

Status Update Report - Coronation Drive Employment Area – Planning and Transportation Review

Date: August 23, 2021

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 25 - Scarborough-Rouge Park

SUMMARY

This report provides an update on the Coronation Drive Employment Area Review ("the Review"). The Review is focused on the local context and economic significance of the Coronation Drive Employment Area and identify key considerations for future uses that are responsive to the area and takes advantage of strategic economic development opportunities while meeting other important goals including a safe road network and protected natural areas.

Since initiating this work at the request of City Council in November, 2020, staff have created a profile of the Coronation Drive Employment Area, outlined preliminary considerations for potential economic development opportunities, and conducted an overview of the current transportation and goods movement context. This report also includes a consultation and engagement framework which will be advanced in the next phase of study to inform potential outcomes of the Review to address compatibility between employment uses and nearby sensitive land uses.

RECOMMENDATIONS

The City Planning Division recommends that Scarborough Community Council:

1. Approve the proposed Planning Review Work Program, as outlined in this report, as the basis for review to be undertaken to understand the current needs, challenges and opportunities for the Coronation Drive Employment Area.
2. Direct City Planning staff, in consultation with Economic Development and Culture and Transportation Services, to conduct public consultation in accordance with the proposed Consultation and Engagement Strategy outlined on pages 4 and 5 in this report.
3. Request the Director of Planning, Scarborough District to report back to Scarborough Community Council next steps for potential policy directions.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Request for Coronation Drive Employment Area Study

In response to concerns about potential new heavy vehicle traffic generated by development proposals in the Coronation Drive Employment Area, City Council requested a Planning and Transportation Study for the Coronation Drive Employment Area. At its meeting on November 25 and 26, 2020, Council adopted item SC19.9, "Imagining 21st Century Employment Areas - Request for a Planning and Transportation Study for the Coronation Drive Employment Area." Council requested Community Planning, in consultation with Economic Development and Culture and Transportation Services, to undertake a study that includes:

- An inventory of current development proposals in the employment area;
- A profile of existing and permitted uses within the employment area;
- A consultation framework, developed in consultation with Economic Development and Culture, including area businesses and residents, to understand the current context and future opportunities for the employment area;
- A review of trucking and goods movement to and from the area in consultation with Transportation Services; and
- Identification of potential adverse impacts of permitted land uses and heavy vehicle movement on nearby sensitive land uses and potential recommendations to address or minimize these impacts.

The request for study may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC19.9>

PLANNING REVIEW WORK PROGRAM

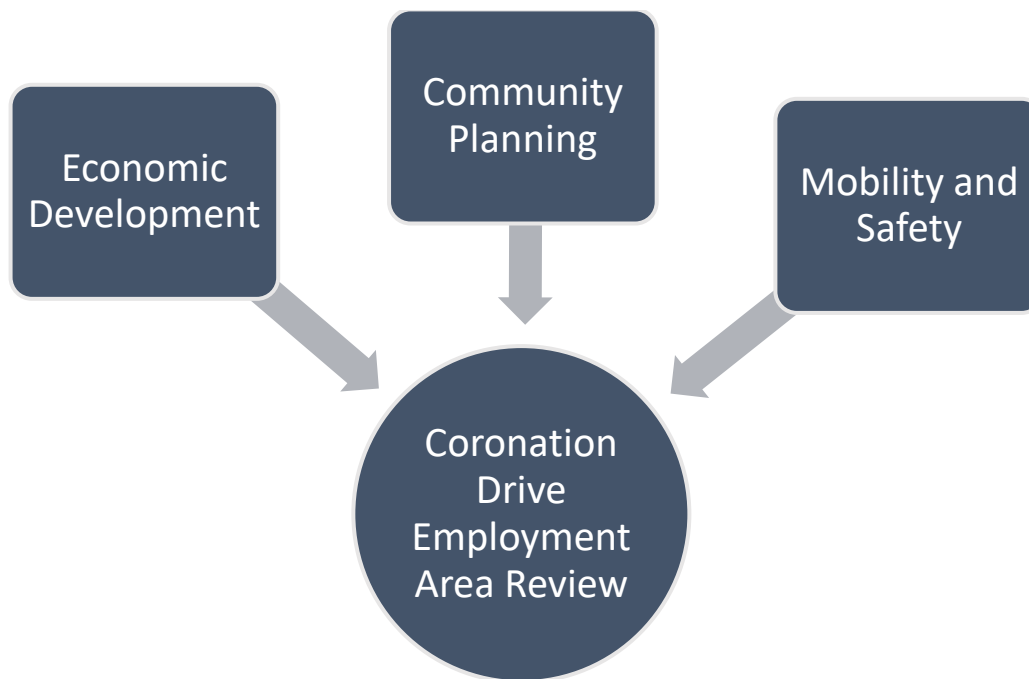
Study Structure

The Coronation Drive Employment Area Review (the "Review") is a study being undertaken by City Planning Division in partnership with Economic Development and Culture and Transportation Services. The Coronation Drive Employment Area is a designated *Core Employment Area* that has provided important jobs and services to the City for almost three quarters of a century while being located directly adjacent to sensitive land uses, including residential neighbourhoods and significant natural features. The purpose of the review is to consider the context and significance of the

Coronation Drive Employment Area and identify key considerations for future uses that are responsive to the local context, takes advantage of strategic economic development opportunities and meet other important goals including a safe road network and protected natural areas.

The Review is structured to examine the area through three lenses: Community Planning, Economic Development and Mobility and Safety. When considered together, these three areas of study will help determine the appropriate next steps, including potential policy outcomes or initiatives that work to address the current challenges and ensure that future opportunities for the area's success are realized. These lenses are illustrated below in Figure 1:

Figure 1 - 3 study areas of the Coronation Drive Employment Area Review



Planning Review

The Planning Review begins with a profile of the area including its history, the policy considerations and the existing conditions from a zoning and land use perspective. This includes an inventory of current applications and development proposals as well as a review of how existing land use permissions could create areas of influence which encompass nearby sensitive land uses. This report outlines early findings of the Planning Review which will help shape consultation initiatives as well as provide inputs into the Economic Development and Transportation Reviews.

Economic Development Review

The Coronation Drive Employment Area is a fairly small area, distant from other Employment Areas within Scarborough, and not optimally accessible to major transportation routes such as highways. A map of Employment Areas can be found in Attachment 9 showing Coronation Drive and other employment areas in Scarborough,

which are generally larger and closer to major transportation routes. Considerations for future uses could include those that typically generate lower levels of heavy vehicle and goods movement, as well as those uses that make sense for the local context adjacent to residential communities and important natural features. Uses that generate local jobs should also be considered in conjunction with community input.

Current demand for industrial space is high. In-demand uses that may be considered for future economic development of the area includes laboratories and industrial condominiums, which could provide for a variety of smaller-scale light industrial uses. There are also opportunities for connections within the local community; potential partnerships could be pursued with institutions such as University of Toronto Scarborough, the Toronto Zoo, or other organizations within Scarborough that could lead to new focuses for the area. These potential opportunities and directions are preliminary and would be explored as part of the consultation and engagement in the next phase of this work. This engagement would be coordinated with Community Planning and Transportation Services to ensure emerging opportunities align with potential Transportation recommendations and Planning policy directions.

Transportation Review

The transportation review will largely centre on the City's recently adopted Freight and Goods Movement Strategy. Adopted in September 2020, The Strategy seeks to provide a goods movement system that is safe, reliable and sustainable, connecting people and products while protecting Toronto's vibrant and thriving economy and quality of life. The Strategy seeks to guide goods movement policy to optimize safety and efficiency throughout the network, while reducing negative impacts on Neighbourhoods, by improving safety for people using roads across the city. City Council's decision can be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE16.1>

The next phase of work will include the identification of a Strategic Truck Network throughout the City and prioritize primary and secondary routes for freight. This work will also identify routes which require heavy vehicle restrictions in order to improve safety for all road users and bring a better balance to our road network. The Coronation Drive Study Area will be included in this network analysis. Primary and secondary freight routes throughout the area will be studied and identified, as well as any parts of the road network that where heavy vehicles should be restricted or prohibited.

