting locations, to the satisfaction of the General Manager of Parks, Forestry and Recreation and Engineering and Construction Services.
69. Prior to the registration of the Plan of Subdivision, the owner agrees to submit an application and pay the required fees and to provide 70 mm diameter caliper replacement trees for the removal of trees that are subject to the City's Private Tree By-law and associated regulations in effect on the date of draft approval of the Plan of Subdivision. The ratio of replacement trees will be determined by Urban Forestry. Replacement trees will be planted on site in accordance with Urban Forestry Services requirements, or if no suitable location on site can be provided, the Owner may pay cash-in-lieu of planting, to the satisfaction of the General Manger of Parks, Forestry and Recreation.
70. 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 Bylaw and associated regulations in effect on the date of draft approval of the Plan of Subdivision, all to the satisfaction of the General Manger of Parks, Forestry and Recreation.
71. Prior to the registration of the Plan of Subdivision, the owner shall post a Letter of Credit equal to 120% of the value of the street trees, to guarantee the planting and maintenance by the owner of the new street trees for a period of two years after the planting date, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
72. Prior to any site work, the owner agrees to protect all existing trees associated with the Plan of Subdivision for which approval to remove or injure has not been granted, in accordance with the approved Arborist Report and Tree Preservation Plan, to the satisfaction of the General Manger of Parks, Forestry and Recreation.
73. Prior to any site work, the owner agrees to install tree protection barriers and signage for trees to be preserved in accordance with the approved Arborist Report and Tree Preservation to the satisfaction of Parks, Forestry and Recreation and to maintain the barriers in good repair until removal has been authorized by Urban Forestry, on behalf of General Manger of Parks, Forestry and Recreation.
74. The owner shall agree in the subdivision agreement to notify all builders, contractors and agents of all tree protection requirements where any part of the development will be carried out by them on behalf of the owner to the satisfaction of the General Manager of Parks, Forestry and Recreation.

75. The owner agrees to contact Urban Forestry prior to commencement of planting trees on City road allowance and on private property or within common areas. The owner further agrees to plant trees in accordance with the approved Landscape Plan and Composite Utility Plan, to the satisfaction of the General Manager of Parks, Forestry and Recreation.
76. 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).

Attachment 13: Summary of Heritage Research for Buildings A, B, E, G, and I

BUILDING A

Building A is a long narrow, two-storey, industrial building located on the south side of Eastern Avenue to the west of Leslie Street which was constructed in 1925-6. The building was designed for Hoyt Metal Company of Canada, later known as The Canada Metal Company. The upper floor was used for the company's offices and the lower floor for shipping.

The building has cultural heritage value as a representative of an early twentieth century industrial building type whose design expresses both the functional industrial aspects as well as the stature of the company and its offices. This is evident in the orientation of the rectangular building to provide a long impressive elevation facing Eastern Avenue, and in the design which features regular bays of broad window openings between brick piers with a stone base and a tall attic level above the upper windows. The recessing of the brick wall of the window bays behind the projecting brick piers reflects the utilitarian structural grid of the industrial space behind the wall as well as suggesting the form of a classical colonnade which is heightened by the inclusion of a stone base which steps forward to beneath the piers and a taller attic level suggestive of a classical entablature. The entry bay is more specific with these classical allusions as the entrance is flanked by two brick piers with moulded stone capitals supporting an entablature with the word "OFFICE" carved into it with a moulded cornice above. The door is flanked by two long narrow windows. Above these three elements are three brick panels outlined by headers and marked at their corners with stone blocks. The function of the office level is indicated by bands of two-over-two sash in contrast with the metal "factory sash" of the lower level.

BUILDING B

Constructed to the south of Building A, also in 1925-6, Building B is also a two-storey industrial block constructed on a square plan with an internal double-volume factory space. It is best viewed from the west where the elevation reveals it as two volumes of three bays each connected by lower single-bay blocks. Building C further south and constructed in 1929 repeats the same form.

Building B has cultural heritage value as part of the complex with Building A which is representative of an early twentieth century industrial building type. This is evident in the regular rhythm of the structural bays which is expressed on the façade and in the brick cladding which features decorative stepped elements at the cornice line matching those of Building A.

BUILDING G

Building G was designed by Wells & Gray and added to the complex in 1943 and is located to the east of Building B. A double-volume space which is completely internal, it features an exposed gable roof structure with a raised monitor which is glazed on both

sides and originally functioned as maintenance shop. The monitor which is a typical feature of industrial architecture and is particularly fine when combined with the exposed roof structure has design value as it contributes to the industrial character of the complex.

BUILDING E

Completed in 1930-46 building, and also designed by Wells & Gray E shares the characteristics of the above three buildings through its date of construction and through the articulation of its north elevation with structural bays. However the stucco over-cladding has diminished its integrity and it may be determined not to have sufficient heritage value to merit being included on the heritage inventory or designated under Part IV. Two elements in the building which should be conserved are the glass panels on the west wall of the upper storey containing a variety of glass materials including glass blocks with a variety of surface textures as well as yellow and green colours.

BUILDING I

Building I was designed by Wells & Gray (1946) and originally functioned as an iron oxide mill. The building's design value is evident in its broad gable roofed proportions which is one-and-a-half storey with a raised middle section, clad in orange brick and blue metal siding. This building is scheduled to be demolished to allow for construction of the new public road and will be commemorated through an interpretation plan of the site.