

Attachment 3: Final Assessments and Recommendations to Convert Land Designated Employment Areas

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Request	Municipal Address	Ward	Page
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FINAL ASSESSMENT OF CONVERSION REQUEST NO. 001

Address: 1 Heron's Hill Way

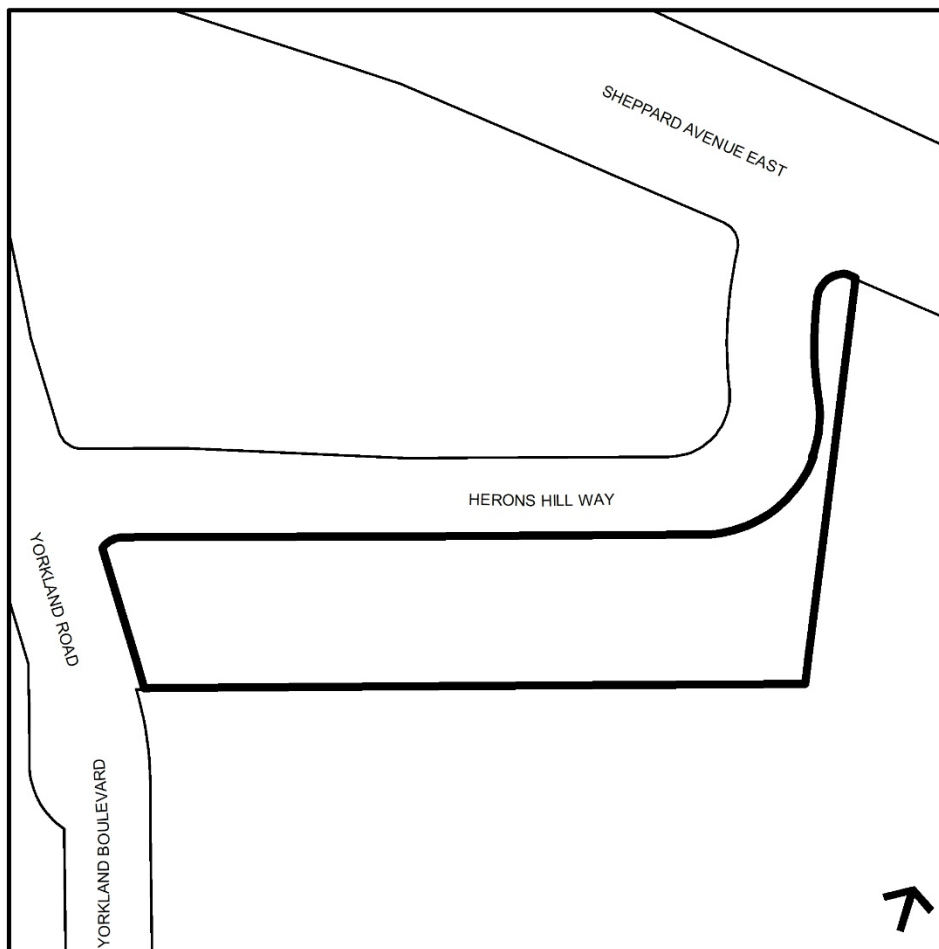
General area: Sheppard Avenue East and Highway 404

Ward: Don Valley North (17)

Owner (Applicant): Paradise Developments Heron's Hill Inc. (Bousfields Inc.)

Site area: Approximately 0.65 hectares (1.6 acres)

Existing uses: 2-storey office building and surface parking



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit residential uses
Application No. 20 150974 NNY 17 OZ

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas and Avenues* (Map 2)

Designation(s): *General Employment Areas and Mixed-Use Areas* (Map 19)

Area Specific Policies: ConsumersNext Secondary Plan (see in the Business Park Interior District (Map 35); Chapter 7 SASP 386; and portion that curves up is in Sheppard and Victoria Park Corridor

Zoning By-law: Commercial C1 (127) in the former City of North York Zoning By-law 7625. The C1(127) zone permits a variety of commercial uses including banks, banquet halls, business and professional offices, and take-out restaurants.

SITE CONTEXT AND ADJACENT USES

North: Residential mixed use area with tall and mid-rise buildings

South: Low-rise office building with private school, mid-rise office buildings

East: Car wash, low-rise fast-food establishments, residential mixed use development, gas station and car wash

West: Mid-rise office uses, parking garage

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests.

Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 001 and provides staff's recommendations.

Official Plan Amendment Application

At its meeting on October 20, 2020, the Planning and Housing Committee considered the Preliminary Report for the Official Plan Amendment application for Conversion Request No. 001. Among other matters, Planning and Housing Committee directed staff to review the application, which includes the conversion of the subject lands from *General Employment Areas* to *Mixed Use Areas* for the purpose of permitting residential development, concurrently and in the context of the statutory Review of the Official Plan. The Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH17.13>

FINAL ASSESSMENT

The lands are located at the north west of the Consumers Road office focussed area of employment, an area with a longstanding identity largely shaped by the superior access and visibility from Highway 401 to the south and Highway 404 to the west. The area accommodates a broad range of businesses in a variety of building types and vintages.

It has experienced significant job growth since 2006; a finding that is in line with the significant amount of building investment and reinvestment over the last five years. The Consumers Road area of employment will benefit from proposed higher order transit investment, improving access for workers and residents alike. Equally important is the availability and affordability of employee parking, particularly for businesses whose workers depend on private vehicles to access work and for to customers who access the businesses during the day.

The lands are proposed to be used for a mix of residential and employment uses. To the east, lands are designated *Mixed Use Areas* and *General Employment Areas* while lands to the south and west are designated *General Employment Areas*. Outreach to local businesses was carried out. The Parkway Centre Business Association has previously endorsed the proposal and while light industrial and office users did not raise concerns, those with operations who may be impacted identified issues. Of particular concern are: potential impacts on roads and the efficient movement of goods associated with a greater mix and concentration of residential traffic; increased costs and restrictions related to ECA approvals; and, the prospects of complaints from new residents. Regarding the latter, businesses were not only concerned about the impacts complaints could have on operations, but also the damage it could do to those firms with a strong public facing image. Observations arising from wider consultation with key industry stakeholder groups include: the need for a variety of lot/building sizes to accommodate new businesses, especially those that play a supporting role in the clustering of key industries; speculative land values and industrial land affordability;

traffic congestion affecting the efficient movement of goods; and land use certainty as a key factor for reinvestment decisions and long term business planning. Further, the use of the lands for residential could create instability in an area that is vulnerable to land speculation that could hinder investment and reinvestment, limiting or restricting opportunities for business and economic expansion.

The lands form part of the collection of properties that have frontage on Sheppard Avenue East, albeit minimally. These are the only such lands with frontage that are not entirely designated *Mixed Use Areas*. Lands designated *Mixed Used Areas* are located to the north, north of Heron's Hill Way, and accommodate high density residential uses. Heron's Hill Way is a relatively short street that connects Yorkland Road and Sheppard Avenue East and has some pedestrian facilities. Improvements and connections to this street and the pedestrian network are identified in the ConsumersNext Secondary Plan. These improvements and connections are important for the functionality of the area, particularly given that higher order transit is expected on Sheppard Avenue East, though certainty and timing is not clear.

In staff's opinion, the redesignation of a portion of the lands designated *General Employment Areas* to *Mixed Uses Areas* would provide an opportunity to integrate them into the local mixed use context in a manner that protects and preserves employment uses on site and those in the surrounding area. More specifically, the western portion of the lands would be purposefully retained as *General Employment Areas* to serve several functions: protects against the potential future encroachment of incompatible uses west into the Consumers Road area of employment; establishes a consistent edge of employment uses on Yorkland Road south of Heron's Hill Way; allows for the appropriate transition of employment to non-employment uses on site; helps support land use compatibility; and, retains land for businesses and economic activities.

The *Mixed Use Areas* portion of the lands are proposed to be used for residential, non-residential and employment uses that are compatible with the surrounding employment and residential area, and provides affordable housing. Additional new community infrastructure will be needed to support residents of the proposed residential uses, including open space and an extension to Heron's Hill Way.

A SASP is recommended to apply to the entirety of the lands that would:

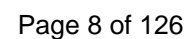
- Require a minimum of 3,340 square metres of employment gross floor area on the land prior to or concurrent with residential uses;
- Require the Heron's Hill Way Extension to Boneset Road Connection;
- Require a minimum of 520 square metres of Privately Owned Publicly-Accessible Space ("POPS") in addition to parkland dedication;
- Require the majority of car parking to be located below grade; and,
- Require prescribed rates of affordable housing.

EDC staff believe this conversion may set a precedent for the larger Employment Area.

Recommendation

Staff have reviewed Conversion Request No. 001 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the majority of the lands be redesignated from *General Employment Areas* to *Mixed Use Areas* with a SASP that applies to the entirety of the conversion request area. The SASP secures prescribed rates of affordable housing, employment gross floor area, open space and a road extension while ensuring new development is compatible with the surrounding mix of uses and protect from negatively impacting the viability of the Consumers Road area of employment.

Address:	45 and 88-100 Gordon Mackay Road and 11, 35 and 200 Suntract Road
General area:	Southwest of Highway 401 and Jane Street
Ward:	York-South Weston (5)
Owner (Applicant):	LFL Group / Leon's (Gladki Planning Associates)
Site area:	Approximately 16 hectares (40 acres)
Existing uses:	Offices, showroom, warehousing, wholesaling, retail, service, self-storage and approximately 10 hectares (25 acres) of vacant land



CONVERSION REQUEST

Proposal: Request to redesignate from *General Employment Areas* to *Regeneration Areas* to permit residential and other sensitive uses. A new headquarters office and retail store are proposed in phase one. The proposal involves providing dry, safe access to and from the lands during times of flooding hazards in the area east of the lands.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 13)

Area Specific Policies: N.A.

Zoning By-law: Industrial-Commercial (MC(H)) Zone and Industrial-Commercial (MC(74)(H)) Zone in the former City of North York Zoning By-law No. 7625

SITE CONTEXT AND ADJACENT USES

North: Highway 401

South: Highway 400

East: Toronto Police Services (Forensic Identification Services and Fleet Materials Management), distribution, retail, service, restaurant, fuel station, car wash and place of worship uses

West: Highway 400

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary

assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 002 and provides staff's recommendations.

FINAL ASSESSMENT

The lands consist of the western two-thirds of land designated *Employment Areas* located southwest of the junction of Highway 401 and Highway 400. The Black Creek forms much of the eastern boundary, creating a 50 metre buffer between the lands and *Employment Areas* to the east. Jane Street is east of the lands designated *Employment Area* and there are residential uses beyond. Due to the physical boundaries, there is little functional relationship between this area and other parts of the Highway 400 area of employment.

The lands are developed with a building used for Leon's national headquarters, a showroom, and a warehouse. Other buildings on the lands accommodate office, self-storage, warehouse, wholesale, and retail uses. The remaining sixty per cent of the lands, approximately 10 hectares, are vacant. Within the area of employment east of the lands, are employment and non-residential uses that include places of worship, a training centre for trade workers, restaurants, retail, service, and warehouse uses as well as the Forensic Identification Services and Fleet Materials Management departments of the Toronto Police Services.

Access to the lands is limited to Gordon Mackay Road which intersects with Jane Street. The east segment of Gordon Mackay Road, east of the Black Creek, is located within the Jane-Wilson Black Creek Special Policy Area (SPA). A SPA is a part of the community that has historically existed in the floodplain and where development is controlled by official plan policies that have been approved by both the Minister of Northern Development, Mines, Natural Resources and Forestry (NDMNR) and the Minister of Municipal Affairs and Housing (MAH). The Toronto Region Conservation Authority (TRCA) manages this watershed and provides approvals with respect to development in the SPA.

The east segment of Gordon Mackay Road and where it intersects with Jane Street are vulnerable to flooding during regional storms. This flood risk has the potential to block access to and from the lands during a regional storm event.

The lands are principally not located near impactful industries, though they do form part of the larger Highway 400 area of employment. The Highway 400 area of employment has one of the largest concentrations of land designated *Employment Areas* in the City. Highway 400 and Highway 401 provide superior access, making it attractive for the quick and efficient movement of goods for the many manufacturing logistic facilities located this area. Four of the top five employers within this area of employment are manufacturers, ones that include food processing, car parts production, pharmaceuticals and office furniture.

Within the Highway 400 employment area are a wide range of property and building types and sizes, making for an effective business ecosystem that supports supply chain efficiencies and clustering of industries. With robust market conditions, including a 0.7% vacancy rate in 2021, significant reinvestment has taken place to modernize the existing older building stock. The relative absence of significant conversion pressure has meant that this area remains largely stable, particularly in the portion north of Highway 401 straddling both sides of Highway 400 in certain locations which provides an ideal precondition for further reinvestment to occur.

The lands are recommended to be redesignated to *Regeneration Areas*, a designation that open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. Outreach to local industry included longstanding warehousing, wholesaling, scientific research and contractor/trade uses. Concern about the proposal was raised over flood protection/exacerbation, traffic, access, privacy/security, implications on new land use restrictions including ability to continue or expand existing as-of-right uses in the future, and potential loss and/or expropriation of land (for flood protection or new roadways etc.). Consultation on a wider scale with industrial stakeholder and business sector groups identified issues relevant to this local context including: the need for a variety of lot/building sizes to accommodate new businesses; speculative land values and industrial land affordability; traffic congestion affecting the efficient movement of goods; and land use certainty as a key factor for reinvestment decisions and long term business planning.

In staff's opinion, a *Regeneration Areas* designation is appropriate for the lands to support reinvestment and growth through a process that considers the local context, including that future development is compatible development with surrounding land uses and that flood risks are resolved. More specifically, the proposed redesignation with a SASP would ensure future land uses on the east part of the lands are compatible with existing and planned uses to the west that are designated *Employment Areas*. Future residential use permissions on the lands would depend on the provision of flood protected, safe access from a new permanent publicly accessible road. This proposed road network improvement could unlock the development potential of this underutilized area. The recommended SASP would:

- Require the preparation of a secondary plan for the lands to ensure the development of a complete community, including the provision of community infrastructure to support any new residential uses;
- Require demonstration that any new uses have safe access for people and vehicles during times of flooding hazards and/or erosion hazards, up to and including the regulatory storm flood event;
- Require that residential uses only be permitted once it is demonstrated that the uses have safe access from a permanent publicly accessible road or that required flood remediation works are carried out to ensure safe access to the lands;
- Require that a minimum of 20 per cent of the total gross floor area be non-residential gross floor area and that the first phase of development include a proposed 16,000 square metre building for office and retail uses;

- Require prescribed rates of affordable housing; and,
- Require various technical studies.

Recommendation

Staff have reviewed Conversion Request No. 002 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Regeneration Areas* with a SASP. The designation sets out the requirement for a secondary plan while the SASP secures prescriptive rates of affordable housing and employment gross floor area while addressing land use capability and flooding risks.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 003, 065, and 083

Address: 641, 661, 663 Danforth Road (No. 003)
399 Kennedy Road (No. 065)
347, 357 and 375 Kennedy Road (No. 083)
And including: 3569 and 3577 St. Clair Avenue East; 619, 621, 625, and 627 Danforth Road; and 401 Kennedy Road

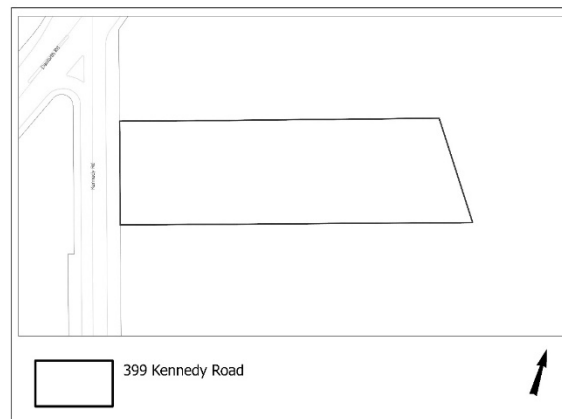
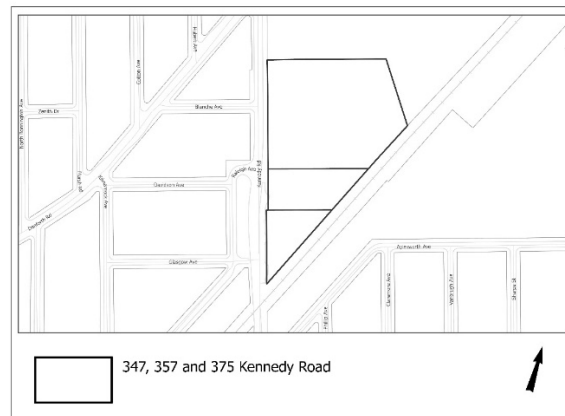
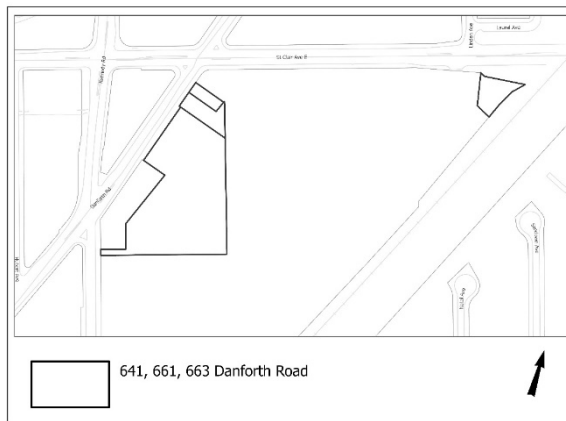
General area: St. Clair Avenue East and Kennedy Road

Ward: Scarborough Southwest (20)

Owner (Applicant): Republic Development (Bousfields Inc.) (No. 003)
Citoronto Investments Limited (Bousfields Inc.) (No. 065)
Laurier Paradise CC375 Inc. (Bousfields Inc.) (No. 083)

Site area: Approximately 7.86 hectares (19.44 acres)

Existing uses: Indoor sports complex, place of worship, automobile dealership; health food distribution company and warehouse



CONVERSION REQUEST

Proposal: Requests to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit residential use
Application No. 20 211430 ESC 20 OZ (No. 003) and
Application No. 21 235806 ESC 20 OZ (No. 083)

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 20)

Area Specific Policies: N.A.

Zoning By-law: Highway Commercial Zone (HC), Places of Worship Zone (PW), General Industrial (MG) and Recreational Zone (RU) in the Former City of Scarborough Employment District Zoning By-law 24982 (No. 003)
Employment Industrial Zone (E) in the City of Toronto Zoning By-law 569-2013 (Nos. 065 and 083)

SITE CONTEXT AND ADJACENT USES

North: North of St. Clair Avenue East, a two (2)-storey place of worship and a number of 1-storey buildings, generally used for gas station, automobile repair, retail, commercial and related uses.

South: Scarborough GO rail corridor directly adjacent to the lands with residential on the other side of the rail

East: Two large format industrial buildings and associated surface parking, yard, outdoor storage and landscaped areas. Further east the Scarborough GO rail corridor is directly adjacent to the lands with residential on the other side of the rail

West: A series of one to two storey buildings located on four lots at the southeast corner of Kennedy Road and Danforth Road generally used for automobile repair and related uses. West of Kennedy Road, a 1-storey place of worship and low-rise residential

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet

the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request Nos. 003, 065, and 083 and provides staff's recommendations.

Official Plan Amendment Application

At its meeting on April 22, 2021, the Planning and Housing Committee considered the Preliminary Report for the Official Plan Amendment application for Conversion Request No. 003. Among other matters, Planning and Housing Committee directed staff to review the application, which includes the proposed conversion of the subject lands from *Employment Areas* to *Mixed Use Areas* for the purpose of permitting residential development, concurrently and in the context of the Statutory Review of the Official Plan, which includes the Municipal Comprehensive Review that has been commenced by the City Planning Division. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH22.3>

At its meeting on April 27, 2022, the Planning and Housing Committee considered the Preliminary Report for the Official Plan Amendment application for Conversion Request No. 083. Among other matters, Planning and Housing Committee directed staff to review the application, which includes the proposed conversion of the subject lands from *General Employment Areas* to *Mixed Use Areas* and *Parks* for the purpose of permitting residential development, concurrently and in the context of the statutory review of the Official Plan, which includes the Municipal Comprehensive Review that has been commenced by the City Planning. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.16>

FINAL ASSESSMENT

The lands form part of the Scarborough Junction area of employment, a corridor of employment lands in the vicinity of the Metrolinx GO rail line that primarily serves the local market. The lands are located west of the Scarborough GO Station and at the south west junction of three Major Streets as defined on Schedule 3 of the Official Plan: St. Clair Avenue East, Kennedy Road and Danforth Road. Two of the three conversion requests are associated with a complete application for an Official Plan amendment.

The Scarborough Junction area of employment primarily accommodates businesses involved in transportation, warehousing, and wholesale trade. Over 80% of the workers in this area of employment reside in Toronto, and over a third of those Toronto-based employees reside in Neighbourhood Improvement Areas. While there has been some transition in the composition of buildings and businesses in the Scarborough Junction area of employment in recent years, operations in the immediate area have been stable and there has been very little to no vacancy. Given its location and transportation infrastructure attributes, the area is attractive for the warehousing and wholesale distribution industrial sectors, particularly with growth in e-commerce and logistics activity in Scarborough and the larger eastern GTA.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Concern about the proposal relates primarily to land use compatibility including matters such as noise, odour and the potential for traffic congestion and the efficient movement of vehicles. Another concern of note raised by local industry was related to the limited supply of vacant employment land both locally and City-wide and in particular for warehousing and wholesale distribution. Business owners explained the challenges they have faced in finding nearby sites to accommodate their growing businesses; the opportunity to expand their businesses in the local area is virtually non-existent. Industrial vacancy rates in this area of employment are 0.9% in 2021.

In staff's opinion, the redesignation of the lands provide an opportunity to acknowledge, support, and manage growth in this area of the City. The *Regeneration Areas* land use designation supports reinvestment and growth through a process that considers the local context, including protecting and preserving land designated *Employment Areas*. More specifically, the proposed redesignation with a SASP would ensure future land uses are compatible with existing and planned uses to the north and west. Any future sensitive land use permissions, including residential use permissions, would be located, designed and buffered to mitigate impacts from, be compatible with, and not impede the continuation of and the expansion of nearby employment uses. The proposed SASP would:

- Require the preparation of a secondary plan or SASP for the lands to ensure the development of a complete community, including the provision of community infrastructure to support any new residential uses;
- Require as part of the study leading to the secondary plan or SASP, a Land Use Plan that will determine a minimum employment gross floor area and a Phasing Strategy that sets out the non-residential gross floor area requirements for each phase to provide a balance of employment and residential growth in all phases of development;
- Require the preparation of a Housing Plan as part of the study leading to the secondary plan or SASP that identifies a minimum amount of affordable housing; and,
- Require various technical studies.

Recommendation

Staff have reviewed Conversion Requests No. 003, 065, 083 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated to *Regeneration Areas* with a SASP. The designation set out the requirement for a secondary plan or SASP while the SASP secures requirements for affordable housing and employment land uses.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 004

Address: 450 Dufferin Street

General area: Queen Street West and Dufferin Street

Ward: Davenport (9)

Owner (Applicant): Hullmark (Urban Strategies Inc.)

Site area: Approximately 0.15 hectares (0.37 acres)

Existing uses: 1-storey commercial building with a retail store and studio



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *Core Employment Areas* to *Mixed Use Areas* to facilitate a mid-rise residential and employment development.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 18)

Area Specific Policies: N.A.

Zoning By-law: Industrial District Zone (I1 D2) in the Former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Residential uses in row-house, semi-detached and detached buildings.

South: Three building mixed use development under construction (Further south: CN/CP/Metrolinx rail corridor, West Toronto Rail Path Parkdale Amphitheatre, mixed use buildings).

East: Residential uses in semi-detached and detached buildings, Alexander Muir/Gladstone Avenue Public School and the Grove Community School.

West: Riverview Produce Inc. produce distribution and storage, residential uses in townhouse, semi-detached and detached buildings (Further west: low-rise commercial uses, such as art restoration studio, retail uses, CN/CP/Metrolinx rail corridor).

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan

Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 004 and provides staff's recommendations.

Geographically Related Conversion Requests

This conversion request is adjacent to another. In assessing this conversion request, staff considered the potential cumulative impacts on the nearby conversion requests, particularly:

- 50 Alma Avenue (Conversion Request No. 004)

FINAL ASSESSMENT

The lands are located at the southern extent of the Junction-Weston-Dupont area of employment, north of Queen Street West, and proximate to the Metrolinx GO Kitchener Rail Line. They are easily accessed by transit, including the 501 Queen streetcar line, the 29 Dufferin bus route, and the 505 Dundas streetcar line.

The larger Junction-Weston-Dupont area of employment accommodates a broad spectrum of uses from meat packing to business services. Originally developed along the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the media, film and high tech sectors. Over 80% of the jobs in the Junction-Weston-Dupont area of employment are held by Toronto residents. Major planned transit investment will continue to increase transit accessibility for workers. The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development.

The lands are located in a predominately residential and mixed-use context with low-rise residential to the north and east. To the south, new mid-rise, mixed-use buildings, including light industrial and retail uses, have been approved and are being developed. The lands to the south are designated *Mixed Use Areas* and *Core Employment Areas*. SASP 516 applies to the lands at 440 Dufferin Street to permit residential uses on the portions of the site designated *Mixed Use Area*. An *Employment Areas* designation is stratified and applies to portions of the first five floors of the north most building.