Phasing and Stakeholder Engagement

The Review will be conducted in four phases:

1. Understand the Study Area and Establish a Workplan (largely complete);
2. Community-based Visioning and Brainstorming;
3. Testing and Confirming Ideas; and
4. Finalizing Outcomes and Implementation.

A consultation and engagement strategy was developed by Community Planning in coordination with Economic Development and Culture and Transportation Services.

This strategy would guide engagement of local residents, business owners, and other groups on potential directions for the Coronation Drive Employment Area that would identify issues, challenges and positive attributes of the area, mitigate potential impacts of industrial facilities and goods movement on sensitive land uses, and identify potential opportunities for future economic development.

Stakeholders or potentially interested groups include but are not limited to:

- Scarborough Community Renewal Organization (SCRO) Economic Development Committee
- Local Residents' groups
- Scarborough Business Association
- Toronto East Community Awareness and Emergency Response (TE CAER)
- Local residents
- Local school representatives
- Coronation Drive Employment Area businesses and landowners including City Divisions with capital facilities or other assets in the study area
- Toronto Industry Network (TIN)
- Toronto and Region Conservation Authority (TRCA)
- Potential economic development partners, such as University of Toronto Scarborough (UTSC), Toronto Zoo, etc.
- Indigenous groups

Key consultation methods to be employed in the next phase of study are as follows:

Local Advisory Group (LAG)

This group would be made up of representatives from stakeholders and interested groups, including residents' associations, local businesses within the Employment Area, Toronto Water (Infrastructure and Development Services), local associations and organizations such as SCRO and TE CAER, and others that may be relevant to this review (such as a youth representative). It is anticipated that two LAG meetings would be held. The LAG would be intended to be a non-political advisory body with a mandate to provide a forum for feedback, guidance, and advice to City staff at key points during the process.

Broader Community Engagement

In addition to general community meetings, held virtually or in person as dictated by public health measures, additional community engagement methods would be used to ensure broad and inclusive community engagement. This may include a survey, site visit, video or website if determined appropriate/feasible by City staff. Other methods of engagement would include phone calls and emails to City staff.

Targeted Discussions

A key element of this process would involve targeted discussions with local businesses to understand their needs relating to trucking and goods movement, and key potential partners to explore potential future opportunities for the area (such as University of Toronto Scarborough).

AREA PROFILE

Core Study Area

The Coronation Drive Employment Area is a small industrial area in Scarborough close to Lake Ontario. The area is bounded by Manse Road to the west, Highland Creek to the east, and the Thornton Creek Ravine (also known as the West Hill Watercourse) directly to the north of Coronation Drive, occupying around 232 hectares. The location of this area is shown in Attachment 3.

The area is bisected east to west by the main Toronto – Montreal CN rail line, which historically served the main industrial facilities. The rail line is now shared by Metrolinx and VIA as a passenger rail corridor, and used minimally by the industrial sites in the area. This rail line is shown in Attachment 5.

Context Area

The Coronation Drive Employment Area is within the traditional territory of many Indigenous nations, including the Mississaugas of the Credit, the Chippewa and the Wendat. The area is covered by the Williams Treaties signed with multiple Mississaugas and Chippewa bands. There is a long history of traditional uses of the area by Indigenous communities; archaeological evidence gathered in this area shows people have been living along the Scarborough Bluffs for as long as 10,000 years — making this area one of the longest inhabited places within what is now the City of Toronto. The Lake Ontario shoreline area and Highland Creek watershed have held, and continue to hold, ecological significance to Indigenous communities and settler communities alike. As part of the Scarborough Waterfront Project (2020), the TRCA undertook an Environmental Assessment which included engagement with Indigenous communities with interest in the area to identify traditional uses and interests.

The Context Area falls within the West Hill community and Neighbourhood Improvement Area (NIA). West Hill is within the Southeast Scarborough Planning Table as part of the Toronto Strong Neighbourhoods Strategy (TSNS) 2020, which supports healthy communities across Toronto by partnering with residents, community agencies and businesses to invest in people, services, programs and facilities in NIAs. Objectives within the strategy for the area include increasing the number of local employers and mentorship and skill-building for residents.

The main routes through the neighbourhood are Kingston Road, Morningside Avenue and Lawrence Avenue East. For the purposes of this review, the Context Area will be bounded by Morningside Avenue to the west, Lawrence Avenue to the North, Highland Creek to the east, and Lake Ontario to the south. The maps in Attachments 1, 2, 5 to 8 are focused on this Context Area. TTC bus service operates on all major streets through the area. The area is between two GO Transit stations, Guildwood GO and Rouge Hill GO. Four public schools are located within the area. The Context Area is bounded on all sides by *Natural Areas* as shown on Official Plan Land Use Map 23 (Attachment 1). A Natural Heritage System is located within the area as shown on Map 9 of the Official

Plan. The road and transportation network and Natural Heritage System are shown in Attachment 5.

East Point Park is located directly to the south of the Core Study Area. It is one of Toronto's larger parks along the City's east waterfront, and a migratory staging area for monarch butterflies and over 178 species of birds. The park is connected to the Waterfront Trail along the Lake Ontario shoreline, and also features walking trails, a beach, and a softball pavilion.

Area History

Starting in the 1950s, private industrial facilities were developed in the Core Study Area, supported by the CN rail line that runs along the shore of Lake Ontario (part of the Grand Trunk Railway). Until after the Second World War the surrounding area was mostly rural. From the late 1950s onwards, housing was developed in subdivisions extending from Kingston Road. Attachments 6 and 7 show these development changes to the area over a period of two and a half decades. Attachment 8 shows the area in present day.

From the mid-1950s, Metro Toronto planned to extend the Gardiner Expressway east to connect with Highway 2A as part of its City-wide expressway expansion program. Much of the route was planned to follow the CN railway right-of-way to reduce impacts to residential neighbourhoods and the environment. One of the preferred routes identified involved the proposed highway to extend along the rail corridor to an area just west of Manse Road before turning north to connect with Kingston Road and Highway 2A near the Highland Creek Overpass. The Core Study Area falls along this historic corridor alignment and would have benefited from a highway exit that would have provided expressway access west to downtown and east to Highway 401. Following community opposition, the planned highway extension was cancelled in the mid-1970s along with other expressway extension projects.

Under the former City of Scarborough Official Plan, the Coronation Drive Employment Area was designated "General Industrial Uses with High Performance Standards" under the then Coronation Drive Employment District Secondary Plan. Under this former Secondary Plan, uses permitted in the area included industrial, scientific, technical research and development, training and educational facilities, offices, recreational uses, manufacturing and warehousing uses (with the exception of certain uses under Special Industrial Uses or Municipally Prohibited Uses, such as slaughterhouses). The policies under the former City of Scarborough Official Plan for industrial areas were intended to provide a suitable environment for a broad range of industrial operation and development and to encourage employment opportunities.

