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Planning and Housing Committee
100 Queen Street West
Toronto, ON M5H 2N2

**Re: PH9.2 Growth Plan (2019) and Municipal Comprehensive Review/Conformity
Exercise Requirements
Prioritizing the Review of the Stockyards (Keele-St. Clair) area**

Dear Committee Members,

Historically the Stockyards area originated as an area for the sale of live animals. This activity attracted many meat packing companies to the area and over time the area evolved to a large cluster of industries including businesses such as an incinerator, tannery, rubber manufacturer and other businesses. Since the 1990s, the area has evolved to include residential development with low-scale residential uses in select locations and the opportunity for mid-rise residential development along St. Clair Avenue West in select locations. The surrounding residences are primarily designated in the Official Plan as *Neighbourhoods* with some properties along St. Clair Avenue West being designated as *Mixed Use Areas*. The remaining industries are located in the Stockyards (Keele-St. Clair) *Employment Area*.

The Province's Growth Plan (2019) came into force in May and does not identify the Stockyards (Keele-St. Clair) *Employment Areas* as a Provincially Significant Employment Zone (PSEZ). When City Council considered the Province's proposed Amendment 1 to the Growth Plan (2017) in February, the amendment identified 67% of Toronto's *Employment Areas* as PSEZs. The Stockyards (Keele-St. Clair) *Employment Areas* was not identified as a PSEZ and City Council did not ask the Province to add the Stockyards (Keele-St. Clair) *Employment Area* as a PSEZ.

As identified in the report, the City's Growth Plan (2019) conformity exercise/Municipal Comprehensive Review (MCR) will focus on managing growth through intensification, protecting employment lands, considering requests to convert employment lands and developing environmental policies. In his report entitled *Growth Plan (2019) and Municipal Comprehensive Review/Conformity Exercise Requirements*, the Chief Planner is recommending that the Planning and Housing Committee (PHC) request staff to report back to PHC in Q1 2020 on a work program and the associated timing to complete the required MCR.

I understand that there are a significant number of potential MTSA's across the city, and I also understand that the upcoming report in Q1 2020 will provide prioritization criteria for Council's consideration and outline an orderly approach to completing the necessary work to achieve

conformity with the Growth Plan (2019). This Q1 2020 report will also outline potential MTSA's that may be delineated in advance of the MCR's completion that are identified in the *Planning Act* as "Protected Major Transit Station Areas" or PMTSA's.

The St. Clair/Old Weston Road area has been identified as one of the locations for a future Smart Track/GO station with frequent service connecting to Union Station and northwest along the Kitchener GO line. In the Growth Plan (2019), this is identified as a priority transit corridor. The City has recently completed the St. Clair Avenue West Transportation Master Plan (TMP) which includes planned improvements to Keele Street, an extension to Gunns Road, connecting Davenport Road to Union Street, a widening of St. Clair Avenue West, an expansion of the St. Clair underpass and new cycling connections. The TMP supports and provides direction for improved connections to the St. Clair/Old Weston area and the future Smart Track/GO station.

In light of existing and proposed public investments in the public transit and transportation network in this area, I request that the Stockyards (Keele-St. Clair) *Employment Areas* be identified as a priority study area in the MCR work program to be considered by PHC in Q1 2020.

Recommendation:

1. Planning and Housing Committee direct the Chief Planner and Executive Director, City Planning to prioritize the study of the Keele-St. Clair area including lands around McCormack Street where lands are designated as *Employment Areas* and are not identified as a Provincially Significant Employment Zone as part of the upcoming review in order to enable the potential unlocking of the lands in the vicinity of the Smart Track/GO Kitchener line and planned station located in the area of these lands.

Sincerely,

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