Directly west of the lands, between them and the rail corridor, is 50 Alma Avenue. The site is designated *Core Employment Areas* and accommodates Riverview Produce, an active produce warehouse and distribution facility, and an excavation/disposal service.

The lands are proposed to be used for a mix of residential and employment uses. Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Multiple attempts to contact Riverview Produce were unsuccessful. Land use compatibility and mitigation measures to protect current and permitted employment uses on the adjacent *Employment Areas* is of interest, particularly given the risk that complaints may increase with the number of new residents. The maintenance of truck access is also an important consideration for this location, which is greatly impacted by local traffic.

In staff's opinion, given the changing local context, recent development approvals, and the ability to strengthen the emerging mixed use character of the area, a mixed-use mid-rise building could be accommodated on the lands with conditions. The redevelopment would need to fit within the surrounding context and provide the appropriate transition in scale from the mid-rise buildings to the south to the low rise neighbourhoods to the north and east. A SASP is proposed to apply to the lands that would:

- Require that a minimum of 8% of the total gross floor area be employment gross floor area, the majority of which would be dedicated to uses permitted on lands designated *Core Employment Areas* and the remainder of which could be comprised of uses such as retail, restaurants, personal services, galleries and showrooms;
- Require that employment gross floor area be constructed prior to or concurrent with residential gross floor area;
- Require that new development be located and designed to mitigate impacts from, be compatible with, and allow for the continuation of the existing and planned nearby employment uses, including 50 Alma Avenue;
- Require prescribed rates of affordable housing; and,
- Require various technical studies.

Recommendation

Staff have reviewed Conversion Request No. 004 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *Mixed Use Areas* with a SASP. The SASP secures prescriptive rates of affordable housing and employment gross floor area while ensuring new development is compatible with the surrounding mix of uses, including employment uses and a rail corridor.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 013

Address: 2400-2440 Dundas Street West

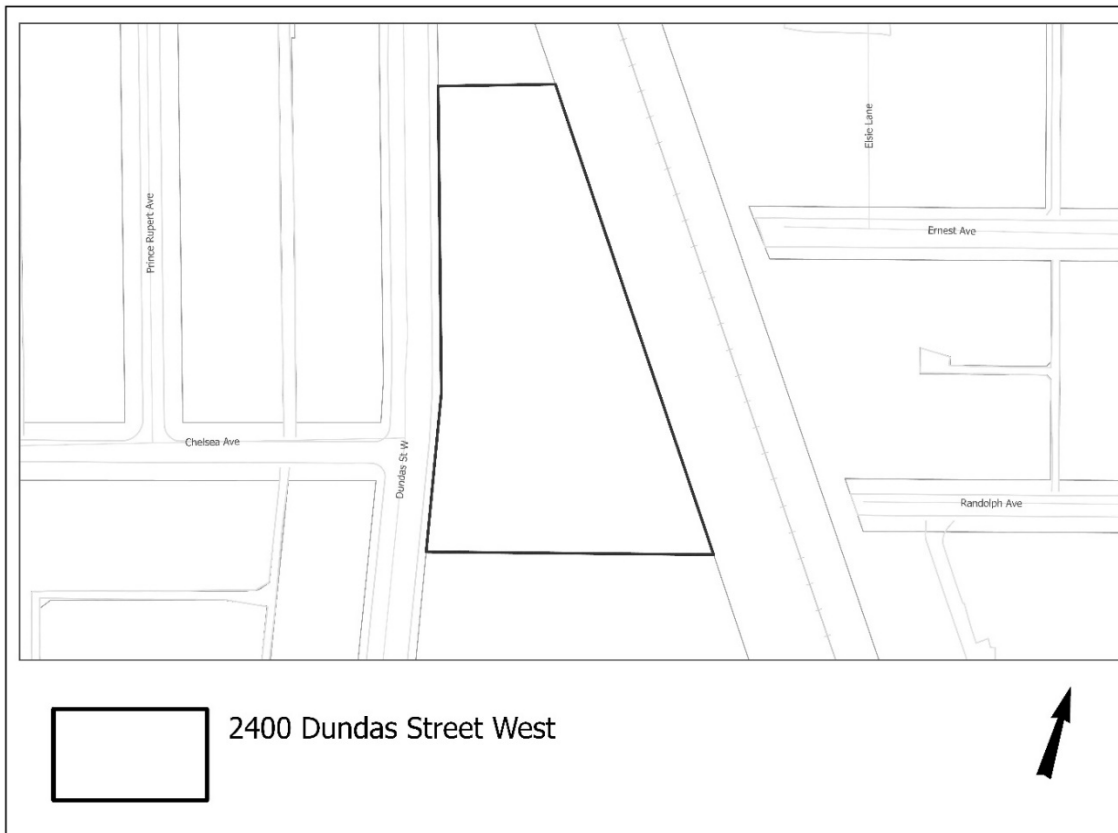
General area: Dundas Street West, north of Bloor Street West

Ward: Parkdale-High Park (4)

Owner (Applicant): Fora Developments (Bousfields Inc.)

Site area: Approximately 1.02 hectares (2.53 acres)

Existing uses: 2 low-rise commercial buildings with a grocery store (1,800 square metres) and pharmacy (1,769 square metres)



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit residential, office, service and retail uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: N.A.

Zoning By-law: Mixed Commercial Residential Zone (MCR (T4.0 C1.5 R3.0)) in the Former City of Toronto By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: A 3.5 storey commercial building (Further north: a 5-storey commercial building, a 2 storey commercial building, a 1-1.5 storey commercial building and a pedestrian bridge over the rail corridor to Wallace Avenue).

South: An 8-storey mixed use building fronting on to Dundas Street West with a 24-storey tower to the rear under construction (Further south: two 29-storey apartment buildings linked by a 3-storey podium with retail at grade).

East: The CNR/CPR rail corridor, owned by Metrolinx, and the Bloor GO Station (Further east: the West Toronto Rail Path and industrial uses east of the Rail Path, and then residential uses).

West: Immediately west of the site, north of Chelsea Avenue and south of Glenlake Avenue, low-rise semi-detached buildings for both residential and commercial uses (Further west: North of Glenlake Avenue is a 7-storey residential building. South of Chelsea Avenue are low-rise residential buildings including a car rental facility, a place of worship, a 4-storey residential building and grade related commercial uses. South of Edna Avenue is Dundas West TTC subway station)

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would

not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 013 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the centre of the Junction-Weston-Dupont area of employment, at the intersection of Dundas Street West and Bloor Street West and adjacent to the Metrolinx GO Kitchener Rail Line. Located close to the GO/UP Express Station, the Bloor GO Station, and the Dundas Street West TTC Station, the lands have excellent access and connections to Pearson International Airport and downtown Toronto. The lands are identified as an *Avenue* on Map 2, Urban Structure of the Official Plan and on a Major Street shown on Schedule 3. The Official Plan directs that *Avenues* are important corridors on major streets where development is to create new housing and job opportunities that are served by transit, while improving the pedestrian environment, and offer opportunities for people of all means to be affordably housed.

The lands represent a relatively small and isolated area of employment that is surrounded on the south, west and north by lands designated *Mixed Use Areas*. While there are some sites designated *Employment Areas* in the vicinity, they are on the east side of the rail corridor with little functional relationship to the lands.

The larger Junction-Weston-Dupont area of employment accommodates a broad spectrum of uses, from meat packing to business services. Originally developed along the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the media, film and high tech sectors. Over 80% of the jobs in the Junction-Weston-Dupont area of employment are held by Toronto residents. Major planned transit investment will continue to increase transit accessibility for workers. The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development.

The lands are proposed to be used for a mix of residential and employment uses. Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. With a 2021 vacancy rate of 1%,

the continued provision of employment space in this area is important. Further, transit investment will broaden the office-user catchment area, encouraging businesses to explore options to locate offices and studios in this accessible area that is proximate to a large labour force.

In staff's opinion, a *Mixed Use Areas* designation is appropriate for the lands with conditions that secure, among other matters, employment gross floor area and public access to parks and transit facilities. A SASP is proposed to apply to the lands that would:

- Require that a minimum of 8% of the total gross floor area be employment gross floor area, the majority of which would be dedicated to uses permitted on lands designated *Core Employment Areas* and the remainder of which could be comprised of uses such as retail, restaurants, personal services, galleries and showrooms;
- Given the size and location of the lands, if the City determines on-site parkland dedication is not desirable, require a Privately-Owned, Publically-Accessible Space of at least 1,000 square metres would be provided on Dundas Street West;
- Require that public access to transit facilities is provided and secured to connect area residents and employee to transit and facilitate connectivity;
- Require prescribed rates of affordable housing; and,
- Require various technical studies.

EDC staff are of the opinion that the minimum amount of employment gross floor area prescribed in the proposed SASP should be greater.

Recommendation

Staff have reviewed Conversion Request No. 013 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *Mixed Use Areas* with a SASP. The SASP secures prescriptive rates of affordable housing and employment gross floor area while ensuring new development provides public access to parks and transit facilities.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 023

Address: 1360-1364 Bloor Street West and 55 Wade Avenue

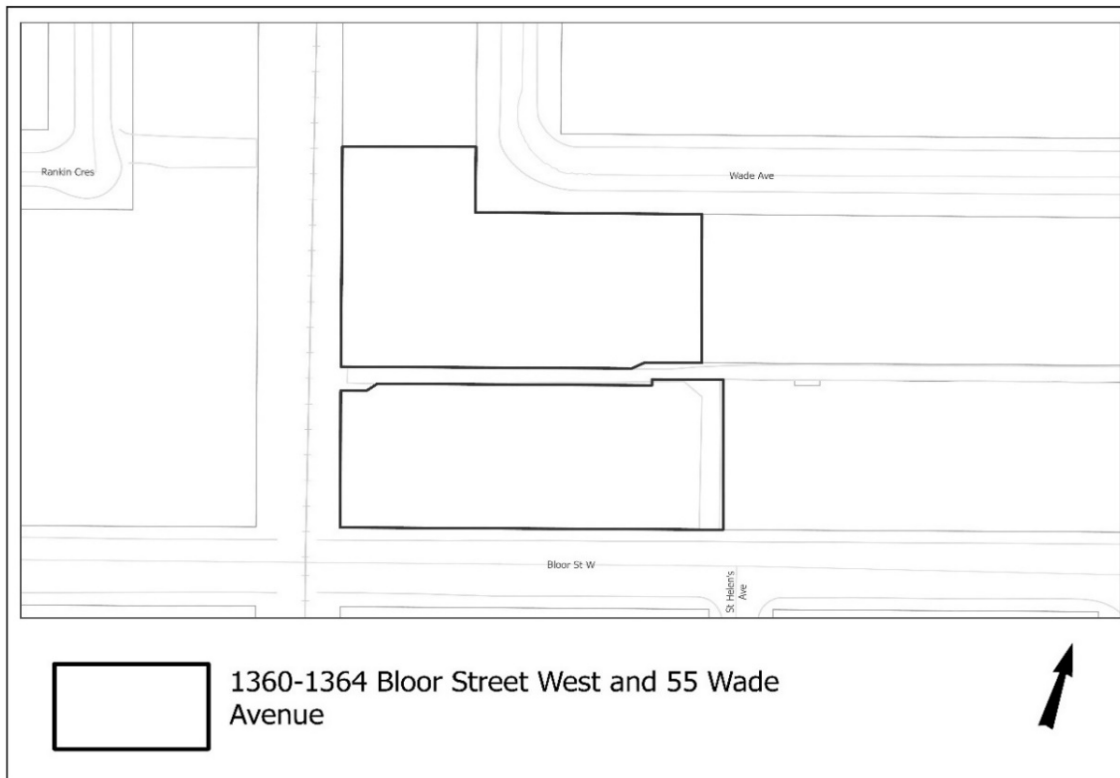
General area: Bloor Street West and Lansdowne Avenue

Ward: Davenport (9)

Owner (Applicant): SPAR-Marathon Roofing Supplies (Bousfields Inc.)

Site area: Approximately 0.72 hectares (1.78 acres)

Existing uses: Two lots: 1360-1364 Bloor Street West – two 1-storey industrial/commercial buildings with outside storage;
55 Wade Avenue: 1-storey building with surface parking



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *Core Employment Areas* to *Mixed Use Areas* or another designation that includes permission for non-employment uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 17)

Area Specific Policies: Chapter 7 SASP 97 - 1360, 1364, 1405, 1411 and 1439 Bloor Street West, 55 Wade Avenue, 72 Perth Avenue, 221, 229 and 231 Sterling Avenue

Zoning By-law: Eastern portion: Commercial Residential Zone (CR) in the City of Toronto Zoning By-law 569-2013 – CR 4.0 (c1.0; r3.5) SS2 (x1722);
Western portion: Industrial Districts (IC) in the Former City of Toronto By-law 438-86 – IC D2 N2

SITE CONTEXT AND ADJACENT USES

North: Vacant lot rezoned for a 7-storey office building with restaurant or retail uses at grade (further north: low-rise office building and light industrial, commercial, and retail uses, as well as the large Class II gelatin manufacturing facility)

South: Bloor Street West and then a 1-storey commercial building (Value Village) with a surface parking lot, currently subject to a rezoning application to permit two residential towers (31 and 33 storeys) that would be incorporated with the new Bloor-Lansdowne GO station

East: On Bloor Street West: low-rise mixed-use buildings with retail at grade and residential above; East of 55 Wade Avenue: low-rise residential uses, 8-storey Tamil co-op apartment building with ground floor retail and attached 2-storey parking structure, 2-storey commercial building, entrance to Lansdowne TTC subway station

West: GO Barrie Line railway corridor and a 9-storey residential building on the other side of the railway (Further west: low-rise residential uses and Erwin Krickhahn Park)

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 023 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located in the south-central area of the Junction-Weston-Dupont area of employment, at the intersection of Bloor Street West and Lansdowne Avenue and adjacent to the Metrolinx GO Barrie Rail Line. Located close to the Lansdowne TTC Station and the future Bloor-Lansdowne GO Station, the lands have excellent access and connections to the broad urban area.

The lands are identified as an *Avenue* on Map 2, Urban Structure of the Official Plan and on a Major Street shown on Schedule 3. The Official Plan directs that *Avenues* are important corridors on major streets where development is to create new housing and job opportunities that are served by transit, while improving the pedestrian environment, and offer opportunities for people of all means to be affordably housed. There is a grade difference between Bloor Avenue and the lands. Also, there is an east-west public laneway that bisects the lands and connects the site to Lansdowne Avenue.

The lands presently accommodate a 4,668 square metre warehouse. The owner of the lands has advised that if a conversion is approved, they would consolidate the existing operations with two other locations they own and operate in the City. A 7-storey office building is planned north of the lands and the Nitta Gelatin plant located further north. To the northeast are other properties designated *Core Employment Areas* that are subject to SASP 154, which permits residential uses. The properties east of the lands are generally designated *Mixed Use Areas* and *Neighbourhoods*.

The larger Junction-Weston-Dupont area of employment accommodates a broad spectrum of uses, from meat packing to business services. Originally developed along the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the media, film and high tech sectors. Over 80% of the jobs in the Junction-Weston-Dupont area of employment are held by Toronto residents. Major planned transit investment will continue to increase transit accessibility for workers. The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development. Emerging employment uses in the vicinity of the lands include creative industries and studios.

The lands are proposed to be used for a mix of residential and employment uses. Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Of particular concern was the potential impact new sensitive land uses, including residential uses, could have on industries' ECA approvals, including costs and restrictions to business operations. With a 2021 vacancy rate of 1%, the continued provision of employment space in this area is also important. Further, transit investment will broaden the office-user catchment area, encouraging businesses to explore options to locate offices and studios in this accessible area that is proximate to a large labour force.

In staff's opinion, a *Mixed Use Areas* designation is appropriate for the lands with conditions that secure, among other matters, employment gross floor area. A SASP is proposed to apply to the lands that would:

- Require that a minimum of 4,668 of the total gross floor area be employment gross floor area, the majority of which would be dedicated to uses permitted on lands designated *Core Employment Areas* and the remainder of which could be comprised of uses such as retail, restaurants, personal services, galleries and showrooms;
- Require appropriate vehicular access to the lands from Wade Avenue;
- Require that public access to transit facilities is provided and secured to connect area residents and employee to transit and facilitate connectivity;
- Require that new development be located and designed to mitigate impacts from, be compatible with, and allow for the continuation of the existing nearby employment uses;
- Require prescribed rates of affordable housing; and,
- Require various technical studies.

Recommendation

Staff have reviewed Conversion Request No. 023 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *Mixed Use Areas* with a SASP. The SASP secures prescriptive rates of affordable housing, employment gross floor area, and public access to transit facilities while ensuring new development is compatible with the surrounding mix of uses.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 027

Address: 1020 McNicoll Avenue

General area: McNicoll Avenue and Victoria Park Avenue

Ward: Scarborough Agincourt (22)

Owner (Applicant): Tendercare Living Centre (Bousfields Inc.)

Site area: Approximately 2.67 hectares (6.61 acres)

Existing uses: Institution use (Long-term care facility) and surface parking



CONVERSION REQUEST

Proposal: Request to redesignate all of the lands from *General Employment Areas* to *Mixed Use Areas*

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 19)

Area Specific Policies: Chapter 7 SASP 394

Zoning By-law: Highway Commercial Zone (HC) in the Former City of Scarborough Employment District By-law 24982

SITE CONTEXT AND ADJACENT USES

North: A two (2)-storey office building and surface parking. Further north is a mix of industrial uses, including manufactures, courier services and wholesaling, within large footprint low-rise buildings containing surface parking

South: A five (5)-storey building consisting of retail, commercial and office uses. A cluster of seven (7)-buildings, consisting of office, institution and financial institution. South west of the site is the City's Victoria Park Transfer Station.

East: 11-storey and 12-storey senior's residence, a place of worship and surface parking. Further east is a mixed of industrial use, consisting of wholesaling, manufactures, retail, commercial and office, including Nucap Industries, Triplewell Enterprises and others, within large footprint low-rise buildings containing surface parking.

West: A five (5)-storey office building, across Victoria Park Avenue with surface parking. Further west is a mix of industrial and recreational uses, consisting of retail, commercial, wholesaling, office, and printing businesses, including Amvic Building Systems.

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would

not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 027 and provides staff's recommendations.

Geographically Related Conversion Requests

This conversion request is one of two requests within the same area. In assessing this conversion request, staff is considering the potential cumulative impacts of all of the nearby conversion requests, particularly:

- 3601 Victoria Park Avenue (Conversion Request No. 090)

FINAL ASSESSMENT

The lands are located within the Victoria Park – Steeles office focused area of employment, at the intersection of Victoria Park Avenue and McNicoll Avenue. The lands presently accommodate a long-term care home that is required to redevelop to comply with new Provincial standards for such facilities. A retirement home use, as defined in the *Retirement Homes Act, 2010*, is also proposed as part of the redevelopment concept for the lands. Employment uses are located to the south, west and north of the lands while residential uses are located on the adjacent property to the east.

Over a third of all of the jobs in the Victoria Park – Steeles area of employment is in Finance, Insurance and Real Estate, with the presence of both Class A and Class B office space providing options for growth and expansion at competitive rates. That said, the area also accommodates a range of land expansive businesses and economic activities that benefit from highway access, including manufacturing and warehouse uses that are located proximate to the lands.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Concern about the proposal relates primarily to land use compatibility including matters such as noise, odour and the potential for traffic congestion and the efficient movement of vehicles. More specifically, the City's Victoria Park Transfer Station is located to the south west of the lands. Truck access and the efficient movement of vehicles is of concern to local businesses.

Further, the redevelopment of the lands for residential uses creates some instability in an area that is vulnerable to land speculation that could hinder investment and reinvestment, limiting or restricting opportunities for business and economic expansion.

In staff's opinion, the redesignation of the lands to *Institutional Areas* is appropriate to recognize the existing residential use, a use that is now prohibited by the Growth Plan on lands designated *Employment Areas*, and enables the redevelopment of an important facility in the community. A proposed SASP would guide the redevelopment of the lands and would:

- Limit residential use permissions to nursing homes and/or long term care facilities as defined in the *Long-Term Care Homes Act, 2007* and retirement homes as defined in the *Retirement Homes Act, 2010*;
- Require that a minimum of 2,100 square metres include medical support services; professional and medical offices; recreational facilities, and/or small-scale retail and service commercial uses and that this space be constructed prior to or concurrent with a retirement home; and,
- Require that new development be located and designed to mitigate impacts from, be compatible with, and allow for the continuation of the existing and planned nearby employment uses;

Recommendation

Staff have reviewed Conversion Request No. 027 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Institutional Areas* with a SASP. The Province requires the existing facility to be redeveloped to comply with new Provincial standards and the Growth Plan prohibits the existing residential uses on the lands. The SASP limits the types of residential permissions and prescribes a minimum amount of employment gross floor area while ensuring new development is compatible with the surrounding mix of uses and protects from negatively impacting the viability of the Victoria Park – Steeles area of employment.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 028

Address: 40 Scottfield Drive

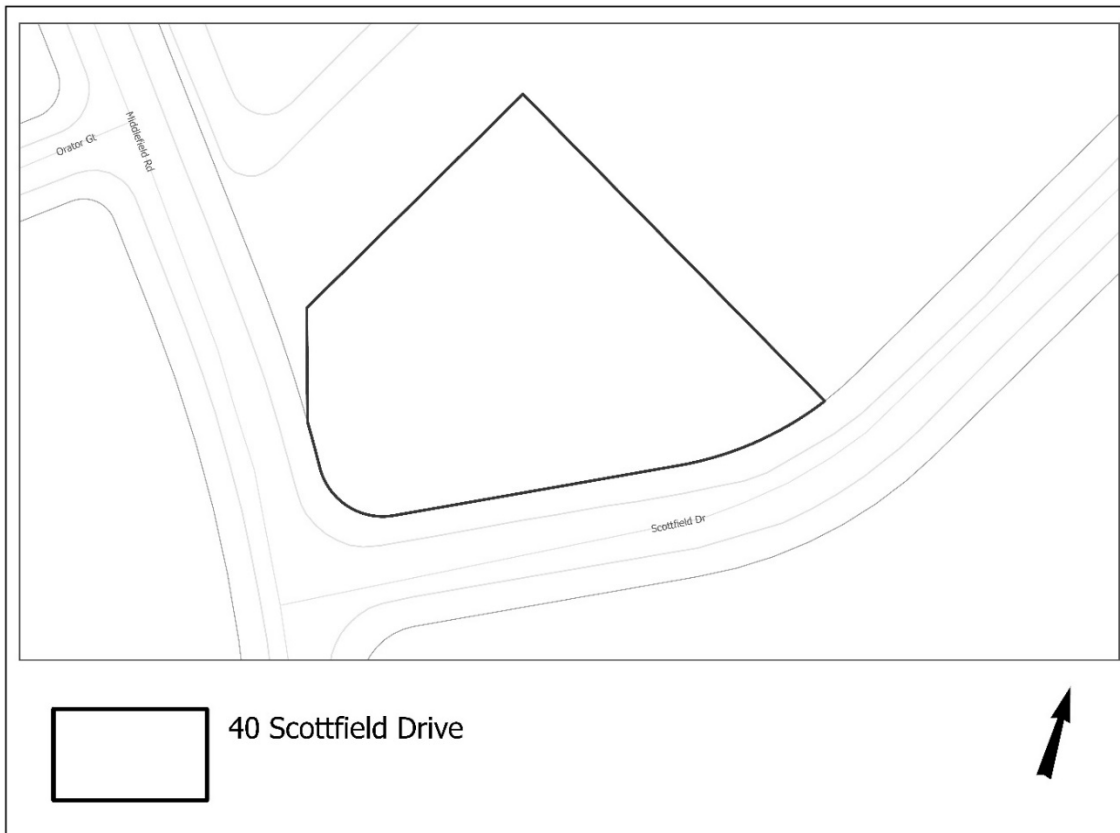
General area: Middlefield Road and Finch Avenue East

Ward: Scarborough North (23)

Owner (Applicant): Yee Hong Centre for Geriatric Care (The Planning Partnership)

Site area: Approximately 0.69 hectares (1.70 acres)

Existing uses: Vacant



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas*

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 22)

Area Specific Policies: N.A.

Zoning By-law: Employment Industrial Zone (E) in the City of Toronto
Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Low-rise residential. Further north is a mix of low-rise retail, commercial, and light manufacturing containing surface parking

South: A place of worship and low-rise light industrial, including a self-storage facility. Beyond that is the Canadian Pacific Railway Toronto Yard

East: Yee Hong Centre Long-term Care facility. Further east of the site is multiple low-rise buildings consisting of industrial uses

West: Low-rise residential

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 028 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the western extent of the Tapscott area of employment, just south of Finch Avenue East and north of the Canadian Pacific Railway Toronto Yard. The lands are presently vacant. The proposal seeks to complete a 'campus of care' concept by providing for additional long-term care facility and/or retirement home uses associated with the adjacent Yee Hong Centre for Geriatric Care.

Businesses in the vicinity of the lands include an industrial plastic injection molding facility and those that generally serve the local business community. As of 2021, there was no vacant industrial space in the immediate vicinity of the site and the industrial vacancy rate for the entire Tapscott area of employment was about 1%. The Tapscott area of employment accommodates significant employment in various sectors, including manufacturing, transportation, warehousing, and wholesale trade. Over half a billion dollars in new investment has been made in the past five years in the area, including the development of new large facilities for users such as Amazon and Canada Post. The inventory of vacant land designated *Employment Areas* has significantly decreased in recent years.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Concern about the proposal relates primarily to land use compatibility including matters such as noise, odour and the potential for traffic congestion and impacts on the efficient movement of vehicles. Another concern of note raised by local industry was related to the limited supply of vacant employment land both in the Tapscott area of employment and City-wide.