When the City of Toronto's Official Plan was first adopted in 2002, many of the lands within the Coronation Drive Employment Area were included as part of the identified the Natural Heritage System (Map 9 of the Official Plan). Some landowners within the area objected to this, and Council directed City staff to address these concerns. In coordination with the TRCA, City staff worked with landowners to undertake a Natural Heritage review and develop guidelines for assessing future development within the Coronation Drive Employment Area. City Council approved these guidelines at its

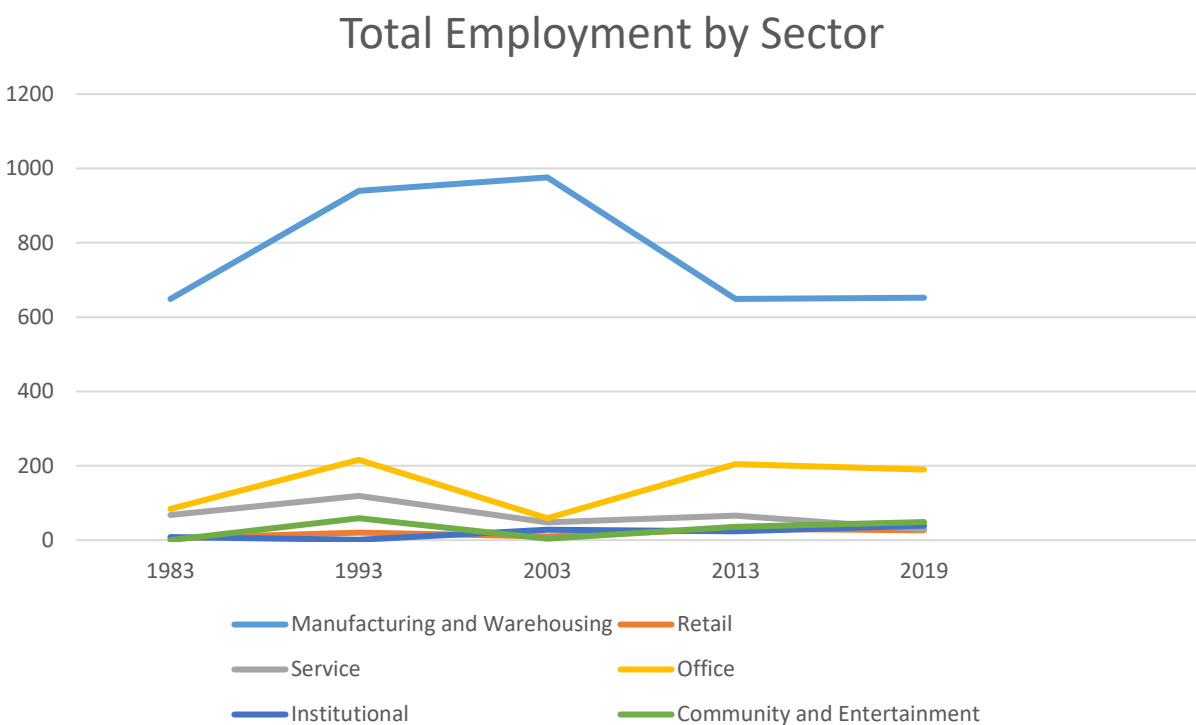
meeting on November 30, December 1 and 2, 2004. Council's decision may be viewed here: <https://www.toronto.ca/legdocs/2004/agendas/council/cc041130/plt9rpt/cl004.pdf>

Employment Profile

The Coronation Drive Employment Area currently employs almost 1000 individuals either full-time or part-time (2019 Toronto Employment Survey). Manufacturing and warehousing make up the bulk of the jobs, with a variety of other sectors present in the area including offices, retail, institutional, and service and recreational uses.

Employment rates have remained fairly static since the early 2000s and was at its highest point in the 1990s (based on available data). Employment in sectors other than manufacturing and warehousing has grown in recent years, particularly in part-time employment, where more individuals are employed in the institutional or community and entertainment sectors. Figure 2 below shows all types of employment by sector within the Coronation Drive Employment Area since 1983.

Figure 2 - Coronation Drive employment by sector



The area was traditionally home to major chemical producers in addition to significant City water and wastewater facilities. It is now home to a variety of employment uses, including food processing and wholesaling, life sciences, a cannabis dispensary, and self-storage facility. There are also a range of other uses in the area including a fitness centre, aquatics centre, and other recreational uses, a bookstore, and a restaurant.

Current Development Proposals

There are currently two development proposals in the Coronation Drive Employment Area:

610 Coronation Drive

An application for Site Plan Control was submitted in May 2020, is currently under review by City staff. The proposal is for a warehousing facility. The proposal is for a flexible space and an end user has not yet been determined. Application materials can be viewed here:

<http://app.toronto.ca/AIC/index.do?folderRsn=F7w4hPKph0KxkFaflecDkg%3D%3D>

51 Beechgrove Drive

An application for Site Plan Control was submitted in July 2021, and is currently under review by City staff. An additional proposal is in the pre-application stage. 51 Beechgrove Drive is the site of the Highland Creek Treatment Plant.

The two Site Plan Control applications deal with upgrades and replacement to the existing City facilities, many of which are ageing. Waste incineration at this City wastewater treatment facility involves some trucking for the disposal of incinerated waste. There is a Neighbourhood Liaison Committee (NLC) formed to provide interested residents and businesses an opportunity to discuss plant issues with City of Toronto staff. Committee members also have the opportunity to provide input on issues related to the plant that could affect the surrounding community, such as proposed changes to the facility. Trucking is currently coordinated with local schools to minimize impacts of this heavy vehicle movement. Application materials that are currently available can be viewed here:

<http://app.toronto.ca/AIC/index.do?folderRsn=ghHDdgcA1tDI4X6i9mrEw%3D%3D>

POLICY CONSIDERATIONS

Provincial Policy Framework and D-6 Guidelines

Land use planning in Ontario is a policy-led approach largely guided by the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

The Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") are issued under Section 3 of the *Planning Act* and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and the Growth Plan (2020). Comments, submissions or advice affecting planning matters that are provided by City Council shall also be consistent with the PPS and conform to the Growth Plan (2020). The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

Both the PPS and the Growth Plan (2020) provide policy direction on key land use planning issues for municipalities, including:

- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- The protection of the environment and resources;
- The appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs; and
- The protection of people, property and community resources.

When dealing with issues of land use compatibility between employment uses and nearby sensitive uses, the Ministry of the Environment, Conservation and Parks (MECP) provides guidance through its D-Series Guidelines.

Guideline D-1, "Land Use and Compatibility" assists land use planning authorities in deciding whether new development or land uses are appropriate to protect people and the environment. The D-1 guideline defines a sensitive land use as "a building, 'amenity area' or outdoor space where routine or normal activities occurring at reasonably expected times would experience 1 or more 'adverse effect(s)' from contaminant discharges generated by a nearby 'facility'. The 'sensitive land use' may be a part of the natural or built environment." Residential uses, schools, certain outdoor recreational uses (such as picnic areas), or bird/wildlife habitats or sanctuaries are considered to be sensitive land uses.

Adverse effects are defined as:

- impairment of the quality of the natural environment for any use that can be made of it,
- injury or damage to property or to plant or animal life,
- harm or material discomfort to any person,
- an adverse effect on the health of any person,
- impairment of the safety of any person,
- rendering any property or plant or animal life unfit for use by man,
- loss of enjoyment of normal use of property, and
- interference with the normal conduct of business.

Guideline D-6, "Compatibility between Industrial Facilities" is a Provincial guideline to determine appropriate land uses near industrial areas to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial uses on one another. The guideline is a direct application of Ministry Guideline D-1 and deals with emissions that may be generated by an industrial use, such as noise, vibration, odour, dust through normal operations or activities, or associated traffic and transportation. The guideline identifies categorization criteria for three classes of industrial areas and recommended minimum separation distances between industrial areas and sensitive land uses.

In May 2021, the MECP proposed a new Land Use Compatibility Guideline as an update to the existing D-series guidelines. If approved, the Guideline would be applied when an approval under the *Planning Act* is needed where a decision to be made by a planning authority concerns sensitive land uses near industrial facilities. The Guideline proposes area of influence (AOI) distances, minimum separation distances (MSD) and other provisions including requirements for compatibility studies and potential mitigation measures.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The Coronation Drive Employment Area is an *Employment Area* on Map 2 - Urban Structure (Attachment 2) and designated *Core Employment Areas* in Land Use Map 23 (Attachment 1). *Employment Areas* (2.2.4) are intended exclusively for economic activity and protected from the encroachment of non-economic functions. They help maintain and grow the City's tax base and dynamic economy, provide a range of employment opportunities, and are intended to help achieve a balance in the population and employment growth.

In December 2013, City Council considered a report on Official Plan policies and designations for employment lands prepared as part of the five-year Official Plan and Municipal Comprehensive Review (MCR). OPA 231 designated the Coronation Drive Employment Area as *Core Employment Areas*. City Council's decision may be viewed here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

The Minister approved the majority of OPA 231, with modifications, in July 2014 and in December 2016, the Local Planning Appeal Tribunal (LPAT) brought into force the *Core Employment Areas* and *General Employment Areas* designations, except for sites under appeal and uses that remained contested. In January 2019, the LPAT brought into force the remainder of the policies for the two *Employment Areas* designations, except with regard to the retail policies and office replacement policies which remain under appeal. The LPAT decisions may be viewed here:

<https://www.omb.gov.on.ca/ecs/CaseDetail.aspx?n=PL140860>

Employment Areas (4.6) are where the city grows its enterprises and jobs, and recognizes that businesses increasingly require flexibility to compete effectively in the global economy. As amended by OPA 231, *Core Employment Areas* are places for business and economic activities that are generally geographically located within the interior of *Employment Areas*. The uses permitted in these areas are all types of manufacturing, processing, warehousing, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, industrial trade schools, media, information and technology facilities, among other

related uses. However, uses that attract the general public into the interior of employment lands and possibly disrupt industrial operations are not generally permitted in *Core Employment Areas*.

In June 2020, City Council approved the Growth Plan Conformity and Municipal Comprehensive Review (MCR) Work Plan, as part of the requirements of the Growth Plan (2020). The Municipal Comprehensive Review (MCR) commenced in August 2020. A key element of the MCR process is protecting *Employment Areas*, including a review of land use policies for lands designated *Core Employment Areas* and *General Employment Areas* under the Official Plan. City Council's decision may be viewed here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

The MCR is the opportunity by which landowners can request the City to convert lands from employment to include other sensitive land uses. Per the above noted conformity exercise, the deadline for making the request through the MCR was August 3, 2021 and no conversion requests were received within the Core Study Area.

Zoning and Land Use and Permissions

Lands within the Coronation Drive Employment Area fall under either the City-wide Zoning By-law 569-2013 or the former City of Scarborough Employment District By-law 24982. By-law 24982 contains numerous zones that permit residential or institutional uses. Sites under this By-law within the Coronation Drive Employment Area may have been left out at the time lands were brought into Zoning By-law 569-2013 because the existing zoning permissions did not conform to the Official Plan policies. These conflicts are proposed to be addressed through Phase 2 of the Zoning Conformity Review detailed below. A Zoning Map is shown in Attachment 4. Purple indicates E or EH zones. The white spaces (commonly referred to as "holes") indicate areas zoned under former City of Scarborough Employment By-law 24982.

Zoning By-law 569-2013

Most of the lands in the Core Study Area are zoned Employment Industrial Zone (E) under the City-wide Zoning By-law 569-2013, with portions of the area zoned Employment Heavy Industrial Zone (EH). A City-owned treatment plant facility, the Highland Creek Treatment Plant, is on lands zoned Utility and Transportation Zone (UT) under By-law 569-2013. The UT zone permits public utilities, public works yards, cogeneration and renewable energy, and other uses such as parks, public parking, and recreation uses.

The following uses are permitted within the Employment Industrial Zone (E):

- Manufacturing Uses, except: slaughterhouses/animal rendering factories, firearms/ammunition or fireworks factories, asphalt plants, cement or concrete batching plants, crude petroleum or coal refineries, explosives factories, industrial gas manufacturing, large scale smelting or foundry operations, pesticide or fertilizer manufacturing, gypsum or limestone processing, oil-based paints or adhesives processing, pulp mills, resin or rubber manufacturing, or tanneries;

- A range of employment uses including: artist studios, binderies, building supply yards, carpenter's shops, cold storage, contractor offices, workshops, financial institutions, industrial sales, laboratories, production studios, public works yards, service shops, software development and processing, warehouses, wholesaling, open storage, marihuana production facilities, energy uses, shipping terminals, and various vehicle service facilities such as repair shops, fuel stations and car washes; and,
- Various other services and uses including: animal shelters/pet services/kennels, dry cleaning, print shops, service shops, personal services, eating establishments/drive through facilities, patios, parks, recovery facilities, recreation uses, retail, and emergency service uses such as ambulance depots or fire halls.

Most of the lands within the Coronation Drive Employment Area are zoned Employment Industrial and permit all the above uses, with some lands permitting additional uses through the following Site Specific Provisions:

- A small parcel east of Minuk Acres permits uses directly related to a waste transfer station, including buildings, loading and parking, to receive and transfer recyclable material;
- The lands directly north of the FJ Horgan Water Treatment Plant permit blending and manufacturing of resins, including asphalt and the open storage of vehicles;
- A portion of lands south of Coronation Drive permit chemical manufacturing, processing and warehousing uses ancillary to chemical and pharmaceutical manufacturing, processing or warehousing; and
- Lands to the east of Wallsend Drive permit a manufacturing use involving the primary processing of oil-based paints, oil-based coatings or adhesives.

Some of the lands within the southern part of the area, north of the railway tracks, are zoned Employment Heavy Industrial (EH). The following uses are permitted within this zone:

- All Manufacturing Uses, except: firearms/ammunition or fireworks factories, crude petroleum or coal refineries, explosives factories, or tanneries;
- Other employment uses including: binderies, building supply yards, chemical materials storage, carpenter's shops, cold storage, contractor offices, workshops, fuel storage, industrial sales, laboratories, open storage, public utilities, public works yards, vehicle depots and repair shops, warehouses, and waste transfer stations, propane transfer and storage facilities, energy uses, marihuana production facilities, and crematoriums; and
- Other uses including: animal shelters, dry cleaning, service shops, recovery facilities, and emergency service uses such as ambulance depots or fire halls.
- A small parcel east of Wallsend Drive is subject to the following Site Specific Provisions:
 - Chemical manufacturing, processing and warehousing uses carried on in connection with, or related to, chemical and pharmaceutical manufacturing, processing or warehousing is permitted; and

- Asphalt plants, hazardous substance manufacturing, processing or warehousing, slaughterhouses/animal rendering facilities, and waste transfer stations are not permitted.

Former City of Scarborough Zoning By-law 24982

Under former City of Scarborough By-law 24982, lands are zoned Industrial Zone/General Industrial Zone/Special Industrial Zone (M-MG-MS) and Institutional - Public Services Zone (I-PS).

Another City-owned facility, the FJ Horgan Water Treatment Plant, is zoned Institutional - Public Services Zone (I-PS) under By-law 24982. This zone permits ambulance depots, fire halls, police stations, and public utilities in the Coronation Drive Employment Area specifically.