The proposed SASP permits the primary uses to include long-term care facilities and retirement homes which generally serves a specific population which may not require the full range of community services and facilities. The SASP includes a minimum non-residential gross floor area and permitted ancillary uses to ensure employment uses are being replaced in addition to those generated by this type of residential uses. The SASP also includes the requirement for sensitive uses to be located, designed and buffered to mitigate impact from, be compatible with, and not impeded on the continuation of and expansion of nearby employment uses.

In staff's opinion, the redesignation of the lands to *Institutional Areas* will support investment and growth of an existing facility and enable the realization of a 'campus of care'. A proposed SASP would guide the development of the lands and would:

- Limit residential use permissions to nursing homes and/or long term care facilities as defined in the *Long-Term Care Homes Act, 2007* and retirement homes as defined in the *Retirement Homes Act, 2010*;

- Require that a minimum of 750 square metres of non-residential gross floor area be constructed prior to or concurrent with a retirement home; and,
- Require that new development be located and designed to mitigate impacts from, be compatible with, and allow for the continuation of the existing and planned nearby employment uses;

Recommendation

Staff have reviewed Conversion Request No. 028 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Institutional Areas* with a SASP. The SASP limits the types of residential permissions and prescribes a minimum amount of employment gross floor area while ensuring new development is compatible with the surrounding mix of uses and protects from negatively impacting the viability of lands designated *Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 029

Address: 5 and 43 Junction Road

General area: Keele Street and Dundas Street West

Ward: York-South Weston (5)

Owner (Applicant): Junction Road Nominee Inc. (Diamond Corp)

Site area: Approximately 2.6 hectares (6.5 acres)

Existing uses: Fitness centre, grocery store, medical office and office



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *Core Employment Areas* to *Parks* and to *Mixed Use Areas* to permit residential uses.
Application No. 21 182017 WET 05 OZ

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 17)

Area Specific Policies: Chapter 7 SASP 234, Lands Abutting Old Weston Road

Zoning By-law: Employment Industrial Zone (E 1.0)(x236) in City of Toronto
Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Low rise residential, textile rentals, motorcycle repair and commercial / industrial uses (OPA No. 537 re-designates most of the *Employment Area* lands to *Neighbourhoods* and *Mixed Use Areas* based on the Keele-St. Clair Local Area Study)

South: Rail corridor, with high density residential beyond

East: Water and sewage pumping station, with rail corridor and construction storage yard beyond (OPA No. 537 re-designates *Employment Area* lands to *Mixed Use Areas* based on the Keele-St. Clair Local Area Study)

West: Warehousing beyond Keele Street

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary

assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 029 and provides staff's recommendations.

Official Plan Amendment Application

At its meeting on October 18, 2021, the Planning and Housing Committee considered the Preliminary Report for the Official Plan and Zoning By-law Amendment application for the lands. Among other matters, Planning and Housing Committee directed staff to review the application, which includes the conversion of lands from *Core Employment Areas* to *Mixed Use Areas*, concurrently and in the context of the statutory Review of the Official Plan that includes the MCR. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH27.4>.

Geographically Related Conversion Requests

The lands are located south of the southern boundary of the Keele-St. Clair Local Area Study. On May 11, 2022, City Council adopted Official Plan Amendment No. 537 that includes a new Keele St. Clair Secondary Plan to guide area growth. As part of OPA 537, some lands redesignated *Core Employment Areas* and *General Employment Areas* were redesignated to a mix of *General Employment Areas*, *Mixed Use Areas*, *Neighbourhoods*, *Natural Areas*, *Parks*, and *Other Open Space Areas*; designations that support the achievement of the vision articulated in the plan. The Decision History can be access at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>

OPA 537 addressed conversion requests near the lands that inform this conversion request:

- 35 Cawthra Avenue (north of the lands), redesignated in part to *Mixed Use Areas* and *Parks* with the southwest part retained as *Core Employment Areas*; and,
- 189 and 195 Old Weston Road and 15 Westport Avenue (east of the lands), redesignated in part to *Mixed Use Areas* and *Parks* with the northwest part retained as *Core Employment Areas*.

FINAL ASSESSMENT

The lands are located at the centre of the Junction-Weston-Dupont area of employment. This area is experiencing significant upgrades in public transit including the St. Clair streetcar line, the proposed St. Clair-Old Weston GO SmartTrack Station, and the multimodal Mt. Dennis GO Station that is under construction. The lands represent a consolidation of two parcels that accommodate personal service, medical office and retail uses.

The larger Junction-Weston-Dupont area of employment accommodates a broad spectrum of uses, from meat packing to business services. Originally developed along

the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the media, film and high tech sectors. Over 80% of the jobs in the Junction-Weston-Dupont area of employment are held by Toronto residents. Major planned transit investment will continue to improve transit accessibility for workers.

The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development. Industrial space is in very high demand, evidenced by a 2021 1.1% vacancy rate. In cases where commercial and industrial space is available, the Junction-Weston-Dupont area of employment is well suited to accommodate film, small to medium food production, creative/media industry, maker spaces, flexible work spaces, local scale e-commerce/logistics and professional services and offices. Land use certainty will be a prime consideration for new businesses.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. With a 2021 vacancy rate of 1%, the continued provision of employment space in this area is important. Further, transit investment will broaden the office-user catchment area, encouraging businesses to explore options to locate services and offices in this accessible area that is proximate to a large labour force.

The lands are proposed to be used for a mix of residential and employment uses. The east portion of the lands are proposed to be redesignated from *Core Employment Areas* to *General Employment Areas*. An existing medical office building is planned to remain as part of the development concept for the large site. The *General Employment Areas* designation would maintain the lands in exclusively employment use and would support and be supported by the land use planned on the north side of Junction Road.

The *Mixed Use Areas* portion of the lands are proposed to be used for residential, non-residential and employment uses and to provide affordable housing. Some community infrastructure will be needed to support development on the lands, including a public park and public street(s). A SASP is proposed to apply to the lands that would:

- Require a minimum of 9,300 square meters of employment gross floor area on the lands;
- Require prescribed rates of affordable housing; and,
- Require, as part of the development approvals process, various technical studies and plans, including the identification of development blocks, a new public park and a new public street(s) that connect to existing public street(s).

EDC staff are of the opinion that the minimum amount of employment gross floor area prescribed in the proposed SASP should be greater.

Recommendation

Staff have reviewed Conversion Request No. 029 against the policies of the PPS, the Growth Plan, and the Official Plan and recommends that the lands be redesignated to *General Employment Areas* and *Mixed Use Areas* with a SASP that applies to the entirety of the conversion request area. The SASP secures prescriptive rates of affordable housing, employment gross floor area, and a public park and road(s).

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 037 and 046

Address: 4630 Sheppard Avenue East (No. 037)
4570 Sheppard Avenue East (No. 046)

General area: Sheppard Avenue East and McCowan Road

Ward: Scarborough North (23)

Owner (Applicant): CR REIT (Urban Strategies Inc.) (No. 037)
2546229 Ontario Ltd. (Humphries Planning Group Inc.) (No. 046)

Site area: Approximately 3.98 hectares (9.83 acres)

Existing uses: A 1-storey retail building (Canadian Tire) located on the western portion of the lands with a gas station on the southeast. A 1-storey retail building (Mark's) located on the northeast corner of the lands (No. 037)
Outdoor storage (No. 046)



CONVERSION REQUEST

Proposal: Requests to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit residential use

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure:	<i>Employment Areas</i> (Map 2)
Designation(s):	<i>General Employment Areas</i> (Map 19)
Area Specific Policies:	N.A.
Zoning By-law:	Industrial District Commercial Zone (MDC) in the Former City of Scarborough Employment District By-law No. 24982 (No. 037) Employment Industrial Zone (E) in the City of Toronto Zoning By-law 569-2013 (No. 046)

SITE CONTEXT AND ADJACENT USES

North:	Concrete plant supplier (Dufferin Concrete), CNTV Broadcasting company and a restaurant. The CP Belleville Subdivision rail corridor is further north. Approximately 500 m to the northeast is the CP Rail Toronto Yard.
South:	Low-rise residential on the south of Sheppard Avenue East.
East:	Lands proposed to be expropriated by Metrolinx for the erection of the Sheppard Station that is part of the Scarborough Subway Extension. Further east is a culvert and light industrial uses consisting of automotive service, repair and related uses.
West:	Toronto Fire Station 243 that has a training facility which includes a burner tower. Further west is a place of worship and a three (3)-storey office building. Further west are a series of low-rise light industrial, commercial and warehousing facilities.

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary

assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request Nos. 037 and 046 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the southern extent of the Tapscott area of employment on the north side of Sheppard Avenue East, south of the CP Belleville Subdivision rail corridor. Residential uses exist on the south side of Sheppard Avenue East and lands designated *Employment Areas* are to the west. The Province has announced the Scarborough Subway Extension project that will include a future Sheppard Station on lands designated *Employment Areas* at the north east corner of Sheppard Avenue and McCowan Road. A mix of uses, including sensitive uses such as residential uses, are proposed for lands to support and be supported by the planned transit investment.

The Tapscott area of employment accommodates 13% of all manufacturing jobs in the City along with significant amounts of employment in transportation, warehousing, and wholesale trade. Over half a billion dollars in new investment has been made in the past five years in the area, including the development of new large facilities for users such as Amazon and Canada Post to the north. The inventory of vacant land designated *Employment Areas* has significantly decreased in recent years. Near to the lands are major facilities, including a concrete batching plant to the north with the rail corridor beyond. There are also industrial facilities on Commander Boulevard and generally local-serving businesses on Nugget Avenue.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Significant concern about the proposal was expressed by CRH Canada Group, the owner of the concrete batching facility located to the north of the lands. The influence area for this major facility extends 500 metres beyond its property line, an area that includes the entirety of the lands that are proposed for conversion. If not appropriately mitigated, new sensitive land uses, including residential uses, on the lands could negatively impact existing compliance approvals. The associated costs and risks to the business could restrict reinvestment and expansion and could eventually threaten the operations.

Other concerns about the proposal relate to the limited supply of vacant employment land both in the Tapscott area of employment and City-wide, particularly for warehousing and wholesale distribution. Further, there is the potential for increased traffic congestion and impacts on the efficient movement of vehicles, factors that could impact ease of access to the TTC Malvern Garage and the Scarborough Transfer Station.

In staff's opinion, the redesignation of the lands provide an opportunity to acknowledge, support, and manage the transformational change associated with the planned

Sheppard Station. The *Regeneration Areas* land use designation supports reinvestment and growth through a process that considers the local context, including protecting and preserving adjacent land designated *Employment Areas*. More specifically, the proposed redesignation with a SASP would ensure future land uses are compatible with existing and planned uses to the north and west. Any future sensitive land use permissions, including residential use permissions, would be located, designed and buffered to mitigate impacts from, be compatible with, and not impede the continuation of and the expansion of nearby employment uses. The proposed SASP would:

- Require the preparation of a secondary plan for the lands to ensure the development of a complete community, including the provision of community infrastructure to support any new residential uses;
- Require as part of the study leading to the secondary plan, a Land Use Plan that will determine a minimum employment gross floor area and a Phasing Strategy that sets out the non-residential gross floor area requirements for each phase to provide a balance of employment and residential growth in all phases of development;
- Require prescribed rates of affordable housing; and,
- Require various technical studies.

Recommendation

Staff have reviewed Conversion Request Nos. 037 and 046 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Regeneration Areas* with a SASP. The designation set out the requirement for a secondary plan while the SASP secures prescriptive rates of affordable housing and an expectation for employment gross floor area while addressing land use capability.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 039

Address: 99 Birmingham Street and 210 Islington Avenue

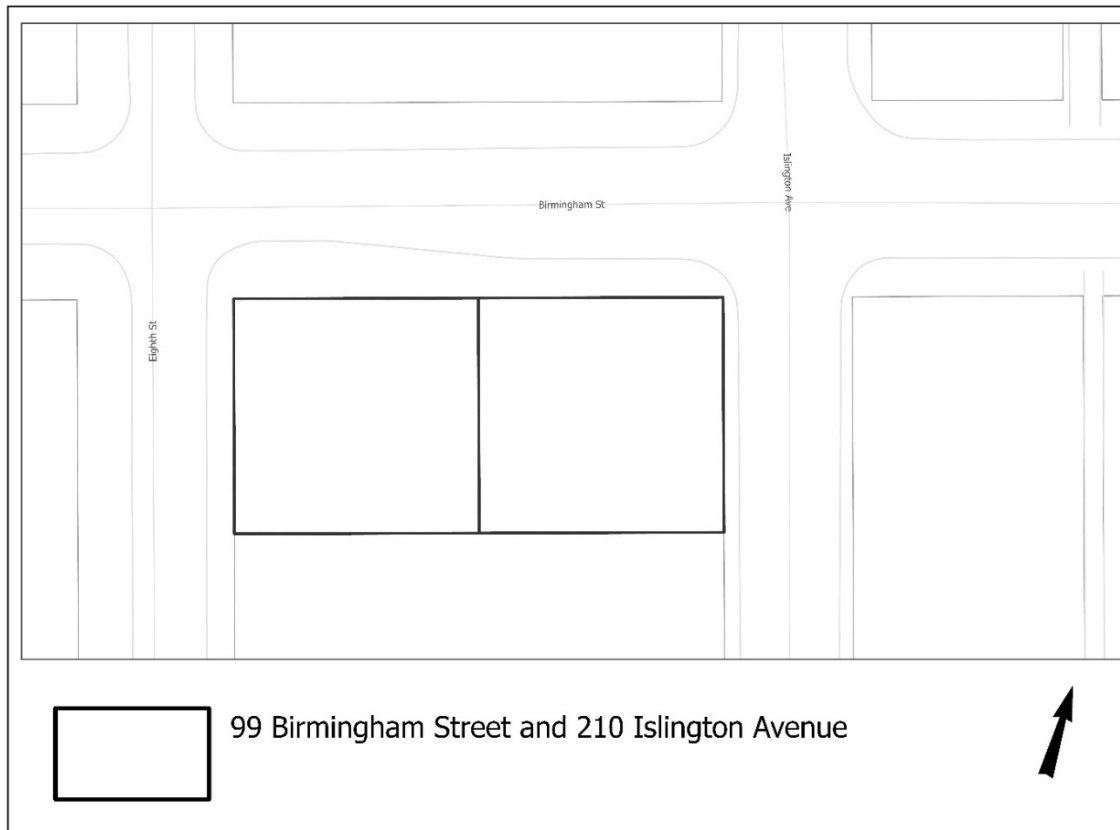
General area: Birmingham Street and Islington Avenue

Ward: Etobicoke-Lakeshore (3)

Owner (Applicant): The Chigini Group (Weston Consulting)

Site area: Approximately 0.27 hectares (0.67 acres)

Existing uses: Place of Worship



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas*

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 15)

Area Specific Policies: N.A.

Zoning By-law: Commercial Zone (C) in Former City of Etobicoke (New Toronto) By-law No. 2215

SITE CONTEXT AND ADJACENT USES

North: Warehousing, distribution facilities and other industrial uses

South: Office and residential apartments, low-rise residential, commercial uses

East: Low-rise residential and institutional uses (Toronto Police College)

West: Park and medium and high-density residential beyond

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with

the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 039 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the south most extent of the South Etobicoke area of employment, south of Birmingham Street. Birmingham Street represents a boundary between *Employment Areas* reserved for heavier employment uses on the north and a primarily residential area to the south. The lands presently accommodate a place of worship and are located between lands designated *Neighbourhoods* on the east, *Mixed Use Areas* on the south, *Parks* on the west and *Core Employment Areas* on the north.

In June 2018, Council adopted an OPA 231 settlement for a conversion requested located at 225 Birmingham Street, which introduces residential and non-residential uses, a public park and street at 225 Birmingham Street, also on the south side of Birmingham Street – approximately four blocks away.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.CC43.14>. In between the subject site and the settlement site (at 225 Birmingham Street) are residential uses and a public park.

The South Etobicoke area of employment has excellent highway access with close proximity to Toronto's Lester B. Pearson International Airport and the downtown core. Transportation and warehousing are the predominant employment types, though manufacturing maintains its historically important role. Reinvestment in this area remains strong with over \$350 million in building permit activity issued over the last 5 years with at least 4 new major industrial buildings of over 250,000 square feet currently in the development approval pipeline.

Outreach to local industry did not yield any significant concerns about the proposal. In staff's opinion, a conversion to *Mixed Use Areas* with a SASP would not adversely affect the overall viability of the *Employment Area*, nor the maintenance of a stable operating environment for business and economic activities. A SASP is proposed to apply to the lands that would:

- Require a minimum of 1,000 square metres of employment gross floor area that would be developed prior to or concurrent with any residential use; and,
- Require prescribed rates of affordable housing.

Recommendation

Staff have reviewed Conversion Request No. 039 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Mixed Use Areas* with a SASP. The SASP secures prescriptive rates of affordable housing and a minimum amount of employment gross floor area. The compatibility/mitigation policies of the Official Plan will ensure that new development is compatible with the surrounding mix of uses and that proposed uses would not adversely affect the overall viability of the *Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 045

Address: 150R Sterling Road (Block 5C)

General area: Sterling Road, south of Bloor Street West

Ward: Davenport (9)

Owner (Applicant): Sterling 5B Developments Limited, (Bousfields Inc.)

Site area: Approximately 0.2 hectares (0.49 acres)

Existing uses: Vacant



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit non-employment uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 18)

Area Specific Policies: Chapter 7 SASP 480 - 158, 164, 181 and 200 Sterling Road Regeneration Project

Zoning By-law: Industrial Zone (IC(h)) in the Former Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Development Block 5B of the Sterling Road Regeneration Plan, designated Mixed Use Areas, which is intended for mixed-use commercial and residential development. (Further north: Block 2 of the Sterling Road Regeneration Plan, which is planned to be developed as a public park. An existing 2-storey warehouse building, which is also subject to a conversion request (211-213 Sterling Road) and a rezoning application at 221-227 Sterling Road).

South: An 8-storey office building on Block 5A of the Sterling Road Regeneration Plan is currently under construction. A 6-storey office building on Block 3A is under review. (Further south: 3-storey building used for a range of employment uses including offices and a brewery as well as a large Class II confectionary manufacturing facility owned by Nestle Canada).

East: Proposed private street and private open space. The Museum of Contemporary Art, and Blocks 4A and 4B of the Sterling Road Regeneration Plan. (Further east: Metrolinx Barrie GO Transit rail corridor, and the planned Bloor-Lansdowne GO Transit Station).

West: West Toronto Rail Path, the Metrolinx Kitchener rail corridor. (Further west: 2-3 storey office building and converted warehouse, and low-rise residential neighbourhoods).

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet

the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 045 and provides staff's recommendations.

FINAL ASSESSMENT

The site is located at the southern extent of the Junction-Weston-Dupont area of employment, south of Bloor Street, just north of Dundas Street West and adjacent to the Metrolinx GO Kitchener Rail Line. Originally developed along the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the media, film and high tech sectors. Over 80% of the jobs in the Junction-Weston-Dupont area of employment are held by Toronto residents. Major planned transit investment will continue to increase transit accessibility for workers. The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development.

The lands are included as part of SASP 480 Sterling Road Regeneration Project, a plan that provides for nine development blocks consisting of residential and non-residential uses, identifying the appropriate locations for sensitive lands uses and those planned for employment uses. The lands are identified as Block 5C in SASP 480 (158, 164, 181 and 200 Sterling Road Regeneration Project). The SASP directs that either Block 5C or Block 2 could be the location for new parkland, at the City's discretion. Block 2 was chosen for the new parkland dedication.

The land are designated *General Employment Areas*. They provide a land use transition between land to the north that is designated *Mixed Use Areas* and intended for residential uses and *Core Employment Areas* to the south that accommodate, among other businesses, Nestlé Canada Inc. and Henderson Brewery.

The lands are proposed to be retained as *General Employment Areas* but with broader site specific permissions that relate to and support uses on the lands designated *Mixed Use Areas* to the north. More specifically, it is proposed that Block 5C may be used for limited purposes, including but not limited to underground parking, loading, service, access and/or mechanical facilities, that serve Block 5B which is designated *Mixed Use Areas*. No residential units are permitted on Block 5C. Other technical purposes that

could be accommodated on Block 5C to support Block 5B include bike parking and landscaping. The details of the technical uses would be evaluated and secured through the development review process.

A transition in the composition of the local economy is happening, as is evident in the number of emerging arts, media, film and entertainment industry businesses, as well as studios and artist live/work spaces. Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Of particular concern was the potential impact new sensitive land uses in the area, including residential uses, could have on industries' ECA approvals, including costs and restrictions to business operations. As well, the maintenance of truck access an important consideration for this location, which is greatly impacted by local traffic.

In staff's opinion, new, limited permissions on the lands that relate to the use of the block to the north is supportable. The *General Employment Areas* land use designation would be retained and SASP 480 would be amended to permit limited shared uses.

Recommendation

Staff have reviewed Conversion Request No. 045 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that SASP 480 be amended to permit limited share uses between Block 5B and Block 5C and that no residential uses are permitted on Block 5C.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 048

Address: 415 Rexdale Boulevard

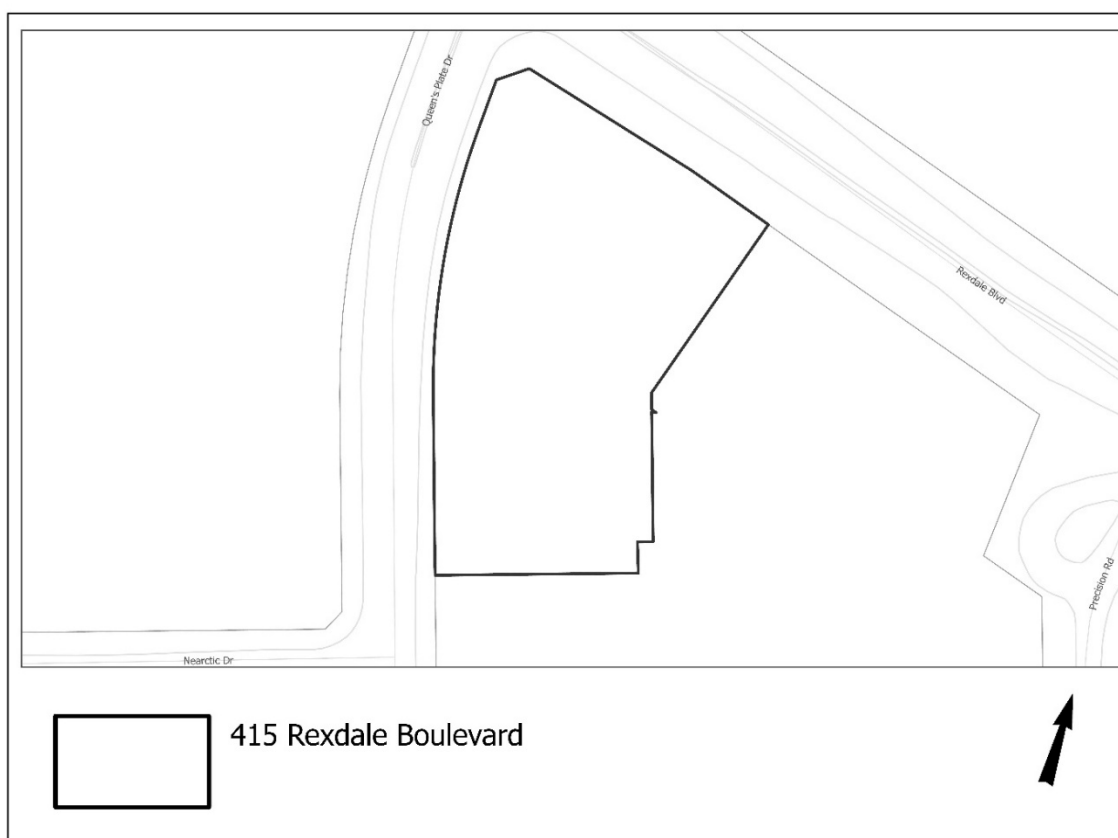
General area: Rexdale Boulevard and Highway 27

Ward: Etobicoke-North (1)

Owner (Applicant): 1428272 Ontario Ltd. (Weston Consulting)

Site area: Approximately 0.94 hectares (2.32 acres)

Existing uses: Automobile dealership (Airport Mazda)



CONVERSION REQUEST

Proposal: Request to redesignate all of the lands from *Core Employment Areas* to *General Employment Areas* to permit an existing full service automobile dealership use

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 13)

Area Specific Policies: Chapter 7 SASP 29, Pearson International Airport Operating Area and SASP 531, Lands in Proximity to Pearson International Airport

Zoning By-law: Employment Industrial Zone (E 1.0) in City-wide Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Office and automobile dealership uses

South: Distribution and offices

East: Distribution

West: Vehicle rental, hotel, office, restaurant and service uses

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 048 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the northern extent of the Rexdale – Airport area of employment. Lands to the north, east and south are designated *Core Employment Areas*. Lands to the west across Queens Plate Drive are designated *General Employment Areas*.

This area accommodates a diverse range of employment uses including a substantial stock of good quality, affordable office space. Manufacturing is the largest industry by share of employment followed by Transportation, Warehousing and Wholesaling. The dominant business and economic activities are reflective of the proximity to the Toronto International Airport, active rail network, and access to Provincial 400-series highways. A significant portion of the Rexdale – Airport area of employment is located within the boundary of SASP 29, Lester B Pearson International Airport Operating Area, including these lands. The area is expected to continue playing an important support role to the local airport based economy.

The lands are proposed to be redesignated from *Core Employment Areas* to *General Employment Areas* to permit the existing full service automobile dealership use. The lands are located on a major street shown on Map 3 of the Plan. *General Employment Areas* are predominantly located on major roads where retail, service and restaurant uses can serve *Employment Area* workers and also benefit from visibility and transit access to draw the broader public. Automobile dealerships are permitted in *General Employment Areas* as a retail and service use.

In staff's opinion, the conversion to *General Employment Areas* would not adversely affect the overall viability of the *Employment Area*, nor the maintenance of a stable operating environment for business and economic activities. Uses that are permitted by the *Core Employment Areas* designation would continue to be permitted by the *General Employment Areas* designation. The conversion would retain these lands for exclusively business and economic activities in a location with excellent transportation infrastructure. As well, the proposal would help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto. Specific concerns about the conversion request have not been raised by the local business community.

Recommendation

Staff have reviewed Conversion Request No. 048 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *General Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 050

Address: 560 Evans Avenue

General area: Gardiner Expressway and Highway 427

Ward: Etobicoke-Lakeshore (3)

Owner (Applicant): Stay Inn Hospitality (Bousfields Inc.)

Site area: Approximately 0.48 hectares (1.2 acres)

Existing uses: 2-storey hotel



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *Core Employment Areas* to *Mixed Use Areas* to permit residential and other non-employment uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 15)

Area Specific Policies: N.A.

Zoning By-law: Employment Industrial Zone (E 1.0) in the City of Toronto
Zoning Bylaw 569-2013

SITE CONTEXT AND ADJACENT USES

North: Office and retail building (proposed for office uses)

South: Low rise residential

East: Media / film studio

West: Development application for residential uses in low, mid and high rise forms and a park (Application No. 14 268446 WET 06 OZ)

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 050 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the western extent of the South Etobicoke area of employment in a block that is bounded by the Queen Elizabeth Way (QEW) to the north, The East Mall to the east, Evans Avenue to the south, and the Brown's Line interchange for the QEW and Highway 427 to the west. Presently developed with a two-storey hotel, the lands are in an area that is undergoing transformation. Much of the block in which the lands are located is designated *Mixed Use Areas*. A mixed use development proposal including residential uses and a park is under review for the lands designated *Mixed Use Areas*. An office use is being contemplated for the neighbouring site to the north designated *Core Employment Area*. The lands designated *Core Employment Areas* immediately east of The East Mall accommodate a film studio, storage, fuel station, and wholesale uses.

The South Etobicoke area of employment has excellent highway access with close proximity to Toronto's Lester B. Pearson International Airport and the downtown core. Transportation and warehousing are the predominant employment types, though manufacturing maintains its historically important role. Equally important is the presence of two major sector-specific hubs. First, the local film industry hub is centred on Kipling Avenue between The Queensway and Bloor Street West, anchored by one of the largest production studios in Canada as well as the country's largest film equipment supplier. Second is the substantial presence of the food industry which is largely anchored by the Ontario Food Terminal – the second largest fresh food distribution facility in North America. There is a strong demand to be within close proximity to these major facilities from the wide network of firms with goods and services that support these clusters. Reinvestment in this area remains strong with over \$350 million in building permit activity issued over the last 5 years with at least 4 new major industrial buildings of over 250,000 square feet currently in the development approval pipeline.

The proposed *Mixed Use Areas* designation could help facilitate an integrated and coordinated mixed use development concept for the block.

In 2013, Council converted the neighbouring lands to *Mixed Use Areas* at 564-580 Evans Avenue and 24 The East Mall as part of the previous MCR, which is subject to a Zoning By-law Amendment application for residential uses.

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

In staff's opinion, compatible development could be achieved on the lands, including through mitigation measures that would be identified and required during the development review process. In this way, the conversion of the lands would not have a negative impact on the overall viability of this *Employment Area* and would not affect the viability of the lands for employment uses. A SASP is proposed to apply to the lands that would:

- Require a minimum of 2,600 square metres of employment gross floor area, the majority of which would be dedicated to uses permitted on lands designated *Core Employment Areas* as offices, performing arts studios, artist studios, research and development facilities, information and technology facilities, cultural industry spaces, incubators and/or co-working spaces; and,
- Require prescribed rates of affordable housing.

Recommendation

Staff have reviewed Conversion Request No. 050 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *Mixed Use Areas* with a SASP. The SASP secures prescriptive rates of affordable housing and a minimum amount of employment gross floor area. The compatibility/mitigation policies of the Official Plan will ensure that new development is compatible with the surrounding mix of uses and that proposed uses would not adversely affect the overall viability of the *Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 086

Address: 4577 Steeles Avenue East

General area: Steeles Avenue East and Redlea Avenue

Ward: Scarborough Agincourt (22)

Owner (Applicant): TerraBona Development Ltd. (WND Associates)

Site area: Approximately 0.27 hectares (0.66 acres)

Existing uses: A 1-storey commercial and retail building located on the northern portion of the lands with a 1-storey car wash facility on the south. SASP 564 allows for a long-term care facility and/or nursing home subject to Compatibility and Mitigation.



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit residential use

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 19)

Area Specific Policies: Chapter 7 SASP 133 and SASP 564

Zoning By-law: Industrial District Commercial Zone (MDC) in the Former City of Scarborough Employment District By-law 24982

SITE CONTEXT AND ADJACENT USES

North: North of Steeles Avenue East in the City of Markham is Pacific Mall, a retail plaza, and associated surface parking. City of Markham currently has a secondary plan which permits residential. Secondary Plan anticipating Council adoption Q2 2022.

South: Immediately south are two 1-storey buildings occupied by Toronto Printing Co Ltd. Further south is 1-storey restaurant.

East: On the east side of Redlea Avenue is a two (2)-storey medical centre. The lands fronting onto Steeles Avenue East from Redlea Avenue to the railway are designated *Mixed Use Areas* as a result of OPA 321. This lands permit residential uses and will include new road connections. Further south east is the Milliken GO station.

West: Immediately west is a gas station (Petro Canada)

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments

were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 086 and provides staff's recommendations.

Geographically Related Conversion Requests

This conversion request is one of five requests for lands located at the northern extent of the Milliken area of employment. In assessing this conversion request, staff is considering the potential cumulative impacts of all of the nearby conversion requests, particularly:

- 4711, 4723, 4733 and 4751 Steeles Avenue East (Conversion Request No. 026)
- 681 Silver Star Boulevard (Conversion Request No. 060)
- 29 Redlea Avenue (Conversion Request No. 075)
- 3447 Kennedy Road (Conversion Request No. 085)

FINAL ASSESSMENT

The lands are located at the northern extent of the Milliken area of employment on the south side of Steeles Avenue East and proximate to the Milliken GO Station. SASP Policy 564 applies to lands and permits long term care facilities and nursing homes. Employment uses are located to the south and west of the lands while residential uses are planned to the east and to the north in the City of Markham.

The Milliken area of employment accommodates a range of uses, from heavy industry, including concrete batching, to businesses that serve the local business community. In 2021 there were no vacancies in the industrial space market. This area is anticipated to continue to remain a sought after and well-functioning employment area. Metrolinx is presently carrying out major improvements to rail and road infrastructure to support the provision of more frequent GO service on the Stouffville Line. Land conversion pressure is identified as a concern for the Steeles Avenue and Finch Avenue frontages between Kennedy Road and Midland Road.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. Concern about the proposal relates primarily to land use compatibility including matters such as noise, odour and the potential for traffic congestion and the efficient movement of vehicles. Heavy, Class 3 Industrial facilities exist and are planned for south of the lands. Truck access and the efficient movement of vehicles is critical to the success of local business. Further, the use of the lands for residential could create instability in an area that is vulnerable to

land speculation that could hinder investment and reinvestment, limiting or restricting opportunities for business and economic expansion.

In March 2019, the Ontario Land Tribunal Area approved OPA 321, which re-designated lands along Steeles Avenue East, above the Milliken GO Station and between Redlea Avenue to the west and the Stouffville GO train corridor to the east, from *Regeneration Area* to *Mixed Use Area*. OPA 321 also amended Site and Area Specific Policy (“SASP”) 395 to establish policies for development in the larger Steeles Redlea Regeneration Area. <https://www.omb.gov.on.ca/e-decisions/pl170028-Mar-22-2019.pdf>

The neighbouring site is subject to a Zoning By-law Amendment application for a medical building and residential uses.

Given the existing land use permissions on the lands and those to the east across Redlea Avenue, staff's opinion is that a conversion to *Mixed Use Areas* with a SASP is appropriate. The redesignation addresses the conflict between the existing land use permissions and the policies of the Growth Plan that now prohibit residential uses on lands designated *Employment Areas*. Further, the new SASP will guide the redevelopment of the lands and would:

- Require that a minimum of 580 square metres or 10% of the total gross floor area of the site, whichever is greater, be employment gross floor area;
- Require that new development be located and designed to mitigate impacts from, be compatible with, and allow for the continuation of the existing and planned nearby employment uses;
- Require prescribed rates of affordable housing; and,
- Require various technical studies.

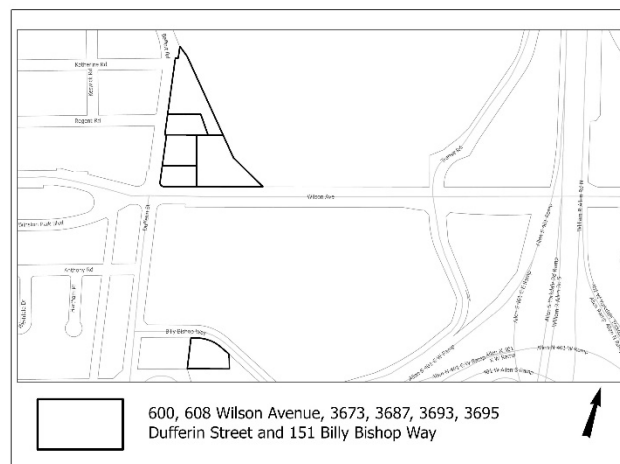
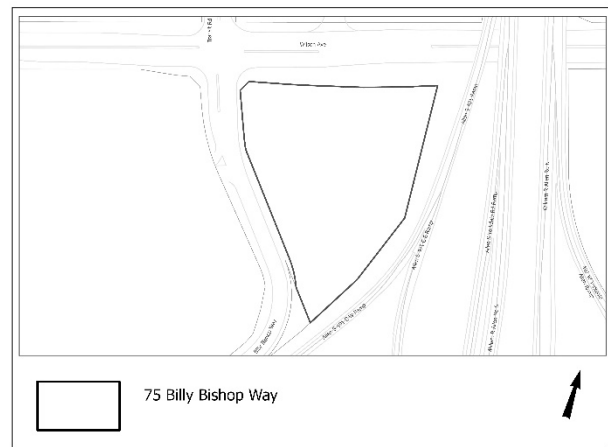
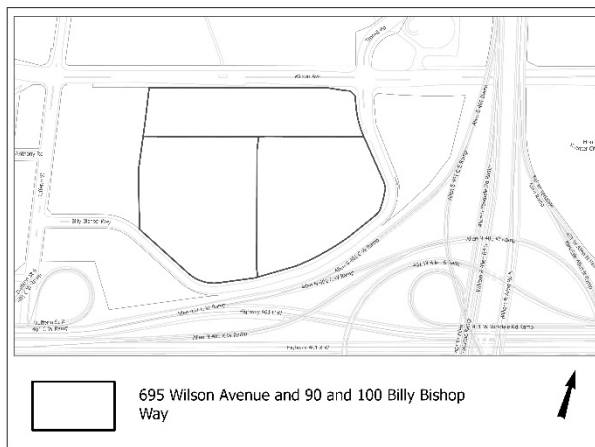
EDC staff are of the opinion that the lands should not be converted to *Mixed Use Areas* and that the *Institutional Areas* designation may be more appropriate.

Recommendation

Staff have reviewed Conversion Request No. 086 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Mixed Use Areas* with a new SASP. The Growth Plan prohibits the residential uses presently permitted on the lands by SASP 564. SASP 564 is recommended to be repealed and replaced with a new SASP that secures prescriptive rates of affordable housing and employment gross floor area while ensuring that new development is compatible with the surrounding mix of uses and protects from negatively impacting the viability of the Milliken area of employment.

**FINAL ASSESSMENT OF CONVERSION REQUEST NOS. 097 and 107 AS PART
OF DOWNSVIEW AREA SECONDARY PLAN REVIEW ("UPDATE DOWNSVIEW")**

Address:	695 Wilson Avenue, 90 and 100 Billy Bishop Way (No. 097) 75 Billy Bishop Way (No. 107) 600 and 608 Wilson Avenue (City-initiated); 3673, 3687, 3693 and 3695 Dufferin Street (City-initiated); and 151 Billy Bishop Way (City-initiated)
General area:	North west of Allen Road and Highway 401
Ward:	York Centre (6)
Owner (Applicant):	First Long Weekend Developments Inc., Home Depot Holdings Inc. and Costco Wholesale Canada (SmartCentres) (MHBC) (No. 097) Manulife Financial (MHBC) (No. 107)
Site area:	Approximately 11.0 ha (27.0 acres) (No. 097) Approximately 1.8 ha (4.6 acres) (No. 107) Approximately 2.06 ha (5.09 acres) (600 and 608 Wilson Avenue, and 3673, 3687, 3693 and 3695 Dufferin Street) Approximately 0.34 ha (0.84 acres) (151 Billy Bishop Way) TOTAL = 15.2 ha (37.56 acres)
Existing uses:	Commercial occupied by a mix of 7 large commercial/retail buildings four commercial/retail buildings (No. 097) Commercial occupied by a commercial plaza consisting of 4 multi-unit buildings (No. 107) Commercial occupied by 7 businesses, most of which are auto-oriented Vacant lands



CONVERSION REQUEST

Proposal: Request to redesignate lands from *General Employment Areas* to *Mixed Use Areas* or *Regeneration Areas* to permit residential, office, and commercial uses. (Nos. 097 and 107)
Re-designate lands from *Core Employment Areas* and *General Employment Areas* to *Regeneration Areas* (600 and 608; 3673, 3687, 3693 and 3695 Dufferin Street and 151 Billy Bishop Way)

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 16) (No. 97 and 107)
Core Employment Areas (Map 16) (600 and 608, and 3673, 3687, 3693 and 3695 Dufferin Street)
General Employment Areas (Map 16) (151 Billy Bishop Way)

Area Specific Policies: N.A. (No. 097)
Downsview Secondary Plan (No. 107)
SASP 596 - Parc Downsview Park and Bombardier Lands

Zoning By-law: MC(93) Zone (Industrial-Commercial Zone) in the Former City of North York Zoning By-law 7625 (No. 097)
A Zone (Airport Hazard Area Zone) in the Former City of North York Zoning By-law 7625 (No. 107)
E1.0(x14) Zone (Employment Industrial Zone) in the City of Toronto Zoning By-law 569-2013 and MC(H) and MC(42)(H) (Industrial Commercial Zone) in the Former City of North York Zoning By-law 7625 (600 and 608, and 3673, 3687, 3693 and 3695 Dufferin Street)
A Zone (Airport Hazard Area Zone) and MC(H) (Industrial Commercial Zone) in the Former City of North York Zoning By-law 7625 (151 Billy Bishop Way)

SITE CONTEXT AND ADJACENT USES

North: Wilson TTC Station and Downsview Park and an update to the 2011 Downsview Area Secondary Plan entitled Update Downsview

South: Highway 401 and interchange ramps

East: Allen Road, mid-rise apartment buildings

West: *Regeneration Areas and Mixed Use Areas*

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of the conversion requests; considered the conclusions of the Peer Review of the Compatibility/Mitigation Studies; consulted with the owners/applicants; and conducted site visits. This Final Assessment

completes the review of Conversion Request Nos. 097 and 109 and those lands added as part of the Downsview Area Secondary Plan Review and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located near the north east corner of the Caledonia – South Downsview area of employment north of Highway 401 and adjacent to the southern limit of the Downsview area of employment. The mainly large-format retail uses on these lands have primarily served as an amenity to workers as well as to local and regional populations. This area is served by surface transit bus routes as well as the Wilson TTC subway station. Vehicular access is provided by Highway 401 and Wilson Avenue, Allen Road, and Dufferin Street.

OPA 231 converted the lands directly to the west from *General Employment Areas* to *Regeneration Areas* with SASP 388. This area then became subject to the Dufferin-Wilson Regeneration Area Study which was adopted by Council in November 2017 through OPA 362. OPA 362 redesignated lands from *Regeneration Areas* to *Mixed Use Areas*, *General Employment Areas* and *Open Space Areas* and introduced a new SASP 388. The Local Planning Appeal Tribunal approved OPA 362, as amended, in an order issued July 27, 2021.

In 2018, Bombardier announced that their operations would be leaving the Downsview Airport and Bombardier Aerospace Campus by the end of 2023. In 2021, a portion of the Downsview Airport lands were converted to *Regeneration Areas* through Council's adoption of SASP 596. SASP 596 requires, among other matters, an update to the 2011 Downsview Area Secondary Plan. The purpose of Downsview Area Secondary Plan Review is to establish the long-term vision and a planning framework for a complete community that will reconnect the Downsview lands with its surrounding neighbourhoods.

The end of airport operations and the changing context of the area creates an opportunity to consider a comprehensive plan for the lands that presently accommodate large, auto-oriented retail and service commercial uses with surface parking. As part of the Downsview Area Secondary Plan review, there is an opportunity to consider how these lands may better integrate with the new planned community, including through new local street network, the provision of retail and service commercial uses, and community services.

Outreach to local industry was limited given that most of the businesses are located on the conversion lands themselves. Observations arising from broader consultation with industry stakeholder groups include: the need for a variety of lot/building sizes to accommodate new businesses, especially those that play a supporting role in the clustering of key industries; speculative land values and industrial land affordability; and land use certainty through such things as clear delineations between employment uses and sensitive uses, as these factors influence for reinvestment decisions and long term business planning.

In staff's opinion, a conversion of the lands to *Regeneration Areas* with a SASP is appropriate. The recommended SASP requires the lands to be comprehensively planned through the Downsview Area Secondary Plan review. The properties at 151 Billy Bishop Way, 600 and 608 Wilson Avenue, and 3673, 3687, 3693 and 3695 Dufferin Street are City-initiated for conversion to *Regeneration Areas*.

The review will include an updated Downsview Transportation Master Plan to achieve a public complete street network that improves transit accessibility, cycling infrastructure, pedestrian pathways and connectivity to transit options. The review will also include a Parks and Recreation Facility Plan, a Community Services and Facilities Strategy to identify community space and facility needs, including the provision of new child care facilities, libraries, community recreation centres, and schools. Among other matters, the recommended SASP includes a minimum requirement for affordable housing to be secured for any new development containing residential units as part of a complete community. It also requires a minimum of 21% of the total gross floor area be for non-residential uses. The phasing of non-residential gross floor area will be determined through the Downsview Area Secondary Plan review.

Recommendation

Staff have reviewed the conversion requests against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Regeneration Areas* with a SASP as they are isolated from a broader employment area and part of a larger geography being planned comprehensively through the Downsview Area Secondary Plan review. It is also recommended that these lands be considered as part of the Downsview Area Secondary Plan review to address, in a comprehensive manner, matters including a logical pattern of streets, pedestrian connections, blocks, densities, parks, community service and facility needs, and building heights.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 098

Address: 1265, 1275 and part of 1289 Lawrence Avenue West

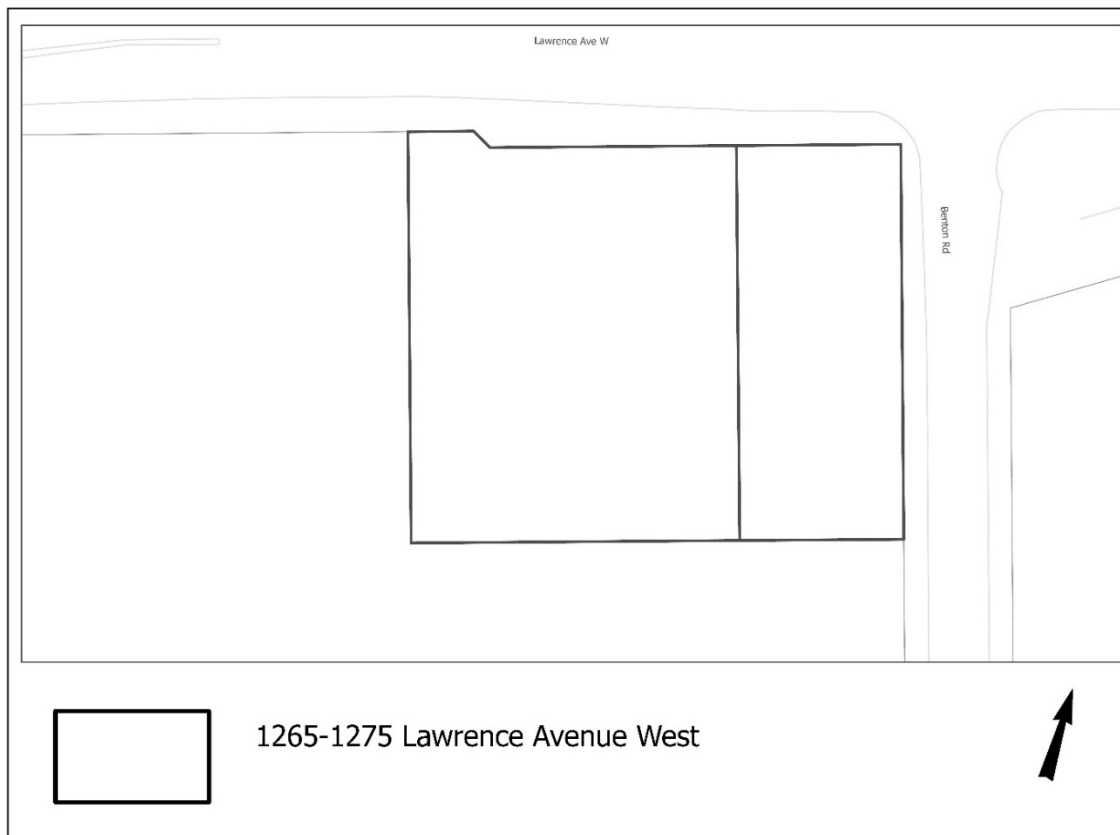
General area: Lawrence Avenue West and Keele Street

Ward: York South-Weston (5)

Owner (Applicant): SmartCentres, North Park Shopping Centres Limited (MHBC Planning, Urban Design and Landscape Architecture)

Site area: Approximately 0.9 hectares (2.22 acres)

Existing uses: Restaurant, vacant land and parking for abutting retail centre



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *General Employment Areas* to *Mixed Use Areas* to permit residential uses

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: N.A.

Zoning By-law: Industrial-Commercial Zone (MC) in the Former City of North York Zoning By-law 7625

SITE CONTEXT AND ADJACENT USES

North: Low scale residential

South: Place of worship

East: Office

West: Retail and service

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with

the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 098 and provides staff's recommendations.

Geographically Related Conversion Requests

This conversion request is one of three requests within the same area. In assessing this conversion request, staff has considered the potential cumulative impacts on the nearby conversion requests, particularly:

- 1235-1255 Lawrence Avenue West and 3-16, 22 Benton Road (Conversion Request No. 098A)
- 44-88 Colville Road (Conversion Request No. 098B)

FINAL ASSESSMENT

The lands are located in the central part of the Caledonia – South Downsview area of employment, an area that is known for its multitude of furniture, home furnishings, décor, and design-related businesses. In 2021, this area of employment accommodated an industrial building inventory of over 8.9 million square feet with a vacancy rate of just 1.6%. There has been reinvestment in the older building stock and new development is continuing. With the high demand for employment space and the increasing cost of land, it is expected that floor area densities will increase to maximize the utility of the land. Demand for multi-storey employment buildings is anticipated.

While the planned integrated Caledonia GO Station and Eglinton Crosstown LRT station represents significant transportation improvements for the larger area, the lands will largely continue to be served by surface bus routes. This part of the Caledonia – South Downsview area of employment accommodates many automotive related and other businesses with ECAs. Land use compatibility and mitigation are key considerations for the long term viability of those businesses and the larger area as a whole. Observations arising from broader consultation with industry stakeholder groups include: the need for a variety of lot/building sizes to accommodate new businesses, especially those that play a supporting role in the clustering of key industries; speculative land values and industrial land affordability; and land use certainty through such things as clear delineations between employment uses and sensitive uses, as these factors influence for reinvestment decisions and long term business planning.

The lands front Lawrence Avenue West and are presently developed with a restaurant and surface parking. The central part of the lands is vacant. A Walmart department store abuts the Lands to the west, part of the Smart Centres North Park Plaza, and is designated *Mixed Use Areas*. Low rise residential dwellings are located north of the lands, on the north side of Lawrence Avenue. Nearby uses on lands designated *Employment Areas* south and east of the lands include places of worship, offices and a warehouse.

The lands are proposed to be used for primarily residential purposes. In staff's opinion, compatible development can be achieved on the lands, including through any mitigation measures that would be identified and required during the development review process. In this way, the conversion of the lands would not have a negative impact on the overall

viability of this *Employment Area* and would not affect the viability of the lands for employment uses. A SASP is recommended to apply to the lands that would:

- Require a minimum of 700 square metres of employment gross floor area;
- Require prescribed rates of affordable housing; and,
- Require various technical studies.