Lands north of Copperfield Road between Wallsend Drive and Chemical Court, as well as a triangular-shaped parcel east of Grey Abbey Ravine, are zoned Industrial Zone, General Industrial Zone, Special Industrial Zone (M-MG-MS) under By-law 24982. The following uses are permitted under this zoning:

- Day Nurseries
- Educational and Training Facility Uses
- Industrial Uses
- Marihuana Production Facility
- Offices, excluding Medical and Dental Offices
- Places of Worship
- Recreational Uses
- Open Storage
- Special Industrial Uses

A small parcel of land on the south side of Beechgrove Drive, south of Janellan Ravine Park, is zoned Single Family Residential Zone (S) following an amendment to the Scarborough Official Plan and Zoning By-law in 1999. The following uses are permitted under this zoning:

- Correctional Group Homes
- Group Homes
- Single-Family Dwellings
- Household Arts or Private Home Daycare (ancillary uses)

Zoning Conformity

On December 10, 2019, the Planning and Housing Committee considered a report on a two-phased Zoning Conformity Framework for Official Plan Employment Areas. The Committee endorsed the proposed zoning framework outlined in the staff report as the basis for review to be undertaken to achieve conformity with OPA 231. The Committee's decision may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.13>

Phase 1 of the Zoning Conformity Framework recommends amendments to all in-force zoning by-laws to remove permissions for sensitive land uses or other land uses that

are not permitted in General Employment Areas or Core Employment Areas under the policy direction of OPA 231. Phase 2 of the Framework is anticipated to review site-specific contexts. The Phase 1 Final Report was considered by the Planning and Housing Committee on June 28, 2021. As of the writing of this report, the Committee has postponed consideration of this item. The report, proposed draft zoning by-law amendments, and Committee decision can be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.5>

PRELIMINARY TRANSPORTATION CONSIDERATIONS

Truck Movements

Within the Core Study Area and Context area, the following road classifications are found:

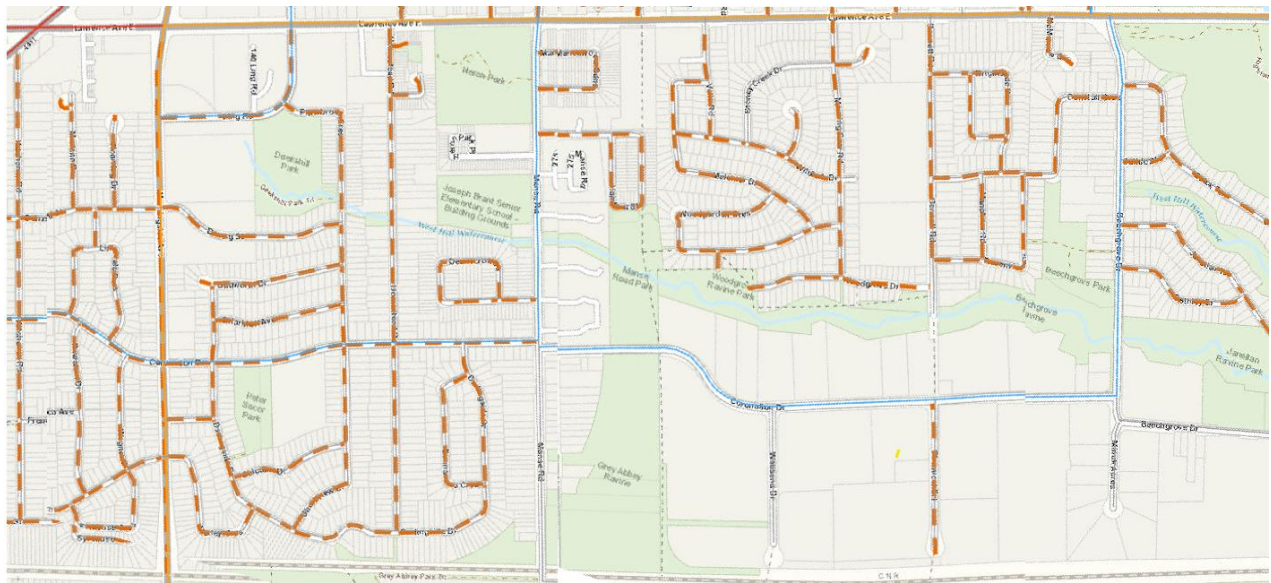
- Minor Arterials: Lawrence Avenue and Morningside Avenue
- Collectors: Coronation Drive, Beechgrove Drive (North of Coronation Drive), Manse Road, Ling Road
- Local Roads: All other roads in the study area

From the minor arterial roads there are three approaches to the Employment Area for trucking and other movements: from Morningside Avenue, along Coronation Drive, and from Lawrence Avenue East, along Manse Road and Beechgrove Drive.

Truck Restrictions

There are truck restrictions on all roads in the study area except for Lawrence Avenue, Manse Road and Coronation Drive (east of Manse Road), Copperfield Road, Wallsend Drive and Beechgrove Drive. Therefore trucks are only permitted to enter and exit the Coronation Drive Employment Area via two direct routes off Lawrence Avenue (Manse Road and Beechgrove Drive). Trucks are only permitted on the restricted routes if they are accessing a particular site along those roads.

Figure 3 - Coronation Drive Employment Area Vehicle Restrictions: Orange Hashed lines are routes with truck restrictions. Blue lines are the collector roads used as truck vehicle routes in and out of the Employment Area.



Truck movements approaching the Employment Area are predominantly along Manse Road, with a small portion using Beechgrove Drive. The following image is taken from early analysis of the City's Strategic Truck Network and indicates volumes of truck traffic in the study area.

Figure 4 - existing truck volumes throughout the Context Area. The thickness of the grey lines indicate relative volume of truck traffic.



Safety

Speed, collision data, and truck volume counts will be reviewed as part of this analysis.

Transportation Services Capital Program

Several state of good repair road projects (typically resurfacing) are scheduled within the Context Area during the next five years. The Review will consider these works as part of its review and analysis, including opportunities to update signs and markings. Some of these works will occur slightly outside of the Context Area but may inform the Study.

NEXT STEPS

Staff will work with the local Councillor and adjacent Ward Councillor to start up the Local Advisory Group and key consultation initiatives in the fall of 2021 and early 2022. Following the completion of consultation and engagement as outlined in this report, staff will develop potential recommendations for analysis and further consultation with local stakeholders.

As alternatives are evaluated, work will be coordinated with the road network analysis being undertaken by Transportation Services, as well as broader initiatives such as the Zoning Conformity Review and Municipal Comprehensive Review being undertaken by City Planning. These work programs and their outcomes will influence the timing for this Review although staff will work to ensure a coordinated approach.

Potential outcomes that may emerge as part of this Review include Site and Area Specific Policies (SASP) that outline potential opportunities for or constraints on future land uses specific to the Coronation Drive Employment Area. Through network analysis additional transportation considerations could also emerge for implementation. As detailed in the work program above, staff will work to finalize the potential outcomes with a final report back to Scarborough Community Council.