Recommendation

Staff have reviewed Conversion Request No. 098 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *General Employment Areas* to *Mixed Use Areas* with a SASP. The SASP secures prescriptive rates of affordable housing and a minimum amount of employment gross floor area as well as requirements for a Safety Study and Rail Mitigation Report.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 106 (PART)

Address: 2129-2161 St. Clair Avenue West and 10 Old Stock Yards Road

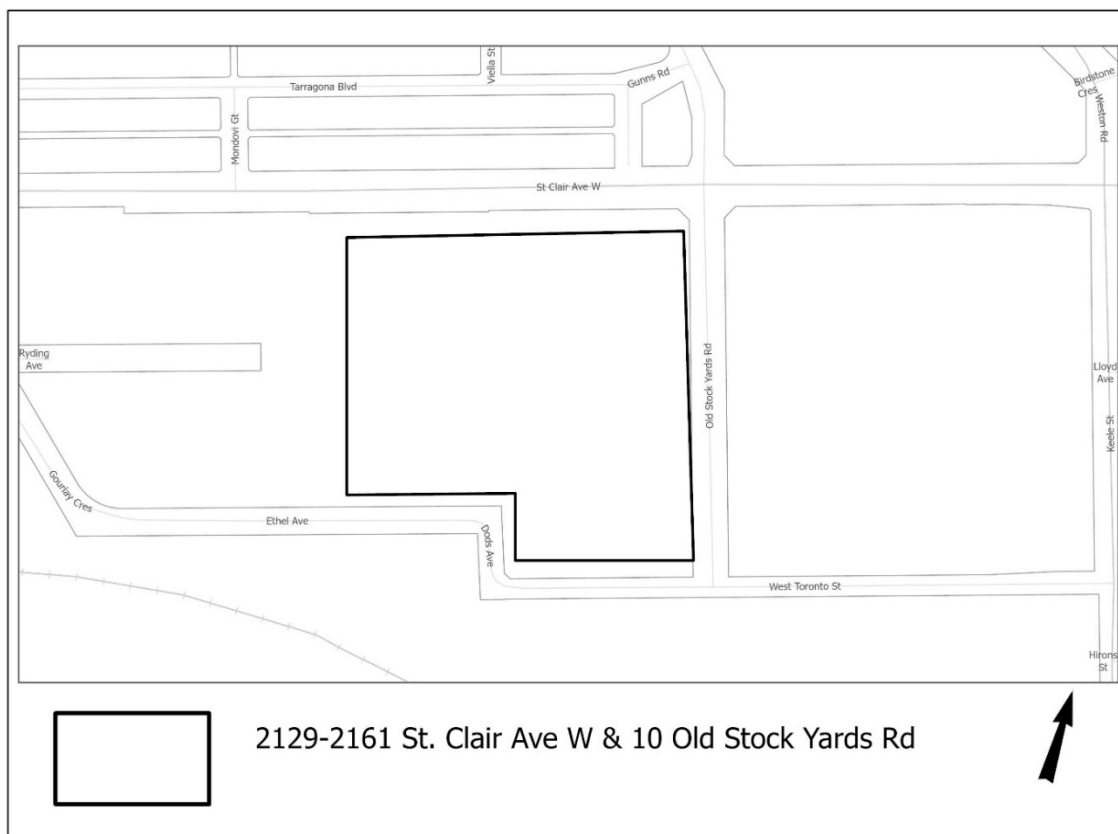
General area: St. Clair Avenue West and Keele Street

Ward: York South-Weston (5)

Owner (Applicant): Toronto Stockyards Land Development Board (Bousfields Inc.)

Site area: Approximately 3.5 hectares (8.6 acres)

Existing uses: Major retail and service



CONVERSION REQUEST

Proposal: Request to redesignate part of the lands from *General Employment Areas* to *Mixed Use Areas* and *Parks* to permit residential and other uses while retaining the southern and western parts of the lands as *General Employment Areas*.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: North part of lands: *Avenues* (Map 2)
South part of lands: *Employment Areas* (Map 2)

Designation(s): North part of lands: *Mixed Use Areas* (Map 17) – subject to OPA 144 Appeal (*Employment Areas* in force)
South part of lands: *General Employment Areas* (Map 17)

Area Specific Policies: North part of lands: Chapter 7 SASP 358 - Lands on the South Side of St. Clair Ave. W to the west of Keele St. – subject to OPA 144 Appeal
South part of lands: Chapter 7 SASP 359 - Lands on the South Side of St. Clair Ave. W to the west of Keele St. – subject to OPA 144 Appeal

Zoning By-law: Industrial Zone (I3 & IC) in the Former City of Toronto
Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Low scale residential and Gunns Road TTC streetcar loop

South: Major retail and service and vacant land

East: Major retail and service (the eastern section of Conversion Request No. 106 was assessed through the Keele-St. Clair Local Area Study. OPA 537 redesignates the north and central parts of the adjacent lands as *Mixed Use Areas* and *Parks*. The south part of these adjacent lands are retained as *Employment Areas*.)

West: On the south side of St. Clair Avenue West are a retail and vacant retail commercial building (Rezoning Application No. 21 130970 WET 05 OZ proposes a 12-storey mixed use building including residential uses), with an industrial meat distribution facility beyond (Rezoning Application No. 21 220120 WET 05 OZ proposes two 12-storey mixed use buildings including residential uses). On the north and south sides of Ryding Avenue are two industrial meat packaging and distribution facilities.

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 106 (Part) and provides staff's recommendations.

Geographically Related Conversion Requests

This conversion request is one of six requests for lands located southwest of St. Clair Avenue West and Keele Street. In assessing this conversion request, staff are considering the potential cumulative impacts of all nearby conversion requests, particularly:

- 2121 St. Clair Avenue West, 542 and 620-630 Keele Street (Conversion Request approved by OPA 537 following the Keele St. Clair Local Area Study)
- 109 Ryding Avenue (Conversion Request No. 121)
- 116R, 126-142 Ryding Avenue (Conversion Request No. 059)
- 2237-2283 St. Clair Avenue West (Conversion Request No. 116)
- 2221-2231 St. Clair Avenue West (Conversion Request No. 117)

FINAL ASSESSMENT

The lands are located at the centre of the Junction-Weston-Dupont area of employment. This area is experiencing significant upgrades in public transit including the St. Clair streetcar line, the proposed St. Clair-Old Weston GO SmartTrack Station, and the multimodal Mt. Dennis GO Station that is under construction.

The larger Junction-Weston-Dupont area of employment accommodates a broad spectrum of uses, from meat packing to business services. Originally developed along the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the

media, film and high tech sectors. Over 80% of the jobs in the Junction-Weston-Dupont area of employment are held by Toronto residents. Major planned transit investment will continue to improve transit accessibility for workers.

The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development. Industrial space is in very high demand, evidenced by a 2021 1.1% vacancy rate. In cases where commercial and industrial space is available, the Junction-Weston-Dupont area of employment is well suited to accommodate film, small to medium food production, creative/media industry, maker spaces, flexible work spaces, local scale e-commerce/logistics and professional services and offices. Land use certainty will be a prime consideration for new businesses.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. With a 2021 vacancy rate of 1%, the continued provision of employment space in this area is important. Further, transit investment will broaden the office-user catchment area, encouraging businesses to explore options to locate services and offices in this accessible area that is proximate to a large labour force.

Currently developed with major retail and service uses, the lands are located directly west of the area subject to the Keele-St. Clair Local Area Study (KSC LAS). On May 11, 2022 City Council adopted Official Plan Amendment No. 537 that includes a new Keele St. Clair Secondary Plan to guide area growth and converts a number of properties by redesignating them from *Employment Areas* to designations that permit residential uses. The Decision History can be access at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>

The properties directly east of the lands are subject to the east part of Conversion Request No. 106. OPA No. 537 re-designates the adjacent lands as follows:

- the northern portion fronting St. Clair Avenue to *Mixed Use Areas*; and
- the central portion to *Parks*.

OPA No. 537 retains the southern portion of these adjacent lands as *General Employment Areas* in proximity to the *Core Employment Area* located south of West Toronto Street.

Conversion Request No. 106 (Part) seeks the redesignation of part of the lands to correspond with the redesignations of the adjacent lands to the east as approved through OPA No. 537. The proposal seeks the *Mixed Use Areas* designation on the west side of Old Stock Yards Road to align with the *Mixed Use Areas* redesignation approved through OPA No. 537. Likewise, the proposal seeks the *Parks* designation on the west side of Old Stock Yards Road to align with the *Parks* designation approved through OPA No. 537.

It is proposed that *General Employment Areas* be retained on the south part of the lands, an area that is in proximity to land designated *Core Employment Areas* and a rail yard operated by Canadian Pacific Railways. As well, it is proposed that lands on the west part be retained *General Employment Areas* given that they are proximate to industrial meat packaging and distribution facilities located on Ryding Avenue. Retaining a portion of the lands for employment use enables future business investment and reinvestment on the lands and secures the opportunity for the appropriate transition between existing industrial and manufacturing uses and proposed non-employment uses on-site.

The proposed redesignation of the north part of the lands to *Mixed Use Areas* is consistent with City Council's adoption of OPA No. 144 in 2011 that redesignates this area to *Mixed Use Areas* but remains under appeal before the Ontario Land Tribunal. The proposed redesignation of the central portions of the lands to *Parks* and *Mixed Use Areas* are also supportable, provided the south and west parts of the lands are retained as *General Employment Areas*. Proposed residential uses on the lands proposed to be designated *Mixed Use Areas* are subject to being set back from impactful uses, including the rail yard, and the implementation of mitigation measures.

In staff's opinion, a conversion of parts of the lands to *Mixed Use Areas* and *Parks* with a SASP would not adversely affect the overall viability of the *Employment Areas*, nor the maintenance of a stable operating environment for business and economic activities. A SASP is proposed to apply to the lands that is consistent with the Keele St. Clair Secondary Plan policies applicable to the lands to the east, including among other matters:

- Require a minimum non-residential gross floor area equivalent to 1.0 times the site area, or 15 per cent of the total gross floor area of the proposed development, whichever is less; and,
- Require prescribed rates of affordable housing.

Recommendation

Staff have reviewed Conversion Request No. 106 (Part) against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that a portion of the lands be redesignated from *General Employment Areas* to *Mixed Use Areas* and *Parks* with a SASP. The SASP secures prescriptive rates of affordable housing and a minimum amount of employment gross floor area. The compatibility/mitigation policies of the Official Plan will ensure that new development is compatible with the surrounding mix of uses and that proposed uses would not adversely affect the overall viability of the *Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 109

Address: 250 Bowie Avenue, 670 and 680 Caledonia Road

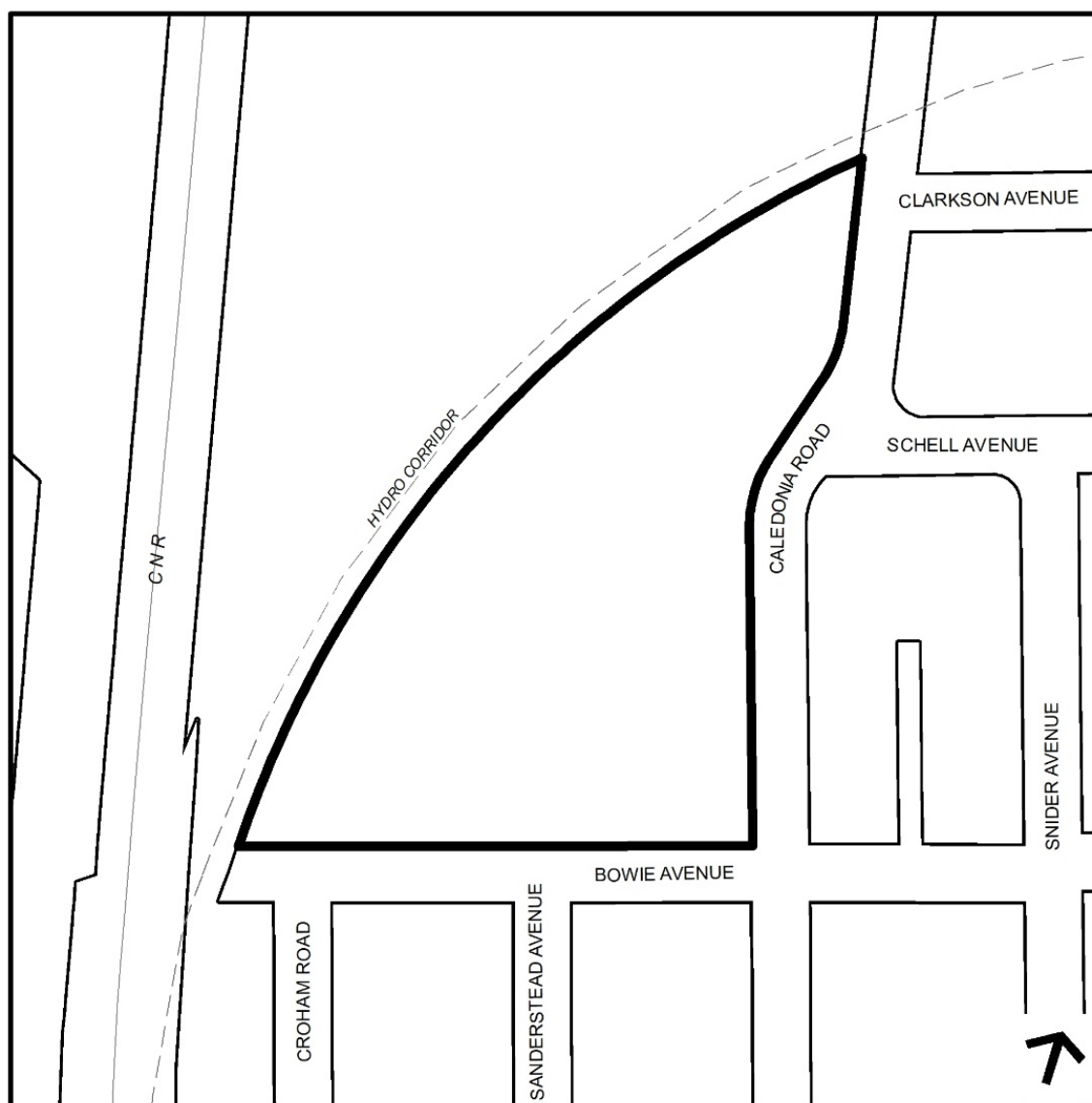
General area: Caledonia Road and Eglinton Avenue West

Ward: Eglinton Lawrence (8)

Owner (Applicant): Hullmark (SvN)

Site area: Approximately 3.0 ha (7.41 acres)

Existing uses: Industrial – occupied by 3 buildings, a 1-storey industrial complex with office and warehouse spaces and two 2-storey multi-unit commercial buildings



CONVERSION REQUEST

Proposal: Request to redesignate all of the subject lands from *General Employment Areas* to *Mixed-Use Areas* designation to permit commercial and residential uses on the lands.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: N.A.

Zoning By-law: PE Zone (Prestige Employment Zone) in the Former City of York Zoning By-law 1-83

SITE CONTEXT AND ADJACENT USES

North: York Beltline Trail and employment uses on Castlefield Avenue

South: Single detached residential uses future Caledonia LRT and GO Station

East: Semi-detached residential uses and industrial/warehouse building fronting Caledonia Road

West: City of Toronto Castlefield Yard that accommodates road operations yard, fleet services facility, and interdepartmental fuel station; York Beltline Trail; Metrolinx rail facility; employment uses and residential neighbourhood

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary

assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 109 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the southern extent of the Caledonia – South Downsview area of employment on the south side of the York Beltline Trail. Employment and residential uses have a long history of co-existence here. Lands designated *Neighbourhoods* extend to the east and south of the site and consist of detached and semi-detached homes. To the north, north of the York Beltline Trail are heavier employment uses and essential major facilities, such as the City's Castlefield Works Yard and the Ingram Waste Transfer Station. The lands are bordered on the west by the Metrolinx Newmarket Subdivision rail corridor. The lands are proximate to the planned integrated Caledonia GO Station and Eglinton Crosstown LRT station. Metrolinx has planned to include pedestrian accesses and crossings over the rail corridor, making connections to the York Beltline Trail and the lands.

The Caledonia-South Downsview area of employment is known for its multitude of furniture, home furnishings, décor, and design-related businesses. In 2021, this area of employment accommodated an industrial building inventory of over 8.9 million square feet with a vacancy rate of just 1.6%. There has been reinvestment in the older building stock and new development is continuing.

Input from local industry included those representing essential public works, manufacturing, and those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs) and those in the immediate vicinity. Those consulted described the area as having a rich talent pool from which to source labour and believed this would be strengthened with the planned investment in nearby transit. Concerns raised included: prospects of complaints from new residents and public pressure to relocate which is often impractical or extremely difficult; ability to provide essential public works; and, the potential of conflict between residential and industrial traffic. Observations arising from broader consultation with industry stakeholder groups include: the need for a variety of lot/building sizes to accommodate new businesses, especially those that play a supporting role in the clustering of key industries; speculative land values and industrial land affordability; and land use certainty through such things as clear delineations between employment uses and sensitive uses, as these factors influence for reinvestment decisions and long term business planning.

More specifically, concern was raised about the potential impact new residential and sensitive uses on the lands could have for the expansion potential of the City's Castlefield Works Yard located at 1401 Castlefield Avenue, directly north of the site on the opposite side of the York Beltline Trail. As of fall 2022, the works yard is planned to act as a new depot for the City's winter clearing operations. Activity on the site is

planned to triple, with expanded uses that include a new salt dome and the storage and parking of vehicles and equipment.

The lands are proposed to be used for a mix of employment, residential and non-residential uses. The north portion is proposed to be retained as *General Employment Areas* with the southern portion redesignated to *Mixed Use Areas*. The *General Employment Areas* designation will serve several functions: protects against the potential future encroachment of incompatible uses north into the Caledonia-South Downsview area of employment; allows for the appropriate transition of employment to non-employment uses on site; helps support land use compatibility; and, retains land for businesses and economic activities. Future employment uses could include major office, particularly given the proximity of the integrated Caledonia GO Station and Eglinton Crosstown LRT station and continued industrial and manufacturing uses.

The *Mixed Use Areas* portion of the lands are proposed to be used for residential, non-residential and employment uses that support and are supported by planned transit investment, is compatible with the surrounding employment and residential area, and provides affordable housing. Some community infrastructure will be needed to support residents of the proposed residential uses, including a public park.

A SASP is proposed to apply to the lands that would:

- Require a minimum of 22,300 square meters of employment gross floor area on the lands with a minimum of 12,000 square meters on the lands retained as *General Employment Areas*;
- Require the employment gross floor area be constructed in each phase, prior to, or concurrent with residential gross floor area;
- Require that new development be located and designed to mitigate impacts from, be compatible with, and allow for the continuation of the existing and planned nearby employment uses;
- Require uses on the land retained as *General Employment Areas* be compatible with residential uses;
- Require that any residential land uses planned at the southern extent be limited to townhouses to ensure a transition to existing residential areas;
- Require that 15% of the total site area be a public park that, among other matters, integrates with the planned Metrolinx pedestrian crossing over the rail corridor;
- Require prescribed rates of affordable housing; and,
- Require that gaps in necessary community infrastructure are determined and phases as part of the development review process.

Recommendation

Staff have reviewed Conversion Request No. 109 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the majority of the lands be redesignated from *General Employment Areas* to *Mixed Use Areas* with a SASP that applies to the entirety of the conversion request area. The SASP secures prescriptive rates of affordable housing, employment gross floor area, and a public park while ensuring new development is compatible with the surrounding mix of uses and protect

from negatively impacting the viability of the Caledonia – South Downsview area of employment.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 119

Address: 994 Islington Avenue

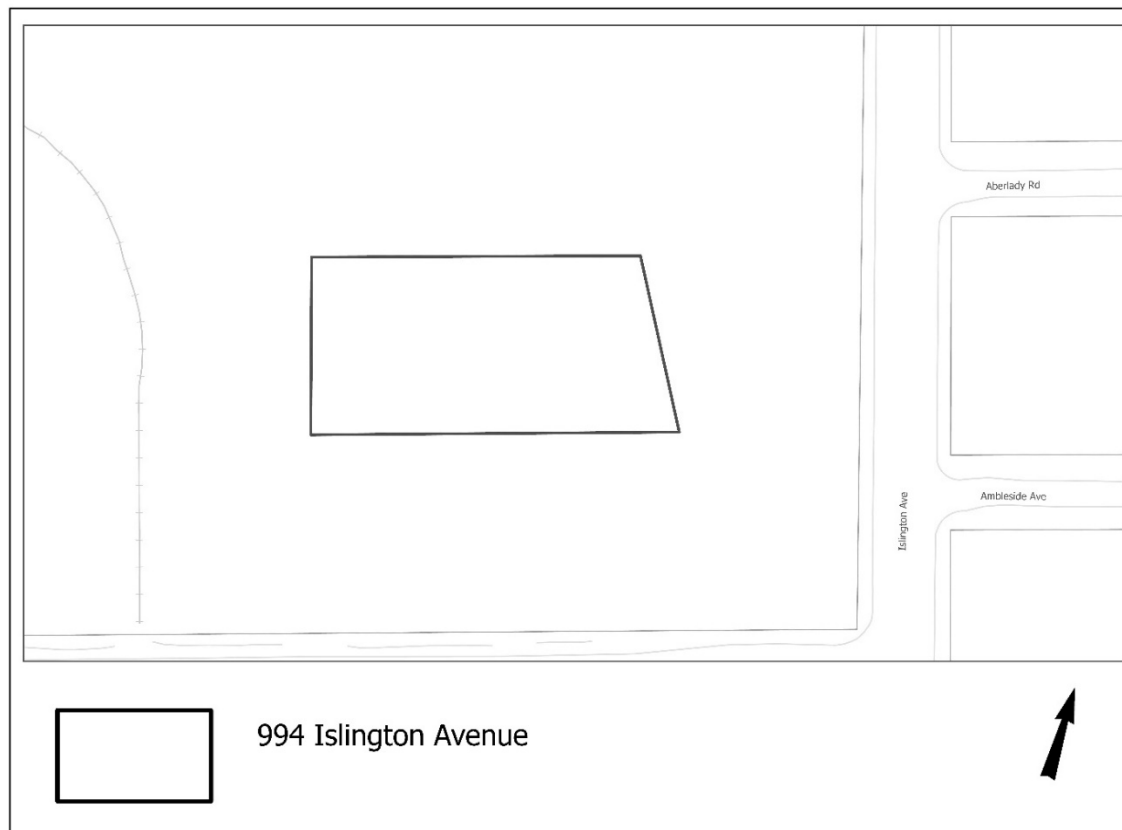
General area: Islington Avenue and Jutland Road

Ward: Etobicoke – Lakeshore (3)

Owner (Applicant): Dunpar Homes (Dunpar)

Site area: Approximately 0.7 hectares (1.7 acres)

Existing uses: Retail / home improvement



CONVERSION REQUEST

Proposal: The revised request seeks to redesignate the rear portion of 994 Islington Avenue from *Core Employment Areas* to *General Employment Areas* to permit retail, service and fitness centre uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 15)

Area Specific Policies: N.A.

Zoning By-law: Class 1 Industrial Zone (IC.1) in the Former City of Etobicoke Zoning Code

SITE CONTEXT AND ADJACENT USES

North: Restaurant and retail

South: Fuel station, childcare, manufacturing and community service organization

East: Retail / home improvement (on front part of subject site), with low-rise residential beyond

West: Manufacturing, chemicals production and distribution, produce wholesale and distribution

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; consulted with the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 119 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the eastern extent of the South Etobicoke area of employment north of the QEW. The lands front Islington Avenue and have a split *Core Employment Areas* and *Mixed Use Areas* designation. Adjacent properties to the north and south are similarly designated.

The South Etobicoke area of employment has excellent highway access with close proximity to Toronto's Lester B. Pearson International Airport and the downtown core. Transportation and warehousing are the predominant employment types, though manufacturing maintains its historically important role. Reinvestment in this area remains strong with over \$350 million in building permit activity issued over the last 5 years with at least 4 new major industrial buildings of over 250,000 square feet currently in the development approval pipeline.

The lands are proposed to be redesignated from *Core Employment Areas* to *General Employment Areas* to permit retail, service and fitness centre uses. The lands are located on a major street shown on Map 3 of the Plan.

In staff's opinion, a conversion to *General Employment Areas* would not adversely affect the overall viability of the *Employment Area*, nor the maintenance of a stable operating environment for business and economic activities. Recognizing that there are impactful industries located west of the lands, the redesignation would serve several functions: protect against the potential future encroachment of incompatible uses west into the South Etobicoke area of employment; allows for the appropriate transition of employment to non-employment uses on site; helps support land use compatibility; and, retains land for businesses and economic activities.

Uses that are permitted by the *Core Employment Areas* designation would continue to be permitted by the *General Employment Areas* designation. The conversion would retain these lands for exclusively business and economic activities in a location with excellent transportation infrastructure. As well, the proposal would help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto. Specific concerns about the conversion request have not been raised by the local business community.