CONTACT

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SIGNATURE

Paul Zuliani, MBA, RPP, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Official Plan Land Use Map
Attachment 2: Urban Structure
Attachment 3: Location Map
Attachment 4: Zoning Map

Attachment 5: Transportation Network and Natural Heritage System
Attachment 6: Aerial Photo - 1954
Attachment 7: Aerial Photo - 1978
Attachment 8: Aerial Photo - 2020
Attachment 9: Map of Scarborough Employment Areas

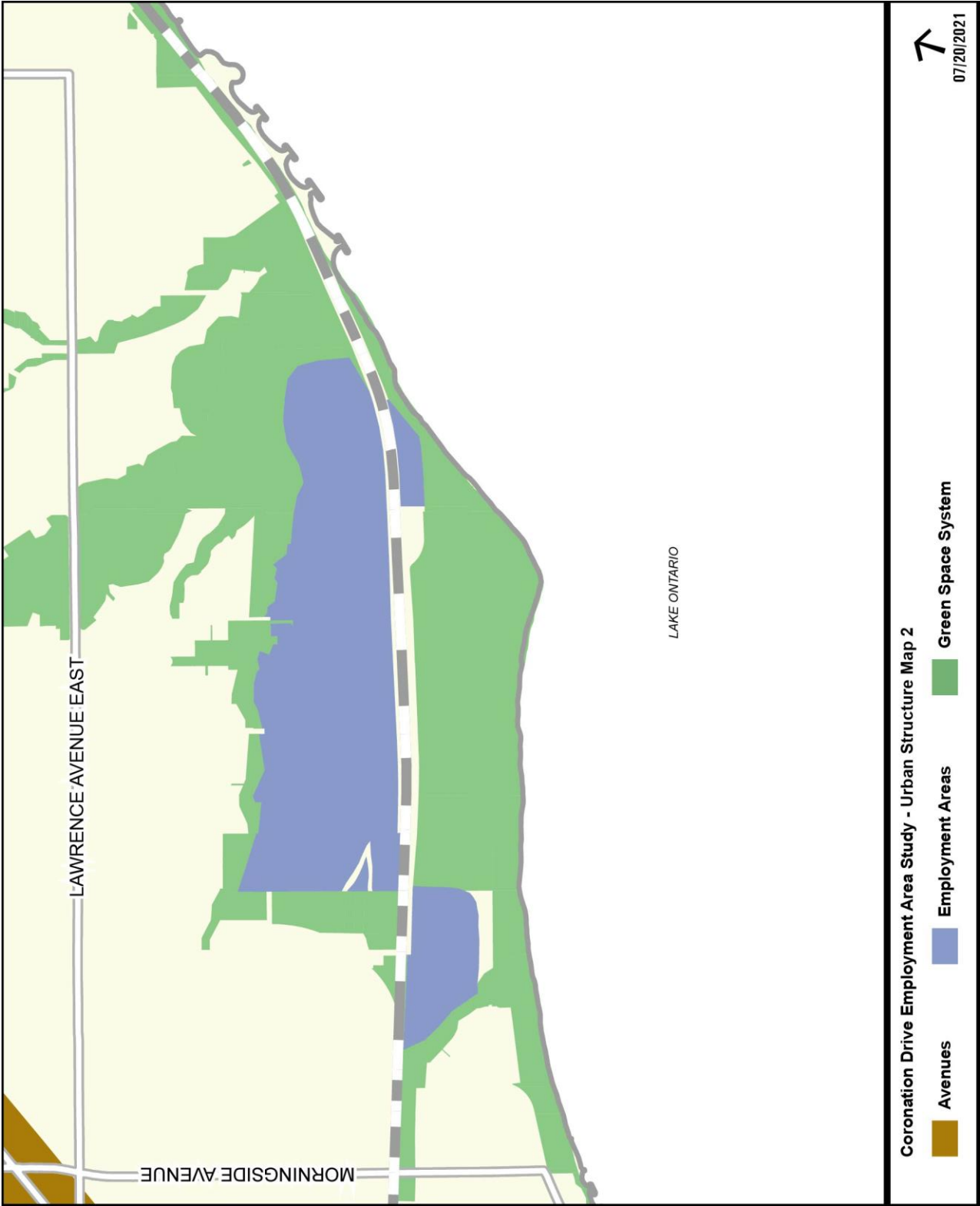
Coronation Drive Employment Area Study - Official Plan Land Use Designations

Neighbourhoods (Yellow)
 Apartment Neighbourhoods (Orange)
 Mixed Use Areas (Red)
 Natural Areas (Green)
 Parks (Light Green)
 Core Employment Areas (Purple)

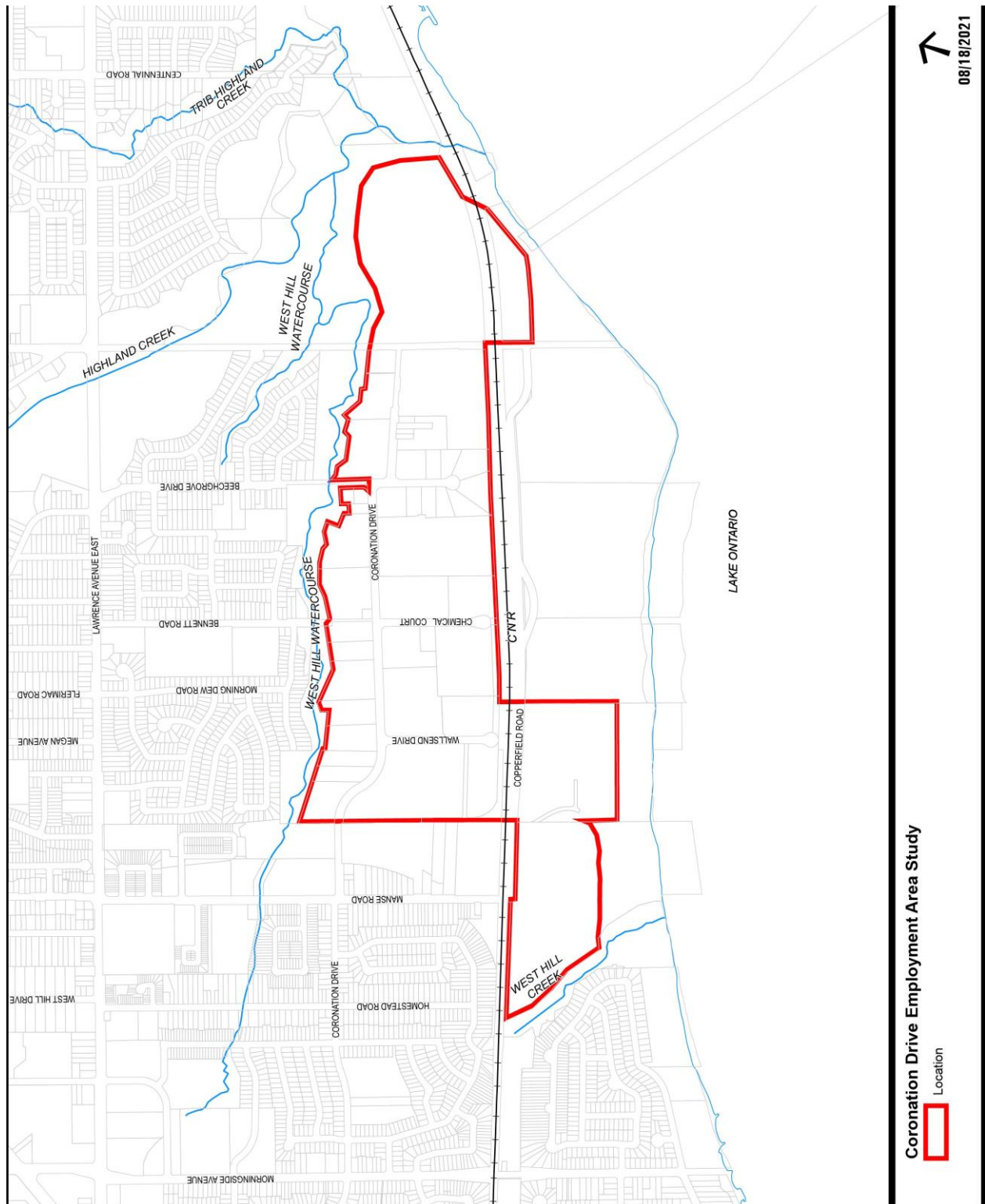
Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities) (Dark Green)