Recommendation

Staff have reviewed Conversion Request No. 119 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *General Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 120

Address: 105 Six Point Road

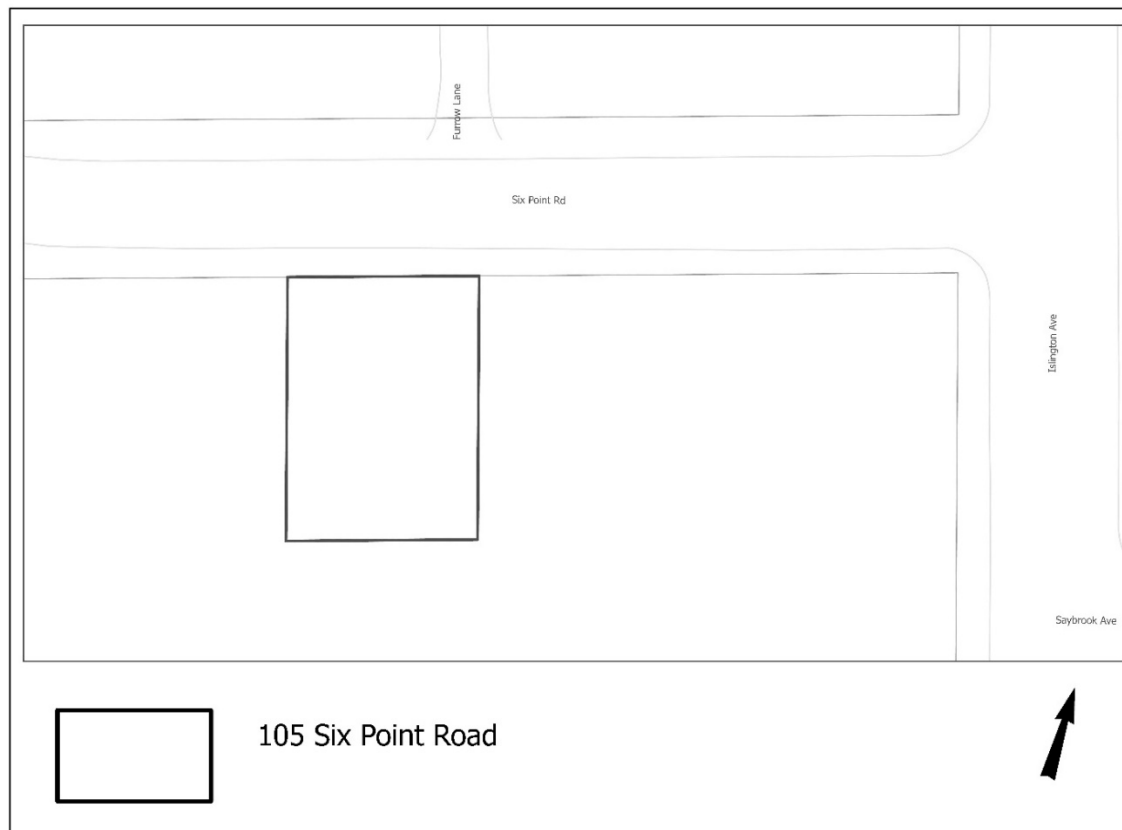
General area: Islington Avenue, south of Bloor Street West

Ward: Etobicoke-Lakeshore (3)

Owner (Applicant): Dunpar Homes (MHBC)

Site area: Approximately 0.08 hectares (0.20 acres)

Existing uses: Offices



CONVERSION REQUEST

Proposal: Request to redesignate the lands from *Core Employment Areas* to *Mixed Use Areas* to permit residential uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 15)

Area Specific Policies: N.A.

Zoning By-law: Class 1 Industrial Zone (IC.1) in the former City of Etobicoke Zoning Code

SITE CONTEXT AND ADJACENT USES

North: Low rise residential

South: Restaurant, wholesale retail and service uses

East: Retail, service and office

West: Media, office/service and child care centre

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Peer Review of the Compatibility/Mitigation Study; consulted with

the owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 120 and provides staff's recommendations.

FINAL ASSESSMENT

At 0.08 hectares, the lands are relatively small in size. They are located at the north eastern extent of the South Etobicoke area of employment, a concentration of employment lands that ranks the second largest in land area in the City of Toronto. The property that abuts the eastern side of the lands is designated *Mixed Use Areas* while land on the north side of Six Point Road are designated *Neighbourhoods* and developed with townhouses.

The South Etobicoke area of employment has excellent highway access with close proximity to Toronto's Lester B. Pearson International Airport and the downtown core. Transportation and warehousing are the predominant employment types, though manufacturing maintains its historically important role. Equally important is the presence of two major sector-specific hubs. First, the local film industry hub is centred on Kipling Avenue between The Queensway and Bloor Street West, anchored by one of the largest production studios in Canada as well as the country's largest film equipment supplier. Second is the substantial presence of the food industry which is largely anchored by the Ontario Food Terminal – the second largest fresh food distribution facility in North America. There is a strong demand to be within close proximity to these major facilities from the wide network of firms with goods and services that support these clusters. Reinvestment in this area remains strong with over \$350 million in building permit activity issued over the last 5 years with at least 4 new major industrial buildings of over 250,000 square feet currently in the development approval pipeline.

Input from local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs) and/or those operating in close proximity to sensitive land uses. Of particular concern are: potential impacts on roads and the efficient movement of goods associated with a greater mix and concentration of commercial and residential traffic; potential increase in safety and security issues associated with more members of the public in the area; increased costs and restrictions related to ECA approvals; and, the prospects of complaints from new residents. Observations arising from wider consultation with key industry stakeholder groups include: the need for a variety of lot/building sizes to accommodate new businesses, especially those that play a supporting role in the clustering of key industries; speculative land values and industrial land affordability; traffic congestion affecting the efficient movement of goods; and land use certainty as a key factor for reinvestment decisions and long term business planning.

The lands are proposed to be consolidated with the abutting property to the east at 1092 Islington Avenue. This site is designated *Mixed Use Areas* and is approximately 0.2 hectares in size. A mixed use development with residential and employment uses are being contemplated for the consolidated lands.

The *Core Employment Areas* designation applies west and south of the lands which are developed with media, office, education, daycare, and wholesale uses. In staff's opinion, compatible development can be achieved on the lands, including through any mitigation

measures that would be identified and required during the development review process. In this way, the conversion of the lands would not have a negative impact on the overall viability of this *Employment Area* and would not affect the viability of the lands for employment uses.

A SASP is proposed to apply to both the lands and the abutting property at 1092 Islington Avenue that would:

- Require a minimum of 1,000 square metres of non-residential gross floor area and a minimum amount of space for employment uses such as offices, incubators, and creative industries; and,
- Require prescribed rates of affordable housing.

EDC staff believes that the boundaries between *Mixed Use Areas* and *Core Employment Areas* should be consistent with the properties to the immediate south.

Recommendation

Staff have reviewed Conversion Request No. 120 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *Mixed Use Areas* with a SASP that applies to a consolidated development parcel that includes the *Mixed Use Area* lands at 1092 Islington Avenue. The SASP secures prescriptive rates of affordable housing and minimum non-residential gross floor area, including employment uses.

FINAL ASSESSMENT OF CONVERSION REQUEST NO. 129

Address: 710 Kipling Avenue

General area: Kipling Avenue and North Queen Street

Ward: Etobicoke-Lakeshore (3)

Owner (Applicant): Mario Ostojic (Bousfields Inc.)

Site area: Approximately 0.28 hectares (0.68 acres)

Existing uses: Restaurant and butcher



CONVERSION REQUEST

Proposal: Request to redesignate all of the lands from *Core Employment Areas* to *General Employment Areas* to permit retail, service and fitness centre uses.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 15)

Area Specific Policies: N.A.

Zoning By-law: Employment Industrial Zone (E 1.0) in City of Toronto
Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Retail and service

South: Retail, service and fitness centre

East: Automobile repair and retail

West: Printer

CONVERSION REQUEST CONSIDERATION

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material provided as part of this conversion request; considered the conclusions of the Compatibility/Mitigation Study; consulted with the

owner/applicant; and conducted a site visit. This Final Assessment completes the review of Conversion Request No. 129 and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located in the South Etobicoke area of employment north of the QEW at the intersection of Kipling Avenue and North Queen Street. Lands to the west, north and east are designated *Core Employment Areas*. Lands to the south across North Queen Street are designated *General Employment Areas*.

The South Etobicoke area of employment has excellent highway access with close proximity to Toronto's Lester B. Pearson International Airport and the downtown core. Transportation and warehousing are the predominant employment types, though manufacturing maintains its historically important role. Reinvestment in this area remains strong with over \$350 million in building permit activity issued over the last 5 years with at least 4 new major industrial buildings of over 250,000 square feet currently in the development approval pipeline.

The lands are proposed to be redesignated from *Core Employment Areas* to *General Employment Areas* to permit retail, service and fitness centre uses. The lands are located at the intersection of two major street shown on Map 3 of the Plan. *General Employment Areas* are predominantly located on major roads where retail, service and restaurant uses can serve *Employment Area* workers and also benefit from visibility and transit access to draw the broader public. The existing butcher and restaurant uses are permitted in *General Employment Areas*.

In staff's opinion, the conversion to *General Employment Areas* would not adversely affect the overall viability of the *Employment Area*, nor the maintenance of a stable operating environment for business and economic activities. Uses that are permitted by the *Core Employment Areas* designation would continue to be permitted by the *General Employment Areas* designation. The conversion would retain these lands for exclusively business and economic activities in a location with excellent transportation infrastructure. As well, the proposal would help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto. Specific concerns about the conversion request have not been raised by the local business community.

Recommendation

Staff have reviewed Conversion Request No. 129 against the policies of the PPS, the Growth Plan, and the Official Plan and recommend that the lands be redesignated from *Core Employment Areas* to *General Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST AS PART OF GEARY WORKS PLANNING STUDY

Address: 1170-1292 Dupont Street

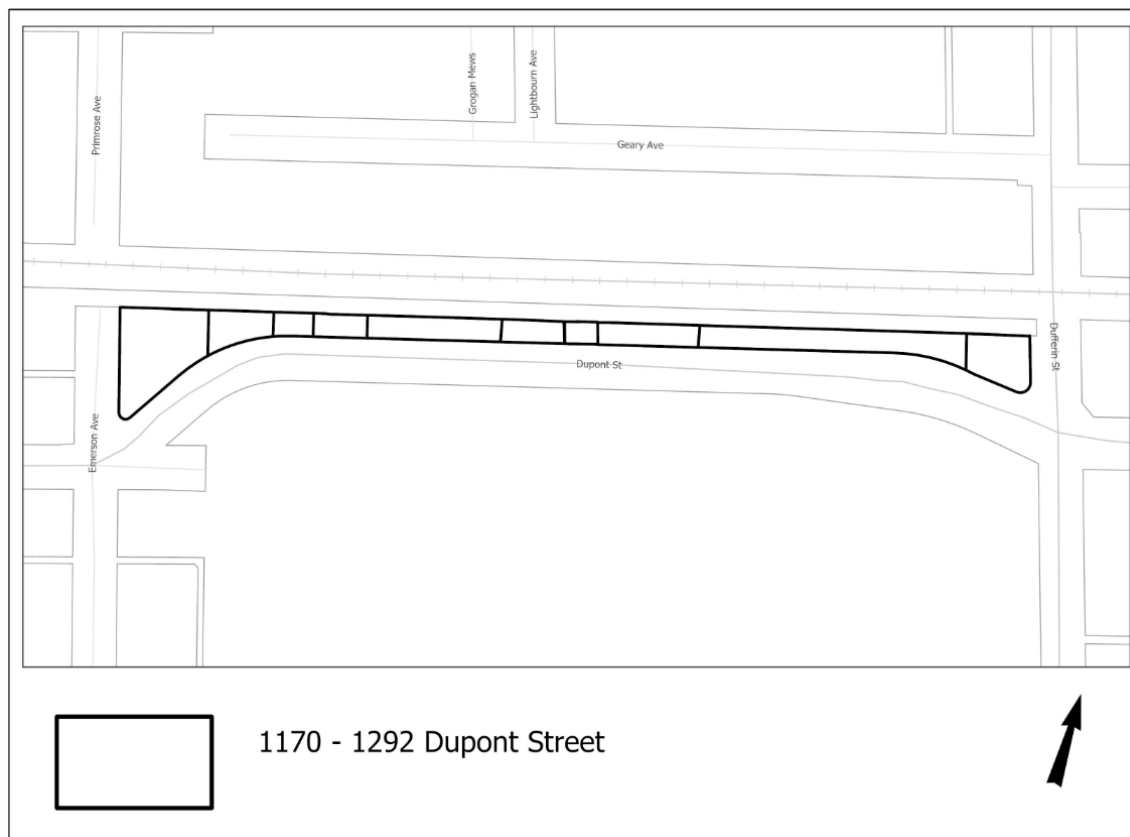
General area: Dupont Street between Dovercourt Road and Emerson Avenue

Ward: Davenport (9)

Owner (Applicant): City-initiated - Various owners, including VGI Global Inc., 1162003 Ontario Ltd., etc.

Site area: Approximately 0.58 ha (1.43 acres)

Existing uses: Service employment or light scale industrial, including a gas station, car wash, self-storage, construction supply businesses, an artist workshop, a recording studio and retail.



OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure:	<i>Employment Areas</i> (Map 2)
Designation(s):	<i>Core Employment Areas</i> (Map 11)
Area Specific Policies:	N.A.
Zoning By-law:	Industrial District (I1 D2 and I2 D2) Former City of Toronto Zoning By-law 438-86 Employment Industrial (E 2.0 (x262)) and Employment Light Industrial (EL 2.0, EL 2.0 (x36), EL 2.0 (x114), EL 2.0 (x122), EL 2.0 (x123), EL 2.0 (x124), EL 2.0 (x125)) in the City of Toronto Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North:	Canadian Pacific Rail Line (further north: 1 to 2 storey industrial and warehousing buildings, including metal fabrication and costume manufacturing, restaurants, automobile shops, window manufacturers, retail along Geary Avenue)
South:	2 to 3-storey detached, semi-detached and townhouse dwellings, studio space, and the approved redevelopment of Galleria Mall currently under construction, which would include retail/office and residential uses (further south: residential dwellings)
East:	Light industrial uses along the north side of Dupont Street, 2 to 3-storey detached, semi-detached dwellings and a place of worship on the south side of Dupont Street (further east: industrial uses)
West:	2 storey semi-detached dwellings, art gallery, and a music studio space (further west: tower apartment buildings with retail at grade)

CONVERSION REQUEST CONSIDERATION – CITY INITIATED

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments

were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material prepared as part of the Geary Works Planning Study and conducted site visits. This Final Assessment completes the review of the conversion request made by City Council as part of the Geary Works Planning Study and provides staff's recommendations.

FINAL ASSESSMENT

On July 14, 2021, City Council in consideration of Geary Works, adopted recommendation 13, which directed City Staff to consider the conversion of the areas south of Geary Avenue, fronting the north side of Dupont Street from Emerson Avenue to Dovercourt Road from *Core* to *General Employment Areas*. The Decision History can be accessed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH24.1>

The lands are located directly north of the Galleria Mall which has been approved for redevelopment. This investment will grow the number of residents and workers in the area as well as the demand for commercial uses and community amenities.

The lands are located in the south-central area of the larger Junction-Weston-Dupont area of employment, adjacent to the Canadian Pacific Rail Line. This area features employment lands that originally developed along the rail corridor. Existing businesses that no longer rely on rail access still operate successfully despite the close proximity to high frequency freight rail traffic. Lighter employment uses have replaced heavier uses over time, including auto related uses, service uses, recording and rehearsal studios, office, and retail uses. Over 80% of the workers in the larger Junction-Weston-Dupont area of employment reside in Toronto, and major transit investments will continue to increase transit accessibility for workers. The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and over 436,000 square metres of non-residential floor space currently in development.

Outreach to local industry included those in the immediate vicinity and included consideration of the findings of the Geary Works Planning Study, including the results of those consultations. Concerns were raised by business owners of the impact to land use certainty and lease rates with the potential broaden of land use permissions and emphasized the need to retain lands designated *Employment Areas*. The overall vacancy rate in the area of employment is around 1%. Specific concerns related to the availability of affordable music rehearsal and recording space.

In staff's opinion, lands between Emmerson Avenue and Dufferin Street (1170-1292 Dupont Street) provide limited opportunity for large scale redevelopment due to the narrow lot sizes and adjacency to the rail corridor. These characteristics have contributed to both land use certainty and land affordability; providing businesses with relatively affordable rents given the close proximity to downtown. While staff are of the opinion that the lands should continue to be used for exclusively employment uses, a

redesignation of the lands to *General Employment Areas* would provide a greater opportunity to create an appropriate interface with the new mixed use development to the south and the rail corridor to the north. The designation would provide greater opportunities to accommodate new uses that are compatible with *Mixed Use Areas*. Further, existing businesses on the lands include retail and personal service uses; uses that are not permitted in *Core Employment Areas* but are allowed in *General Employment Areas*. An existing car wash and a music recording and rehearsal space would also continue to be permitted on lands designated *General Employment Areas*.

The proposed redesignation is in keeping with Official Plan policies that state that lands designated *General Employment Areas* are predominantly located on major roads where retail, service and restaurant uses can serve *Employment Area* workers and also benefit from visibility and transit access to draw the broader public. The lands are located on a major street as shown on Schedule 3 of the Official Plan.

In staff's opinion, the conversion of the lands to *General Employment Areas* would not adversely affect the overall viability of the *Employment Area* nor the maintenance of a stable operating environment for business and economic activities. Uses that are permitted in *Core Employment Areas* would continue to be permitted by the *General Employment Areas* designation. As well, the proposal would help to maintain a diverse economic base, accommodating and attracting a variety of employment uses and a broad range of employment opportunities.

City staff reviewed the properties designated *Core Employment Areas* between Dufferin Street and Dovercourt Road and are of the opinion that they should be retained as *Core Employment Areas*. These lands have deeper lots that appeal to and can accommodate larger industrial operations. The low industrial vacancy rate demonstrates the need for these *Core Employment Areas*.

Recommendation

Staff have reviewed the conversion request made as part of the Geary Works Planning Study against the policies of the PPS, the Growth Plan, and the Official Plan, and recommend that the lands on the north side of Dupont Street from Emerson Avenue to Dufferin Street be redesignated from *Core Employment Areas* to *General Employment Areas*. The lands between Dufferin Street and Dovercourt Road are recommended to be retained as *Core Employment Areas*.

FINAL ASSESSMENT OF CONVERSION REQUEST AS PART OF PICTURE MOUNT DENNIS

Address: 915-945 Weston Road

General area: Eglinton Avenue West and Weston Road

Ward: York South-Weston (5)

Owner: City-initiated Multiple owners including 329772 Ontario Ltd, 2715047 Ontario Inc. and TKFV Holdings Ltd

Site area: Approximately 0.68 hectares (1.67 acres)

Existing uses: Automobile repair, place of worship, kitchen supply retail, food retail, insulation and service operation



OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure:	<i>Employment Areas</i> (Map 2)
Designation(s):	<i>General Employment Areas</i> (Map 17)
Area Specific Policies:	Chapter 7 SASP 53 – Mount Dennis Area 22.5, Special Policy Area (Schedule F) in former City of York Official Plan Rockcliffe Park: Black Creek Special Policy Area (Map 11) – subject to Toronto Official Plan Appeal
Zoning By-law:	Commercial Employment Zone (CE) in the Former City of York Zoning By-law No. 1-83 and S16(233)

SITE CONTEXT AND ADJACENT USES

North:	Metrolinx and CP Freight rail corridor
South:	Low scale residential, retail and service uses
East:	The Black Creek Drive and Weston Road intersection
West:	Vacant lands (Official Plan and Zoning By-law Amendment Application No. 21 228762 WET 05 OZ proposes an 11-storey residential building on 955-975 Weston Road)

CONVERSION REQUEST CONSIDERATION - CITY INITIATED

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material prepared as part of the Picture Mount Dennis Planning Framework Study; consulted with the Province and the TRCA; and, conducted a site visit. This Final Assessment completes the review of the conversion request made as

part of the Picture Mount Dennis Planning Framework Study and provides staff's recommendations.

FINAL ASSESSMENT

The lands are located at the south eastern extent of the study area of the Picture Mount Dennis Planning Framework Study. At its meeting on January 5, 2022, Etobicoke York Community Council adopted with amendments the Picture Mount Dennis Planning Framework Study - Consultant's Final Report. Staff were directed to bring forward a draft Official Plan Amendment that includes a draft Secondary Plan for the study area. The Consultant's Final Report addressed land use and other matters. Recommendation 3 states:

"As the City of Toronto is currently undertaking a Municipal Comprehensive Review process, known as "Our Plan Toronto", the *General Employment Areas* lands municipally known as 915-945 Weston Road should be considered for the introduction of other uses, including residential uses, through the MCR process and including further consultation."

This report can be accessed at: [Agenda Item History - 2022.EY29.2 \(toronto.ca\)](#)

The lands represent a small consolidation of lands designated *General Employment Areas* that are part of the larger Junction-Weston-Dupont area of employment. Land designated *Employment Areas* in this part of the City were originally developed along or in the vicinity of the 19th century rail corridors.

A portion of the lands that front Weston Road is located within the Rockcliffe Park: Black Creek Special Policy Area (SPA). An SPA is a part of the community that has historically existed in the floodplain and where development is controlled by official plan policies that have been approved by both the Minister of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) and the Minister of Municipal Affairs and Housing (MAH).

The PPS Policy 1.3.4 requires that any change or modification to land use designations or boundaries applying to SPA lands must first be approved by both the Ministers of MAH and NDMNRF prior to any subsequent City approval of changes or modification to the SPA lands. The result is that the City cannot amend the official plan to convert and redesignate these lands prior to the required dual-Ministerial approval.

The City and Toronto and Region Conservation Authority (TRCA) are currently undertaking the Rockcliffe Riverine Flood Mitigation Municipal Class Environmental Assessment (EA). The EA aims to minimize riverine flood risk in the Rockcliffe-Smythe area by determining a riverine flood mitigation strategy. The final report is anticipated to be available for public review in conjunction with the anticipated approval of the EA in Fall 2022. Following provincial approval of the EA, implementation of the approved flood mitigation strategy can proceed and once completed would allow for the SPA boundaries to be updated. Updated SPA boundaries would be submitted to the Province to gain the dual-Ministerial approval as required by the PPS. It is not known at

this stage whether this process will conclude with SPA boundary changes that impact these lands.

Since a portion of the lands is within an SPA, it is premature to recommend that the lands be converted to permit residential and/or other non-employment uses.

Final Assessment

Staff have reviewed the conversion request made as part of the Picture Mount Dennis Planning Framework Study against the policies of the PPS, the Growth Plan, and the Official Plan, and recommend that the lands be retained as *General Employment Areas*.

**FINAL ASSESSMENT OF CONVERSION REQUEST AS PART OF
DOWNSVIEW AREA SECONDARY PLAN REVIEW ("UPDATE DOWNSVIEW")**

Address: 95 Garratt Boulevard

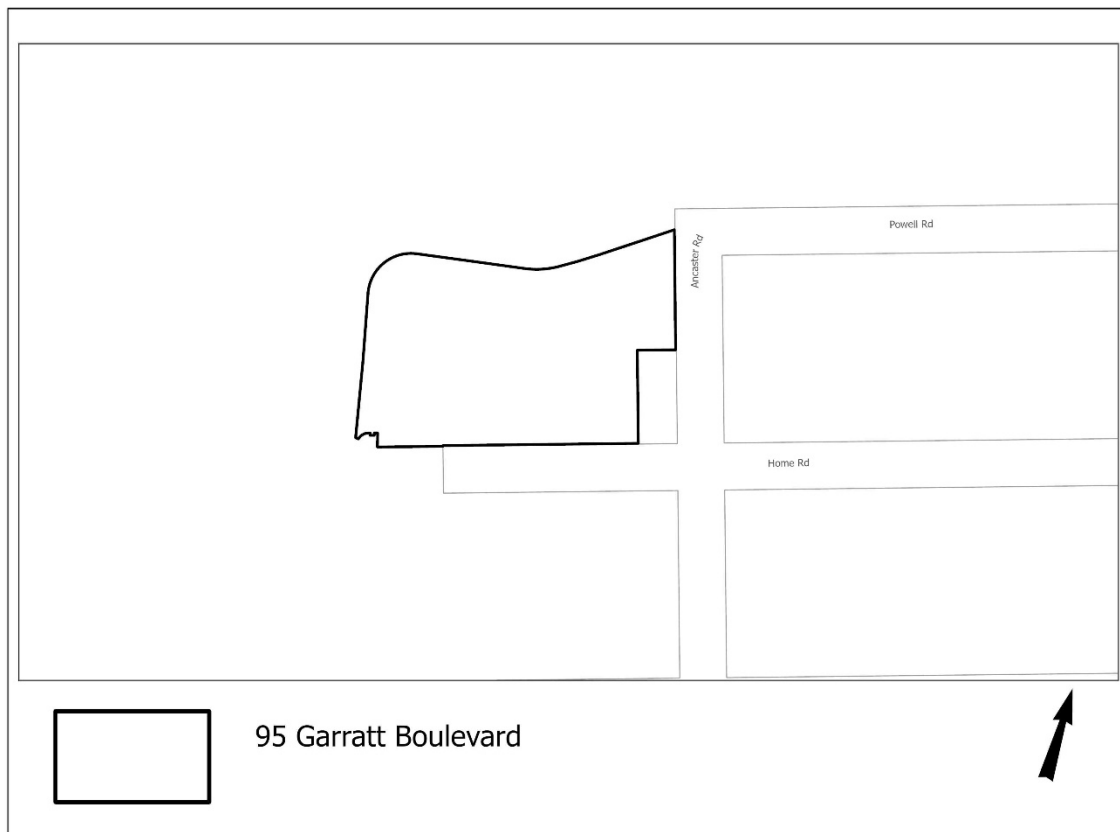
General area: Ancaster Road and Home Road (major intersection Dufferin Street and Wilson Avenue)

Ward: York Centre (6)

Owner (Applicant): City-initiated

Site area: Approximately 1.01 hectares (2.5 acres)

Existing uses: Two storey commercial school and surface parking lot



CONVERSION REQUEST

Proposal: Redesignate a portion of the lands, located at the northwest corner of Ancaster Road and Home Road, from *Core Employment Areas* to *Regeneration Areas* to facilitate the comprehensive review of the area and appropriate land use designations as part of the current Downsview Area Secondary Plan review.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 16)

Area Specific Policies: Chapter 6 – Downsview Area Secondary Plan;
Chapter 7 – SASP 596

Zoning By-law: M2 Industrial Zone 2 in the former City of North York Zoning By-law 7622. The M2 zone permits a variety of industrial uses including manufacturing and servicing as well as non-industrial uses including commercial schools, Parks, public libraries.

SITE CONTEXT AND ADJACENT USES

North: Downsview Airport and related aircraft manufacturing and servicing uses.

South: A residential neighbourhood with detached and semi-detached homes, schools, park and community centre.

East: A residential neighbourhood with detached and semi-detached homes and a park.

West: Manufacturing facilities, office building and surface parking lot related to aircraft uses, City public works yard

CONVERSION REQUEST CONSIDERATION – CITY INITIATED

The *Planning Act*, the PPS, and the Growth Plan 2020 emphasize the importance of protecting employment lands to ensure a prosperous economic future. The Growth Plan 2020 and Toronto's Official Plan set out the criteria by which the City is to consider the conversion of lands designated *Employment Areas*. Criteria include the requirement to demonstrate a need for the conversion; that the City will maintain sufficient land to meet the 2051 employment forecasts set out in the Growth Plan 2020; the conversion would not adversely affect the overall viability of the employment area; and, there is infrastructure and public facilities to accommodate the proposed uses.

The City received over 140 requests to convert lands designated *Core Employment Areas* and *General Employment Areas* as part of the City's Official Plan Growth Plan Conformity and Municipal Comprehensive Review (MCR). Preliminary Assessments were prepared that provided preliminary issues and staff positions on requests. Planning and Housing Committee authorized the use of over 130 preliminary assessments for the basis of consultation with requestors, neighbouring businesses, major facilities, propane operators, other stakeholders and the public.

Staff have reviewed the material prepared as part of the preparation of the Status Report in support of the Downsview Area Secondary Plan Review (Update Downsview) study and have undertaken site visits. This Final Assessment completes the review of the conversion request and provides staff's recommendations.

FINAL ASSESSMENT

At its meeting on May 31, 2022, the Planning and Housing Committee considered a Status Report providing an update on the Update Downsview Study, a two-year inter-divisional and inter-agency project led by City Planning to update the in-force Downsview Area Secondary Plan. The report also provided an update on the review of the Official Plan Amendment application submitted for 210 hectares of land at 123 Garratt Boulevard and 70 Canuck Avenue, which includes the redevelopment of the Bombardier Downsview Airport.

The Update Downsview Study was initiated by the City in September 2021 following Bombardier's announced departure from the Downsview Airport by 2023, and the March 2021 approval of SASP 596. SASP 596 sets out conditions and requirements for the Secondary Plan review including a minimum amount of non-residential uses, the provision of affordable housing, and a number of other studies and analysis that must be undertaken through the Study.

At the meeting staff were directed by the Planning and Housing Committee to review the *Core Employment Areas* designation at the north west corner of Home Road and Ancaster Road for consideration of a redesignation from *Core Employment Areas* to *Regeneration Areas*. The Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH34.11>

The lands accommodate a flight training school. They are an isolated *Employment Area* surrounded by *Regeneration Areas* to the west and north, and *Neighbourhoods* to the east and south. Further to the northwest is a larger contiguous *Employment Area* that accommodates the Bombardier Aerospace campus and airplane manufacturing facility, approximately 158,000 square metres in size and inclusive of offices, airplane hangars, and ancillary structures which are used for airplane assembly. The area is proposed to be repurposed to accommodate a range of new employment uses, including film studios and related uses, following the departure of Bombardier at the end of 2023.

An application for an Official Plan Amendment was submitted in May 2022 for the Bombardier *Employment Area* and adjacent *Regeneration Areas* lands. The application seeks to create a vibrant, thriving employment hub built on Downsview's legacy of innovation and excellence. It will be home to technology and creative industries,

bringing new jobs and opportunities, while creating a unique place to live, work, shop and enjoy life. Residential gross floor area is proposed at 207,406 square metres and 160,959 square metres of non-residential gross floor area is proposed.

Collectively, the application proposes to accommodate approximately 368,000 square metres of employment, residential, retail, community, and institutional uses. The existing hangar buildings will be repurposed to contain a mix of employment and retail space, as well as a publicly accessible interior open space. The proposal has the potential to generate approximately 5,300 jobs.

Further to the southwest is the City of Toronto Murray Road Public Works Yard at 64 Murray Road, inclusive of a Toronto Paramedic Services station. The Works Yard is anticipated to continue operations into the foreseeable future.

Outreach to local industry included those in the two *Employment Areas*. Neither industry had concerns with the conversion of the subject property from *Core Employment Areas* to *Regeneration Areas*. Through the Downsview Area Secondary Plan Review process, consideration will be given to the proximity of existing, planned, and potential future employment uses in the nearby *Employment Areas* when determining the ultimate designation for the subject lands.

In staff's opinion, the proposed development on the adjacent *Regeneration Areas* lands will bring new housing amounting to approximately 2,850 dwelling units within low and mid-scale buildings. A range of housing options are proposed, including affordable housing, in a predominantly mid-scale built form character with building heights ranging up to 14 storeys in select locations. The conversion of the subject lands from *Core Employment Areas* to *Regeneration Areas* will not impact the viability of the nearby *Employment Areas*.

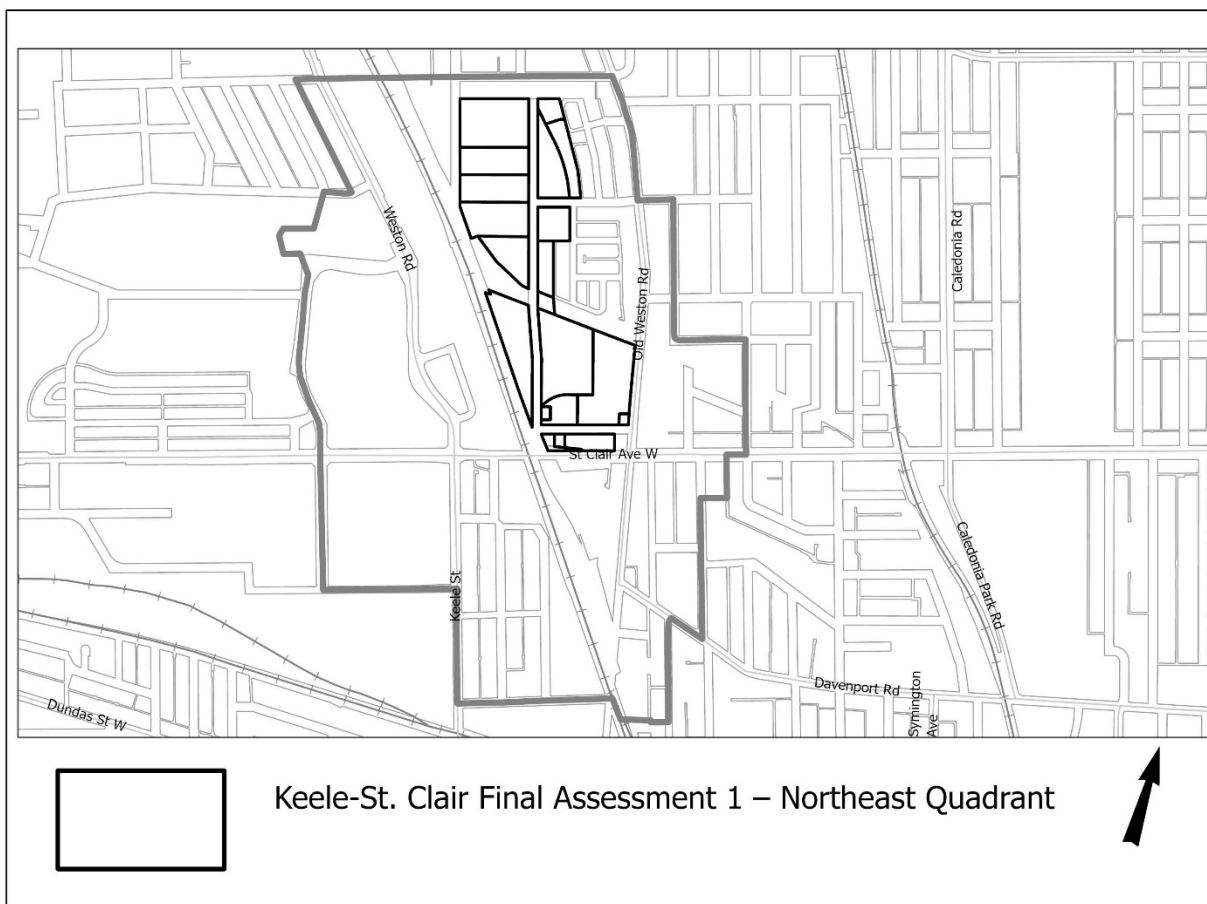
A number of existing parks and community facilities, including the Ancaster Community Centre and Ancaster Public School, exist in close proximity to the subject lands. Through the Downsview Area Secondary Plan review, additional community facilities and infrastructure will be planned to ensure that the necessary framework is in place to support existing and planned uses as part of the comprehensive development of a complete community.

Recommendation

Staff have reviewed the conversion request against the policies of the PPS, the Growth Plan, and the Official Plan and within the context of the larger area and current Downsview Area Secondary Plan review process, and recommend the conversion of these lands from *Core Employment Areas* to *Regeneration Areas*. This conversion will ensure the design and development of a complete community by enabling the lands to be comprehensively studied as part of the Downsview Area Secondary Plan Review process.

FINAL ASSESSMENT OF CONVERSION REQUESTS AND CONVERSION LANDS WITHIN KEELE-ST. CLAIR SECONDARY PLAN AREA – NORTHEAST QUADRANT

Addresses (approx. north to south):	0, 119-125, 144, 160 and 200 Benny Stark Street including 110, 112, 114, 116, 118, 122 Turnberry Avenue (KSC) 126 Union Street (KSC) 100 Union Street (KSC) 101 Union Street (KSC) 2, 4 and 80 Union Street (KSC) 77-89 Union Street (KSC) 31 Union Street and 6, 16 Townsley Street including 30 Townsley Street (KSC)
Addresses considered through Local Area Study:	117 Union Street and 100 Turnberry Avenue (KSC - City) 39 Townsley Street; 390 and 404-406 Old Weston Road; and 1850, 1860, 1862-1862A, 1866-1868, 1870, 1876, 1880 and 1900 St. Clair Avenue West (KSC - City)
General area of northeast quadrant:	Area generally bounded by Lavender Road to the north; Old Weston Road, Chambers Avenue, and Silverthorn Avenue to the east; St. Clair Avenue West to the south; and the north-south rail corridor to the west
Ward:	Davenport (9)
Owner (Applicant):	Stark Auto Sales (SGL Planning and Design Inc.) 1573416 Ontario Inc. (Bousfields Inc.) Uniq Entertainment (Bousfields Inc.) Joe Silva (Palacio Land Development Strategies Inc.) 1057100 Ontario Limited (Bousfields Inc.) Consolidated Bottle Company Limited (Folger, Rubinoff LLP) 2690638 Ontario Inc. (Bousfields Inc.)
Site area:	Approximately 14.10 hectares (34.84 acres) <i>Employment Areas</i> lands outlined in Key Map
Existing uses:	Automobile servicing, repair, wrecking, scrap, storage and sales, self-storage, waste disposal, manufacturing, wholesaling, warehousing, retail, place of worship



OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure:	<i>Employment Areas (Map 2)</i>
Designation(s):	<i>Core Employment Areas and General Employment Areas (Map 17)</i>
Area Specific Policies:	Chapter 7 SASP 234 and SASP 440
Zoning By-law:	Employment Industrial Zone (E) in Zoning By-law 569-2013; Industrial District (IC) in the former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North:	Low-density residential neighbourhood, large mixed-use commercial area, elementary school
South:	Bottle manufacturing facility, concrete batching plant, disposal services, a former flea market site, auto repair, low-rise residential
East:	Hydro corridor, low-rise residential, S.A.D.R.A Park, public school
West:	Rail corridor, low-rise residential townhouses, Lavender Creek natural area

FINAL ASSESSMENT – PER COUNCIL ADOPTED SECONDARY PLAN

The lands are located on the north side of St. Clair Avenue West, east of the rail corridor. At its meeting on June 28, 2021, the Planning and Housing Committee considered Preliminary Assessments of potential conversions of *Employment Areas* within the Keele-St. Clair Local Area Study, including the formal conversion requests above that were received as part of the current MCR. Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

At its meeting on May 11, 2022, Council adopted with amendment the staff recommended Official Plan Amendment No. 537 for the Keele-St. Clair Local Area Study, including the Keele-St. Clair Secondary Plan. Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>.

Official Plan Amendment Applications

The City received applications to amend the Official Plan for the lands at 0, 119-125, 160 and 200 Benny Stark Street and 116-122 Turnberry Avenue; 2, 4 and 80 Union Street; and 77-89 Union Street. These applications were submitted on October 21, 2021 (deemed complete November 30, 2021); November 29, 2021 (not yet deemed complete); and April 8, 2022 (deemed complete May 18, 2022); respectively.

At its meeting on February 15, 2022, the Planning and Housing Committee considered the Preliminary Report for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications for the lands located at 0, 119-125, 160 and 200 Benny Stark Street and 116-122 Turnberry Avenue. Among other matters, the Planning and Housing Committee directed staff to review the applications, which includes the conversion of the subject lands from *Core Employment Areas* to *Mixed Use Areas* and *Parks and Natural Areas* for the purpose of permitting non-employment uses, concurrently and in the context of the statutory review of the Official Plan, which includes the MCR. Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH31.9>.

At its meeting on February 15, 2022, the Planning and Housing Committee also considered the Preliminary Report for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications for the properties located at 2, 4

and 80 Union Street. Among other matters, the Planning and Housing Committee directed staff to review the applications, which includes the conversion of the subject lands from *Core Employment Areas* to *Mixed Use Areas* for the purpose of permitting non-employment uses, concurrently and in the context of the statutory review of the Official Plan, which includes the MCR. Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH31.10>.

On April 8, 2022, an Official Plan Amendment and Zoning By-law Amendment application was submitted for the lands at 77-89 Union Street. The application was deemed complete on May 18, 2022.

The *Employment Areas* designated lands in the Council-adopted Keele-St. Clair Secondary Plan are located within the central portion of the Junction-Weston-Dupont Area of Employment. The main employment uses within this quadrant include automotive uses, manufacturing, construction/cement/contractor uses, and local retail particularly along St. Clair Avenue West.

The wider Junction-Weston-Dupont Employment Area is experiencing significant upgrades in public transit including the St. Clair streetcar line, the proposed St. Clair-Old Weston GO SmartTrack Station (to be located within this Secondary Plan quadrant on part of the lands at 2, 4, and 80 Union Street), and multimodal Mount Dennis GO Station under construction just to the north. These projects are expected to benefit local businesses by improving overall accessibility to the area which is already attractive for sourcing local labour. A total of 82% of employees here live in the City of Toronto with the majority in very close proximity. The success of this area is further evidenced by the highest increase in total jobs since 2011 compared to all other *Employment Areas* in the City of Toronto. Employment space is in very high demand, evidenced by a 1.1% vacancy rate in 2021 and very few industrial property for sale/lease listings. In cases where older industry may decide to vacate, this area is attractive to a wide range of new employment uses such as film, small to medium food production, creative/media industry, maker space, flexible work space, smaller scale e-commerce/logistics, medical uses, and local/regional serving professional service offices. Reinvestment into the older building stock is also occurring, totalling over \$500 million in building permit value over the last five years. In order for this positive trend to continue, land use certainty will be a prime consideration.

The majority of employment related outreach with the main business owners in this quadrant was in context of establishing minimum requirements for the provision of new non-residential space to be incorporated within their proposed redevelopment schemes pending a conversion of their lands. Given the expected changing nature of this area from largely industrial to one that is more compact urban/high density residential, the landowners felt it was appropriate to include certain uses such as community service space that would contribute to the overall success of this area as a complete community.

Consultation on a wider scale with industrial stakeholder and business sector groups identified issues relevant to this local context including: the need for a variety of building types and property sizes to deliver essential services throughout the City; and the need for creative design solutions within mixed use buildings that provide for a greater range of business types beyond standard office or small scale ground floor retail space.

Other business/employment related feedback obtained specifically during the Keele-St. Clair study process included: concern from residents with respect to proximity of heavier industries to residential areas; the need to protect space for small and medium businesses; and the potential was noted for more successful renovation of older industrial buildings for new employment purposes (150 Symes Road as an example).

In staff's opinion, the proposed conversions from *Employment Areas* to *Mixed Use Areas*, *Parks*, and *Other Open Space Areas* address key planning issues including existing land use compatibility issues, access to transit, and improved transportation and pedestrian connections, facilitated through redevelopment of the area consistent with the Keele-St. Clair Secondary Plan, the approved St. Clair Avenue West Transportation Master Plan, and in the context of the planned St. Clair-Old Weston SmartTrack Station located near the intersection of Union and Townsley Streets. Staff have determined that the conversion of lands in this quadrant will not adversely affect the overall viability of the *Employment Areas* lands, and can provide a compatible transition in both built form and land use to adjacent *Employment Areas*.

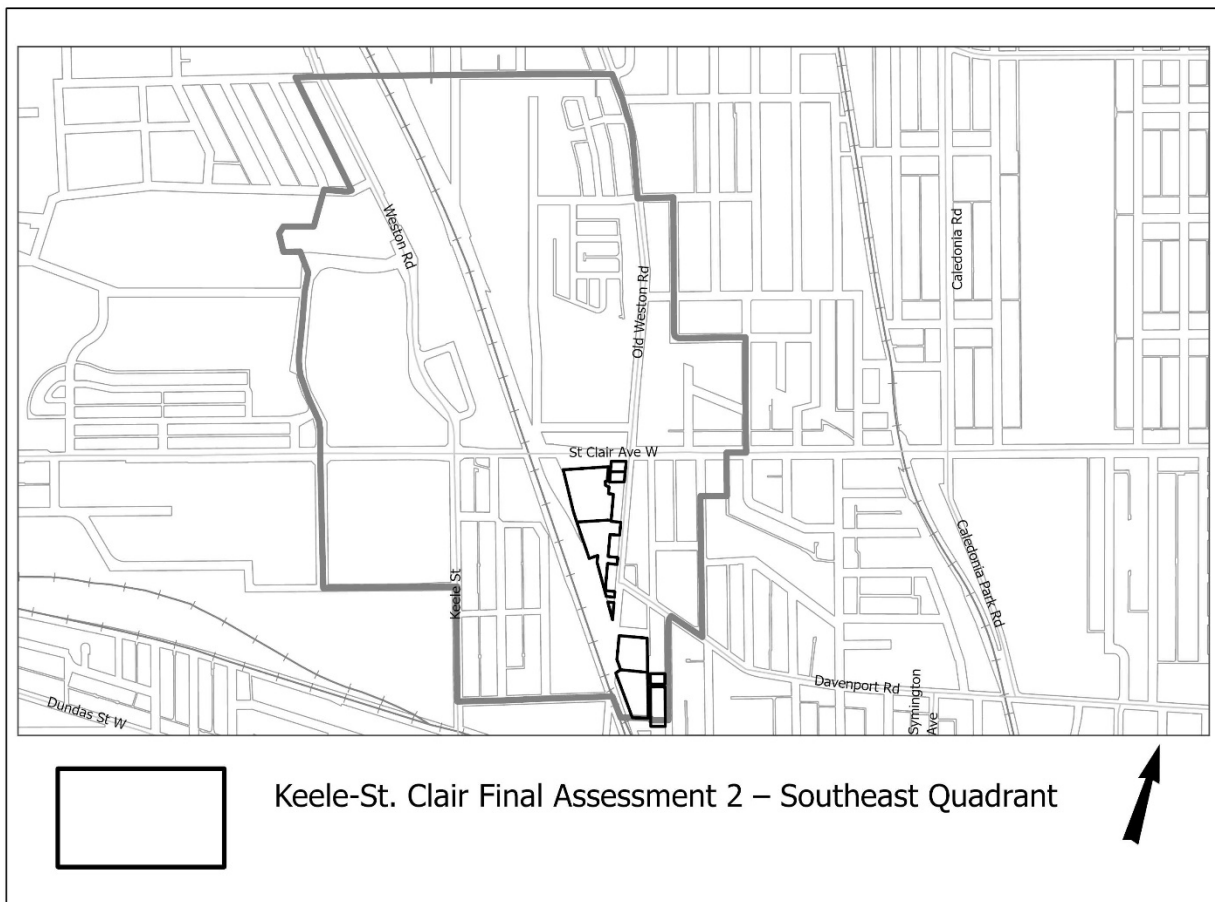
The Secondary Plan permits a range of employment and non-residential uses to maximize the opportunity for the location and expansion of new and existing compatible industries in the Keele-St. Clair Local Area.

Recommendation

Staff have reviewed the above noted conversion requests and employment lands against the policies of the PPS, the Growth Plan, and the Official Plan, and within the context of the larger area and transportation studies. Staff recommend the conversion of *Core Employment Areas* and *General Employment Areas* through redesignation to *Mixed Use Areas*, *Parks*, and *Other Open Space Areas*, as set out in the Council-endorsed Keele-St. Clair Secondary Plan which gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

FINAL ASSESSMENT OF CONVERSION REQUESTS AND CONVERSION LANDS WITHIN KEELE-ST. CLAIR SECONDARY PLAN AREA – SOUTHEAST QUADRANT

Addresses (approx. north to south):	1799 St. Clair Avenue West (KSC) 290 Old Weston Road including 226-230 and 294 Old Weston Road (KSC) 189-195 Old Weston Road including 15 Westport Avenue (KSC)
Addresses considered through Local Area Study:	1797 St. Clair Avenue West and 218-220 and 330 Old Weston Road (KSC - City) 54-80 (even numbers) Miller Street (KSC - City)
General area of southeast quadrant:	Area generally bounded by St. Clair Avenue West to the north; Hounslow Heath Road, Osler Street, and Miller Street to the east; just north of Linder Street to the south; and the north-south rail corridor to the west
Ward:	Davenport (9)
Owner (Applicant):	Sequoia Grove Homes (IBI Group Professional Services Inc.) I2 Developments (Old Weston) Inc. (Bousfields Inc.) Limen Developments Ltd. (Bousfields Inc.)
Site area:	Approximately 3.26 hectares (8.05 acres) <i>Employment Areas</i> lands outlined in Key Map
Existing uses:	Entertainment, automobile servicing and repair, outdoor storage of construction equipment, manufacturing, wholesaling, production, artist studios, art galleries



CONVERSION REQUEST

Proposal: Requests, Official Plan Amendment Applications, and City-led Local Area Study recommendations to redesignate *Core* and *General Employment Areas* to *Mixed Use Areas* and Parks to permit residential and park uses

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* and *Core Employment Areas* (Map 17)

Area Specific Policies: Chapter 7 SASP 154, SASP 234, and SASP 441

Zoning By-law: Employment Industrial Zone (E) in Zoning By-law 569-2013; Industrial District (IC) in the former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

- North:** Automobile servicing, repair and sales, wholesaling, warehousing, retail, place of worship, low-density residential
- South:** Rail corridor; southeast is low-density residential
- East:** Low-density residential neighbourhood, service uses, place of worship; southeast is automobile service and repair, manufacturing, wholesaling, production, artist studios, art galleries, low-density residential
- West:** Rail corridor; southeast is outdoor storage

FINAL ASSESSMENT – PER COUNCIL ADOPTED SECONDARY PLAN

The lands are located south of St. Clair Avenue West, east of the rail corridor. At its meeting on June 28, 2021, the Planning and Housing Committee considered Preliminary Assessments of potential conversions of *Employment Areas* within the Keele-St. Clair Local Area Study, including the formal conversion requests above that were received as part of the current MCR. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

At its meeting on May 11, 2022, Council adopted with amendment the staff recommended Official Plan Amendment No. 537 for the Keele-St. Clair Local Area Study, including the Keele-St. Clair Secondary Plan. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>.

Official Plan Amendment Application

The City received applications to amend the Official Plan for the lands at 1799 St. Clair Avenue West; 290 Old Weston Road; and 189 and 195 Old Weston Road. These applications were submitted on July 30, 2021 (deemed complete August 25, 2021); July 26, 2020 (deemed complete August 26, 2020); and August 17, 2021 (not yet deemed complete); respectively.

At its meeting on October 18, 2021, the Planning and Housing Committee considered the Preliminary Report for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications for the lands located at 1799 St. Clair Avenue West. Among other matters, the Planning and Housing Committee directed staff to review the applications, which includes the conversion of the subject lands from *Employment Areas* to *Mixed Use Areas* for the purpose of permitting non-employment uses, concurrently and in the context of the review of the Official Plan, which includes the MCR. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH27.3>.

At its meeting on November 10, 2020, Toronto and East York Community Council considered the Preliminary Report for the Official Plan Amendment and Zoning By-law Amendment application for the lands located at 290 Old Weston Road. The Decision

History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE20.18>.

At its meeting on May 11, 2022, Council adopted a Request for Directions Report for the Official Plan and Zoning By-law Amendment application for the lands located at the lands located at 290 Old Weston Road. This application has been appealed to the Ontario Land Tribunal (OLT). The Decision History and more information can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.CC43.24>.