07/20/2021

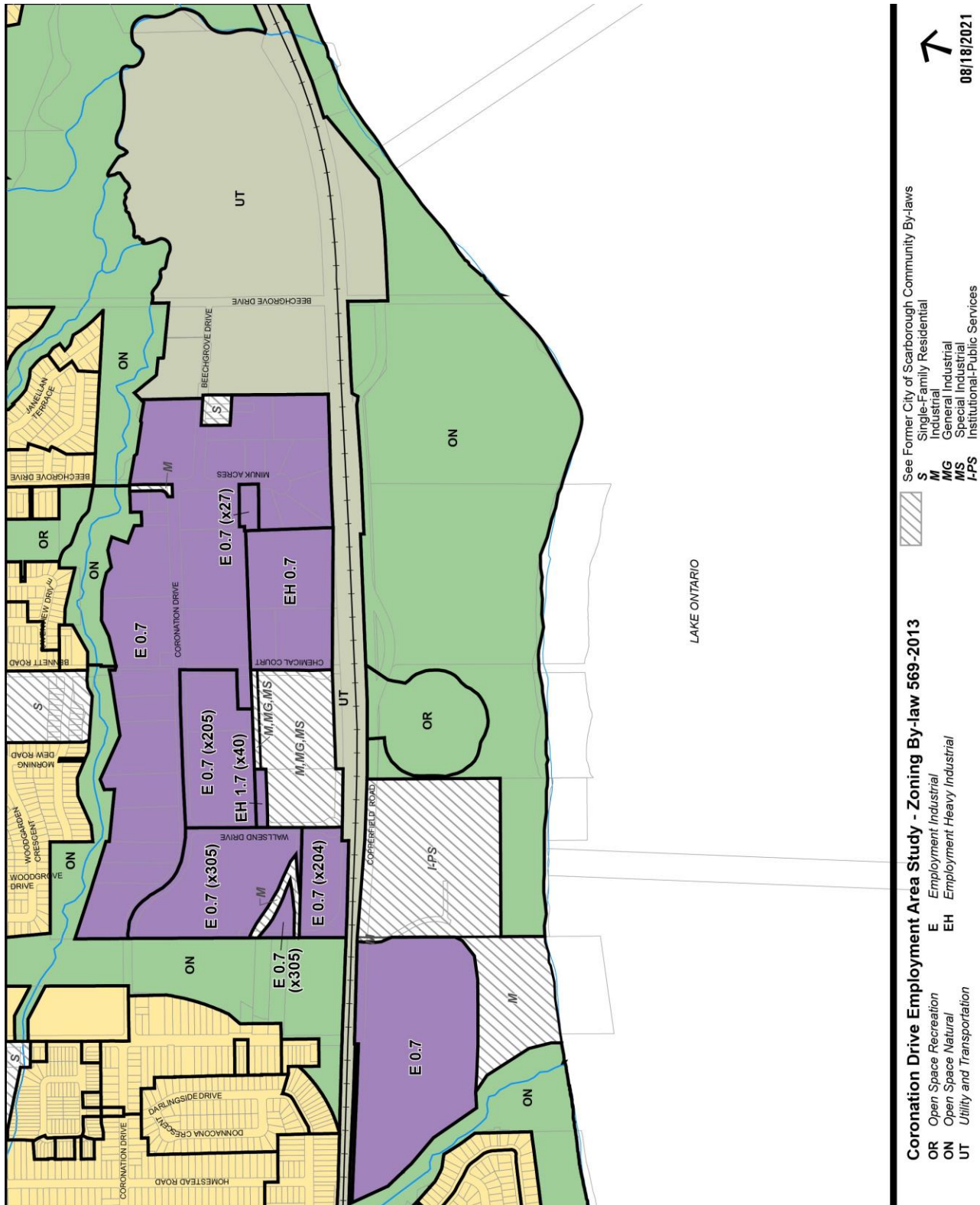
Attachment 2: Urban Structure



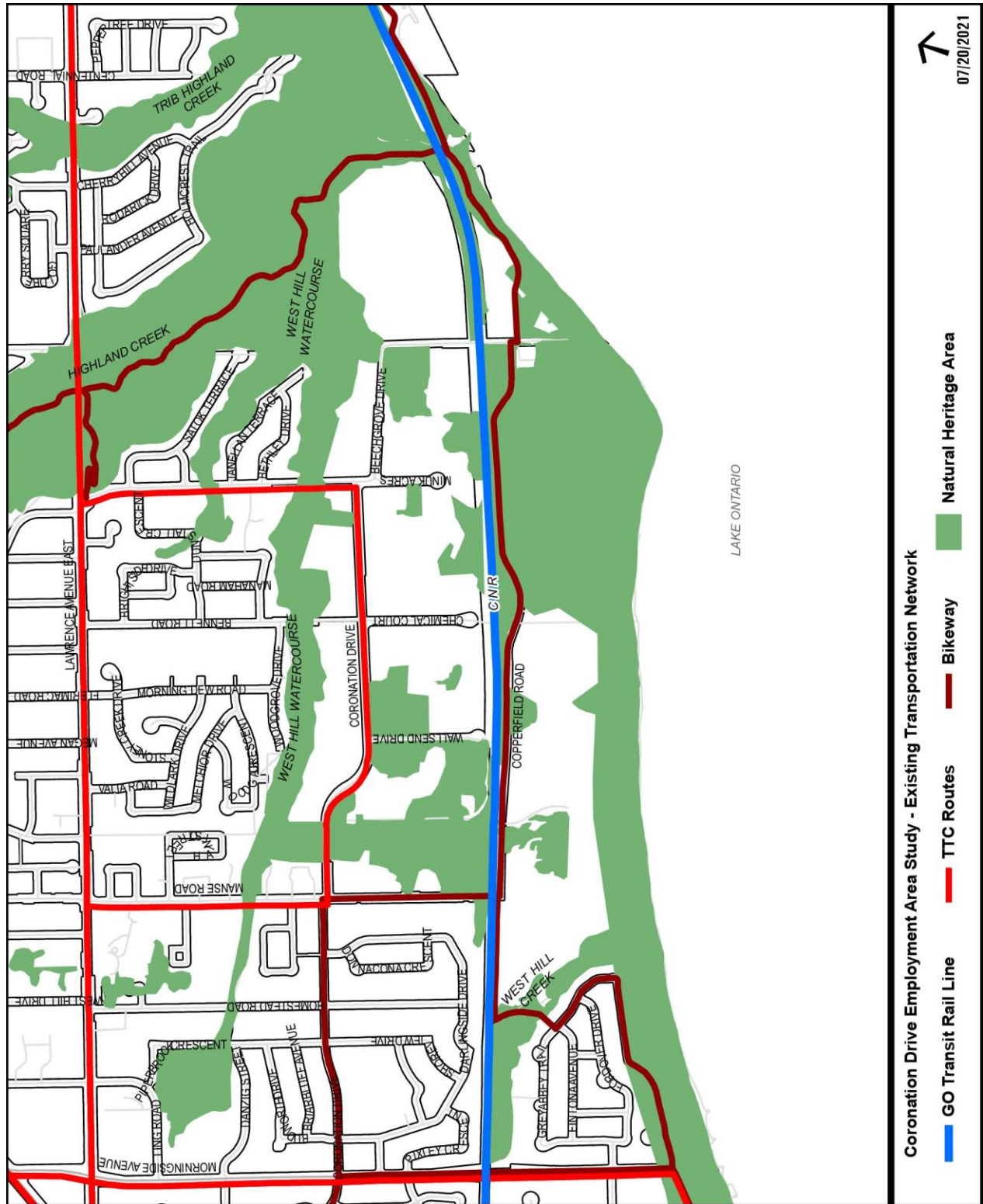
Attachment 3: Location Map



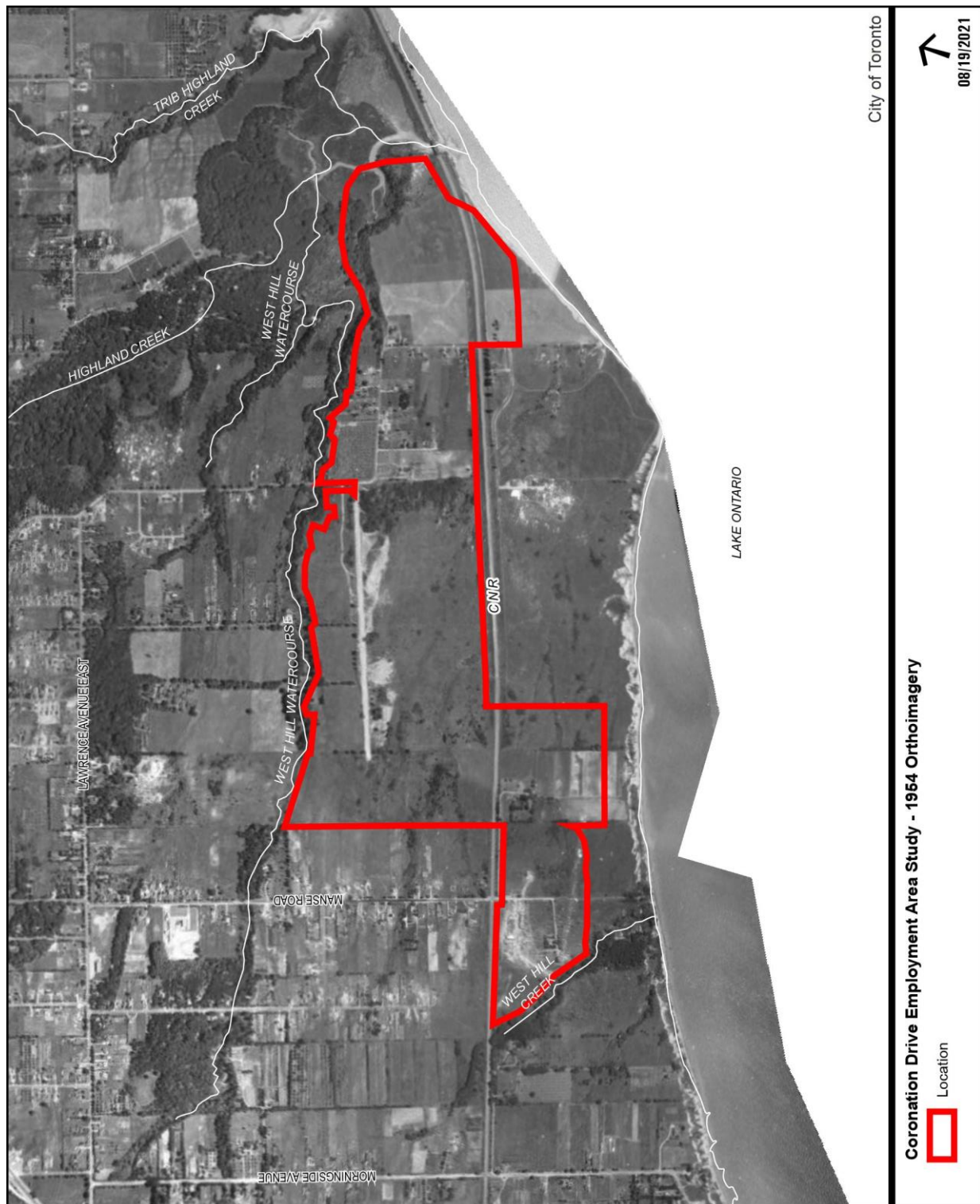
Attachment 4: Zoning Map



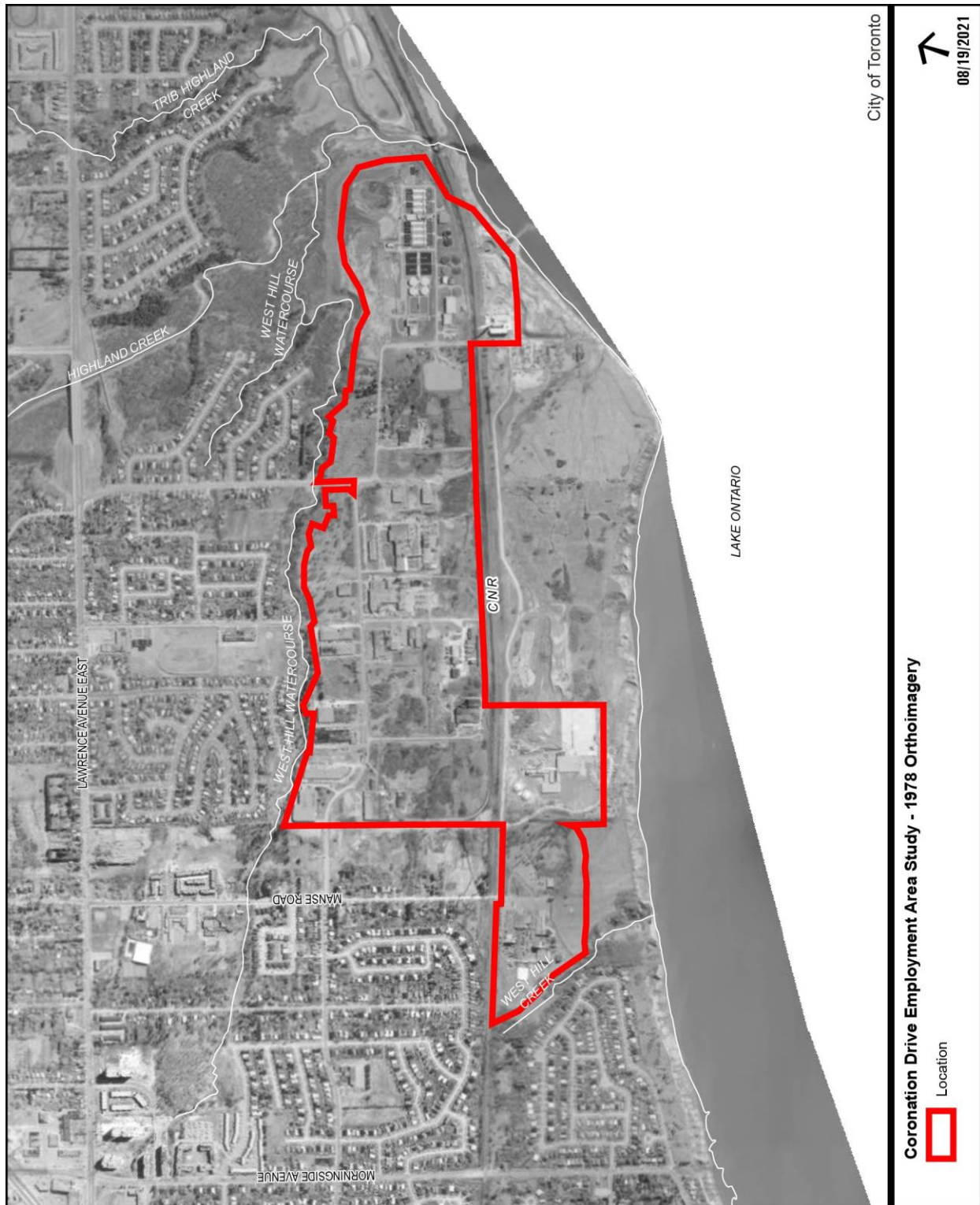
Attachment 5: Transportation Network and Natural Heritage System



Attachment 6: Aerial Photo - 1954



Attachment 7: Aerial Photo - 1978



Attachment 8: Aerial Photo - 2020



Attachment 9: Map of Scarborough Employment Areas