At its meeting on January 12, 2022, the Planning and Housing Committee considered the Preliminary Report for the Official Plan Amendment and Zoning By-law Amendment application for the properties located at 189 and 195 Old Weston Road. Among other matters, the Planning and Housing Committee directed staff to review the application, which includes the conversion of the subject lands from *Employment Areas* to *Mixed Use Areas* for the purpose of permitting non-employment uses, concurrently and in the context of the statutory review of the Official Plan, which includes the MCR. Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH30.11>.

The *Employment Areas* designated lands in the Council-adopted Keele-St. Clair Secondary Plan are located within the central portion of the Junction-Weston-Dupont Area of Employment. The main employment uses within this quadrant include a bingo hall, construction/contractor's yard, automotive, and other service uses.

This wider Junction-Weston-Dupont Employment Area is experiencing significant upgrades in public transit including the St. Clair streetcar line, the proposed St. Clair-Old Weston GO SmartTrack Station, and multimodal Mount Dennis GO Station under construction just to the north. These projects are expected to benefit local businesses by improving overall accessibility to the area which is already attractive for sourcing local labour. A total of 82% of employees here live in the City of Toronto with the majority in very close proximity. The success of this area is further evidenced by the highest increase in total jobs since 2011 compared to all other *Employment Areas* in the City of Toronto. Employment space is also in very high demand, evidenced by a 1.1% vacancy rate in 2021 and very few industrial property for sale/lease listings. In cases where older industry may decide to vacate, this area is attractive to a wide range of new uses such as film, small to medium food production, creative/media industry, maker space, flexible work space, smaller scale e-commerce/logistics, medical uses, and local/regional serving professional service offices. Reinvestment into the older building stock is also occurring, totalling over \$500 million in building permit value over the last five years. In order for this positive trend to continue, land use certainty will be a prime consideration.

The majority of employment related outreach with the main business owners in this quadrant was in context of establishing minimum requirements for the provision of new non-residential space to be incorporated within their proposed redevelopment schemes pending a conversion of their lands. Given the expected changing nature of this area from largely industrial to one that is more compact urban/high density residential, the landowners felt it was appropriate to include certain uses such as community service

space that would contribute to the overall success of this area as a complete community.

Consultation on a wider scale with industrial stakeholder and business sector groups identified issues relevant to this local context including: the need for a variety of building types and property sizes to deliver essential services throughout the City; and the need for creative design solutions within mixed use buildings that provide for a greater range of business types beyond standard office or small scale ground floor retail space.

Other business/employment related feedback obtained specifically during the Keele St Clair study process included: concern from residents with respect to proximity of heavier industries to residential areas; the need to protect space for small and medium businesses; and the potential was noted for more successful renovation of older industrial buildings for new employment purposes (150 Symes Road as an example).

In staff's opinion, the proposed conversions from *Employment Areas* to *Mixed Use Areas* and *Parks* address key planning issues including existing land use compatibility issues and improved pedestrian connections. Staff have determined that the conversion of lands in this quadrant, with the exception of a portion of land at 195 Old Weston Road and 15 Westport Avenue that can accommodate stand-alone employment uses and is strategically located near rail and the road network that links to the *Employment Areas* to the southwest, will not adversely affect the overall viability of the *Employment Areas* lands, and can provide a compatible transition in both built form and land use to adjacent *Employment Areas*.

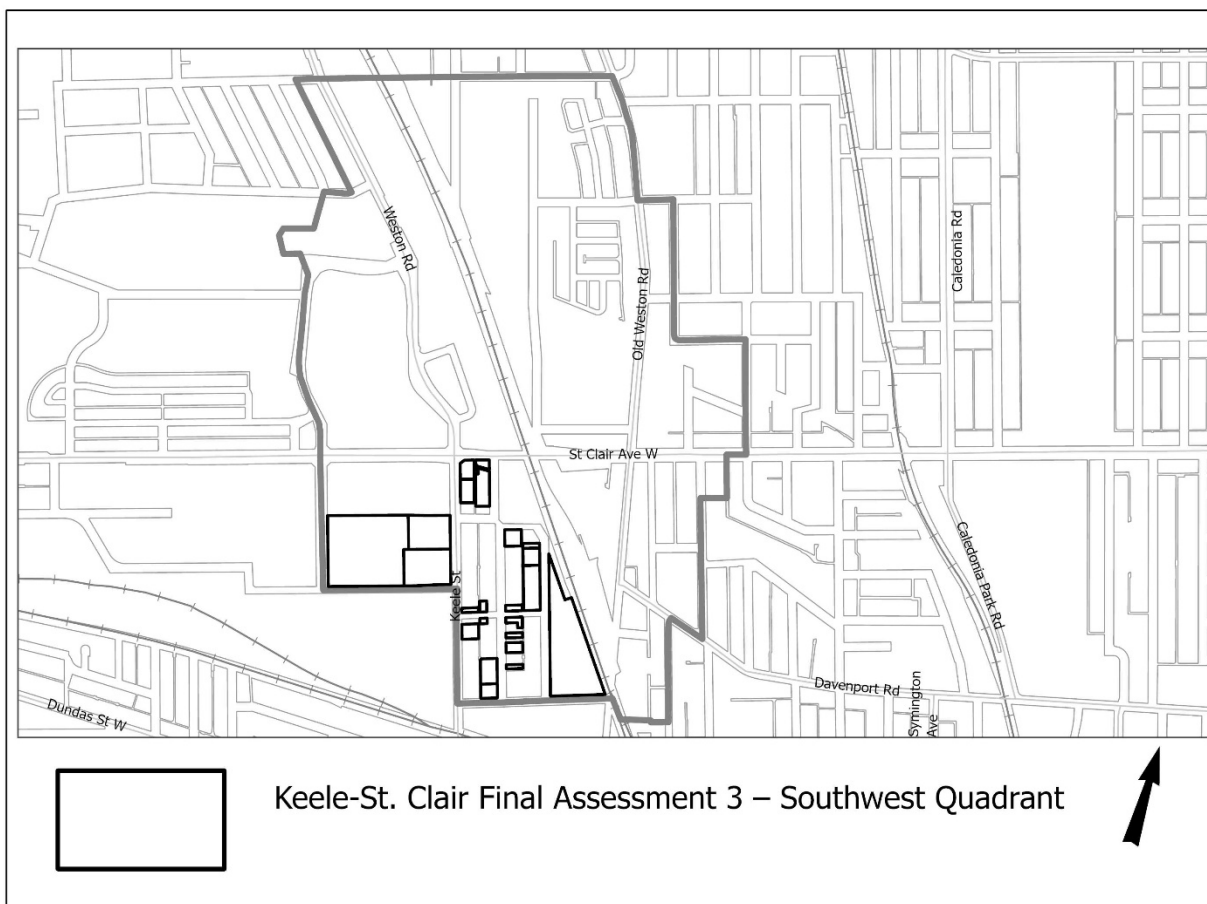
The Secondary Plan permits a range of employment and non-residential uses to maximize the opportunity for the location and expansion of new and existing compatible industries in the Keele-St. Clair Local Area.

Recommendation

Staff have reviewed the conversion requests against the policies of the PPS, the Growth Plan, and the Official Plan, and within the context of the larger area and transportation studies. Staff recommend the conversion of *Core Employment Areas* and *General Employment Areas* through redesignation to *Mixed Use Areas* with a portion of the lands at 195 Old Weston Road and 15 Westport Avenue, at the northeast corner of Westport Avenue and the lane named E Old Weston S Davenport, to be redesignated *Parks*. Staff recommend retaining as *Core Employment Areas* a portion of the lands at 195 Old Weston Road and 15 Westport Avenue, at the southeast corner of Westport Avenue and Old Weston Road. This portion of the site is strategically located near rail and the intersection of Junction Road and Old Weston Road, sharing the road network of the *Employment Areas* to the southwest. The recommended conversions and the retained *Core Employment Areas* lands are set out in the Council-endorsed Keele-St. Clair Secondary Plan which gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

FINAL ASSESSMENT OF CONVERSION REQUESTS AND CONVERSION LANDS WITHIN KEELE-ST. CLAIR SECONDARY PLAN AREA – SOUTHWEST QUADRANT

Addresses (approx. north to south):	2121 St. Clair Avenue West and 542 Keele Street (KSC; part of the request outside of the KSC Secondary Plan area is Conversion Request No. 106A) 88, 130, and 142 Cawthra Avenue (KSC) 35 Cawthra Avenue (KSC)
Addresses considered through Local Area Study:	603, 611, 619-623, 623-623A, and 625 Keele Street; 1941 St. Clair Avenue West; and 164-170, 172, 174, 176, 178, 180, 182, 186, 188, and 192 Mulock Avenue (KSC - City) 590 Keele Street (KSC - City) 503, 505, 509, and 521 Keele Street; 2, 6, 20, 22, 25, 26, 32, 43, 51, 63, 67, and 139 Mulock Avenue; 15 Lloyd Avenue; 38 and 39 Hirons Street; and 54 Junction Road (KSC - City)
General area of southwest quadrant:	Area generally bounded by St. Clair Avenue West to the north; the north-south rail corridor to the east; Junction Road to the south; and Keele Street and Old Stock Yards Road to the west
Ward:	York South-Weston (5)
Owner (Applicant):	Toronto Stock Yards Land Development Board (Bousfields Inc.) 88 Cawthra Inc. (Fogler, Rubinoff LLP) 2530507 Ontario Inc. ["Dunpar Homes"] (Legal Counsel and Development Management, Dunpar Homes)
Site area:	Approximately 8.15 hectares (20.14 acres) <i>Employment Areas</i> lands outlined in Key Map
Existing uses:	Automobile servicing, repair, and sales; self-storage; heavy manufacturing; low-density residential neighbourhood interspersed with employment uses; retail area; restaurants; service uses; food processing and manufacturing; breweries; consulting; service; linen supply and commercial laundry; parkette; gas station



OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure:	<i>Employment Areas (Map 2)</i>
Designation(s):	<i>Core Employment Areas and General Employment Areas (Map 17)</i>
Area Specific Policies:	Chapter 7 SASP 154 and SASP 359
Zoning By-law:	Employment Industrial Zone (E) in Zoning By-law 569-2013; Industrial District (IC) in the former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North:	Low-density residential townhouses, shopping centre, rail corridor
South:	Distribution, manufacturing, wholesaling, parking lot, office; southwest is larger <i>Employment Areas</i> lands with large format retail uses, beyond it is a high-traffic rail shunting yard
East:	Rail corridor, equipment storage
West:	Larger <i>Employment Areas</i> , food-related industries, large format retail, restaurants, distribution, manufacturing, wholesaling, car/truck rental

FINAL ASSESSMENT – PER COUNCIL ADOPTED SECONDARY PLAN

City staff have reviewed the above noted conversion requests and *Employment Areas* lands based on the Growth Plan, the Provincial Policy Statement and the Conversion and Removal Policies for *Employment Areas* in the Official Plan, concurrently with conducting the Keele-St. Clair Local Area Study as part of the Growth Plan conformity exercise in response to the planned GO/SmartTrack station near Keele Street and St. Clair Avenue West and additional transportation, transit and infrastructure improvements approved through the St. Clair Avenue West Area Transportation Master Plan.

At its meetings on June 28, 2021 and November 25, 2021, the Planning and Housing Committee considered Preliminary Assessments of potential conversions of *Employment Areas* within the Keele-St. Clair Local Area Study, including the formal conversion requests above that were received as part of the current MCR. Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>

At its meeting on May 11, 2022, Council adopted with amendment the staff recommended Official Plan Amendment No. 537 for the Keele-St. Clair Local Area Study, including the Keele-St. Clair Secondary Plan. Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>

Geographically Related Conversion Requests

The conversion requests and employment lands above are nearby to six conversion requests that are west and south of the Keele-St. Clair Secondary Plan southwest quadrant. In assessing the above conversion requests and employment lands, staff considered the potential cumulative impacts of all of the nearby conversion requests, particularly:

- 5 and 43 Junction Road (Conversion Request No. 029)
- 109 Ryding Avenue (Conversion Request No. 121)
- 116R, 126-142 Ryding Avenue (Conversion Request No. 059)
- 2129-2161 St. Clair Avenue West and 10 Old Stock Yards Road (Conversion Request No. 106A)

- 2237-2283 St. Clair Avenue West (Conversion Request No. 116)
- 2221-2231 St. Clair Avenue West (Conversion Request No. 117)

The *Employment Areas* designated lands in the Council-adopted Keele-St. Clair Secondary Plan area located within the central portion of the Junction-Weston-Dupont area of employment. The main employment uses within this quadrant include a significant amount of large format retail, meat processing plants, self-storage, warehousing, open storage, commercial laundry, automotive uses, construction trade units, and a cluster of specialty food and beverage producers.

This wider Junction-Weston-Dupont Employment Area is experiencing significant upgrades in public transit including the St. Clair streetcar line, the proposed St. Clair-Old Weston GO SmartTrack Station, and multimodal Mount Dennis GO Station under construction just to the north. These projects are expected to benefit local businesses by improving overall accessibility to the area which is already attractive for sourcing local labour. A total of 82% of employees here live in the City of Toronto with the majority in very close proximity. The success of this area is further evidenced by the highest increase in total jobs since 2011 compared to all other *Employment Areas* in the City of Toronto. Employment space is also in very high demand, evidenced by a 1.1% vacancy rate (2021) and very few industrial property for sale/lease listings. In cases where older industry may decide to vacate, this area is attractive to a wide range of new uses such as film, small to medium food production, creative/media industry, maker space, flexible work space, smaller scale e-commerce/logistics, medical uses, and local/regional serving professional service offices. Reinvestment into the older building stock is also occurring, totalling over \$500 million in building permit value over the last five years. In order for this positive trend to continue, land use certainty will be a prime consideration.

Outreach to local industry specific to this area included companies representing the warehousing, specialty food production, retail, media, and commercial laundry sectors. Although performing relatively well, the retail industry appeared confident that this type of use could be readily provided for under a typical mixed use redevelopment scheme. Concerns from the other business types that may be less compatible with a high density residential setting include: rising costs and the availability of affordable business space with long term tenancy status security; vulnerability in a speculative land market; availability of parking; infrastructure and local road capacity; the prospects of complaints from new residents and the ability to effectively operate in the long term; the feeling of businesses being "forced out" by a disproportionately large proportion of development going towards high density residential instead of a more balanced land use mix; concern for not being able to effectively continue existing as-of-right uses due to constraints resulting from the redevelopment of this area; increased potential of conflicts between residential and business traffic including the ability to move business inputs and outputs efficiently; the thwarting of interest in becoming a more formally organized business area such as a Business Improvement Area should redevelopment and instability force existing companies to shut down.

Consultation on a wider scale with industrial stakeholder and business sector groups identified issues relevant to this local context including: the need for a variety of building types and property sizes to deliver essential services throughout the City; land use

certainty as a key factor for reinvestment decisions and long term business planning; and an ongoing need for employment space that is close to the talent pool in locations besides the downtown core.

This quadrant of the Keele-St. Clair Secondary Plan is comprised of larger *Employment Area* sites that are contiguous with other large *Employment Area* sites located immediately west and south of the study area which contain food-related industries as well as large format retail uses. The *Employment Areas* lands are near to both north-south and east-west rail lines, with a high-traffic rail shunting yard to the southwest.

To protect the viability of the larger *Employment Area* and mitigate potential negative impacts from traffic generated by development within and adjacent to *Employment Areas*, staff recommend that the southern portion of 2121 St. Clair Avenue West and 542 Keele Street adjacent to West Toronto Street (north side) be retained as *General Employment Areas*. Another portion of the split-designation lands at 2121 St. Clair Avenue West (*General Employment Areas* and *Mixed Use Areas*), just south of the *Mixed Use Areas* portion fronting on St. Clair can be converted to *Mixed Use Areas* and *Parks*, and 590 Keele Street can be converted from *General Employment Areas* to *Mixed Use Areas*, to contribute to the provision of a complete community proximate to the planned St. Clair-Old Weston SmartTrack Station.

General Employment Areas parcels within the small neighbourhood surrounding the intersection of Mulock Avenue and Hiron Street are subject to Chapter 7 SASP 154, which permits residential uses in certain lands designated *Core* or *General Employment Areas*. The permissions for residential uses conformed to Growth Plan (2006) but do not conform to Growth Plan (2019) which requires that municipalities prohibit residential uses in *Employment Areas* (policy 2.2.5.7). Given the potential conflict between the SASP and the Growth Plan requirement, staff reviewed these lands, considering matters such as existing uses on the lands and the character of the surrounding area. To conform to the Growth Plan, staff recommend that these lands be converted from *General Employment Areas* to *Neighbourhoods*.

The lands bounded by St. Clair Avenue West, Mulock Avenue, Keele-Mulock Parkette, and Keele Street also contain several existing residential properties fronting Mulock Avenue, and will be impacted by the widening of St. Clair Avenue West as approved by the St. Clair Avenue West Area Transportation Master Plan. As such, these lands can be converted from *Core* and *General Employment Areas* to *Mixed Use Areas* to recognize the existing residential uses and address existing land use compatibility issues, and to provide for improved access to transit, improved transportation and pedestrian connections, and the potential expansion of Keele-Mulock Parkette facilitated through redevelopment of the area consistent with the Keele-St. Clair Secondary Plan.

To strategically preserve employment lands near important transportation infrastructure such as the rail corridor, while providing for complete communities, staff recommend that the lands fronting Cawthra, including 88, 130, and 142 Cawthra Avenue, be retained as *Core Employment Areas*. Cawthra Avenue provides access to *Employment Areas* sites and has been recognized by the community, media and Design Review Panel as one of the most valuable and interesting streets within the immediate and

broader context. The eclectic mix of employment uses on the west side of Cawthra Avenue includes a brewery, a distillery, small and large scale bakeries, coffee roasters, advertising agencies, communication and design studios, media facilities, music studios, immigration services, contractors, equipment rental services, repair shops, and several other businesses, many of which are contained within well maintained industrial red brick buildings. To protect the viability of these *Employment Areas* lands, mitigate potential negative impacts from traffic, and minimize the risk of complaints, staff recommend that the western portion of 35 Cawthra Avenue that fronts on Cawthra Avenue (east side) be retained as *Core Employment Areas*. To plan for complete communities, a portion of 35 Cawthra Avenue is proposed to be converted to *Mixed Use Areas* and *Parks* designated lands that will act as a buffer to separate the employment from sensitive uses.

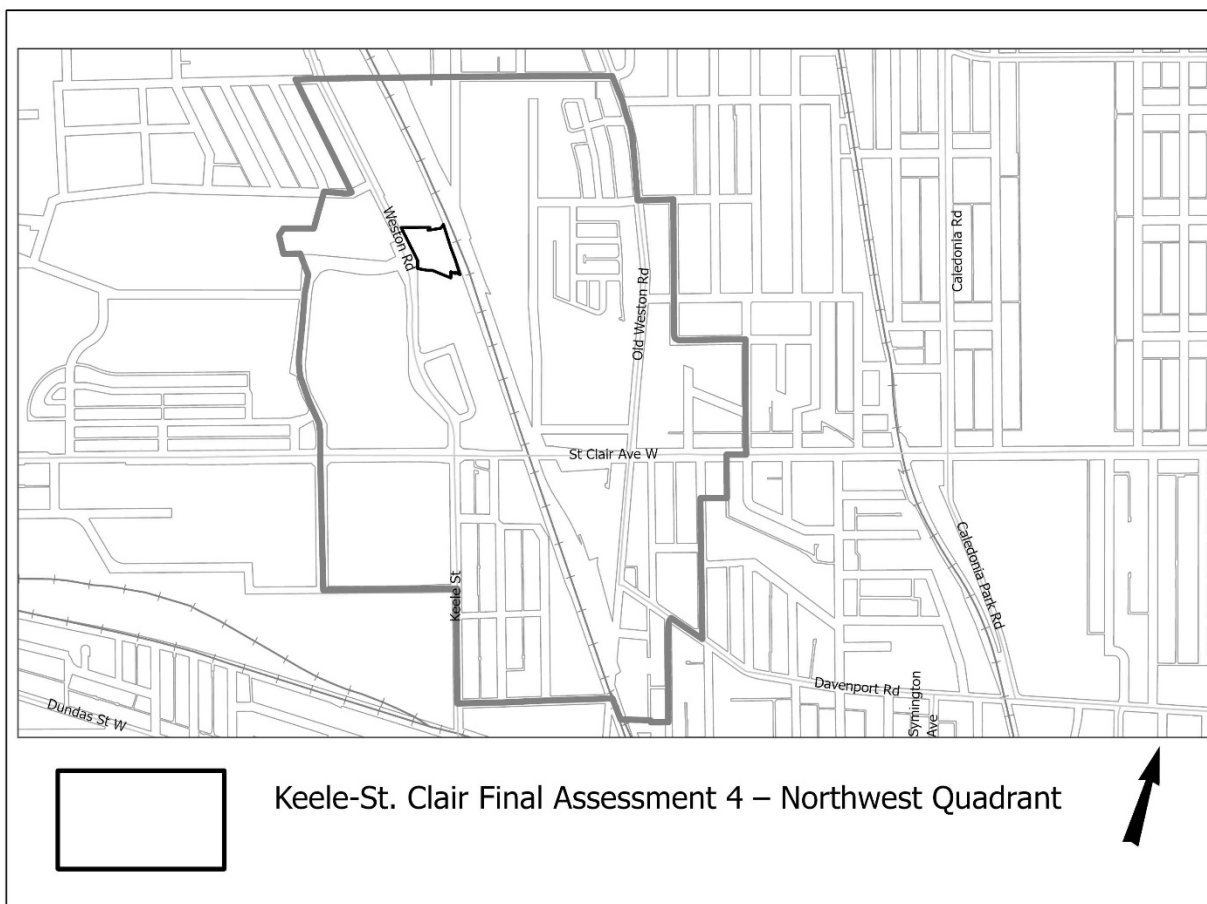
The Secondary Plan permits a range of employment and non-residential uses to maximize the opportunity for the location and expansion of new and existing compatible industries in the Keele-St. Clair Local Area. Staff have determined that the conversion of certain lands in this quadrant will not adversely affect the overall viability of the *Employment Areas* lands, and can provide a compatible transition in both built form and land use to adjacent and nearby *Employment Areas*.

Recommendation

Staff have reviewed the conversion requests against the policies of the PPS, the Growth Plan, and the Official Plan and within the context of the larger area and transportation studies. Staff recommend retaining lands fronting on Cawthra Avenue as *Core Employment Areas* with the exception of a portion on the east side of Cawthra Avenue to be converted by redesignation to *Parks*; converting the eastern portion of 35 Cawthra Avenue from *Core Employment Areas* to *Mixed Use Areas*; retaining the southern portion of 2121 St. Clair Avenue West and 542 Keele Street as *General Employment Areas*; and converting the northern portion of the lands at 2121 St. Clair Avenue West, 590 Keele Street; 542 Keele Street from *General Employment Areas* to *Mixed Use Areas* and *Parks*; converting the lands bounded by St. Clair Avenue West, Mulock Avenue, Keele-Mulock Parkette, and Keele Street from *Core Employment Areas* and *General Employment Areas* to *Mixed Use Areas*; and, converting lands in the neighbourhood surrounding Mulock Avenue and Hiron Street from *General Employment Areas* to *Neighbourhoods*, as set out in the Council-endorsed Keele-St. Clair Secondary Plan which gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

FINAL ASSESSMENT OF CONVERSION LANDS WITHIN KEELE-ST. CLAIR SECONDARY PLAN AREA – NORTHWEST QUADRANT

Addresses considered through Local Area Study:	139, 141 and 153 Weston Road and adjacent parcels (KSC - City) Note: Also in this quadrant, a conversion request was submitted for the lands at 30 Weston Road, 1980 St. Clair Avenue West, and other addresses at the northwest corner of Weston Road and St. Clair Avenue West (RioCan Stockyards Village); these lands are part of a site specific appeal to OPA 231 and are not included in this Final Assessment.
General area of northwest quadrant:	Area generally bounded by Northland Avenue to the north; the north-south rail corridor to the east; St. Clair Avenue West to the south; and Gunns Road and Lane W Weston S Northland to the west
Ward:	York South-Weston (5)
Owner (Applicant):	N.A.
Site area:	Approximately 0.86 hectares (2.13 acres) <i>Employment Areas</i> lands outlined in Key Map
Existing uses:	Vacant lot, parking, hydro tower



OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure:	<i>Employment Areas (Map 2)</i>
Designation(s):	<i>General Employment Areas (Map 17)</i>
Area Specific Policies:	N.A.
Zoning By-law:	Industrial District (IC) in the former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

- North:** Light industrial and manufacturing, food processing, creative industries, textiles, automotive uses, general contractors and storage facilities
- South:** Low-density residential townhouse neighbourhood, Stock Yards Village shopping centre
- East:** Rail corridor
- West:** Hydro corridor, open space including Lavender Creek Trail and a steep ravine; further west is larger *Employment Areas* both north and south of St. Clair Avenue West that contain food-related industries including slaughterhouses, meatpacking and processing, and associated industries, and large format retail

FINAL ASSESSMENT – PER COUNCIL ADOPTED SECONDARY PLAN

The City is expropriating land designated *General Employment Areas* to be converted to *Other Open Space Areas* for the Gunns Road extension.

At its meeting on June 28, 2021, the Planning and Housing Committee considered Preliminary Assessments of potential conversions of *Employment Areas* within the Keele-St. Clair Local Area Study, including these lands. Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

At its meeting on May 11, 2022, Council adopted with amendment the staff recommended Official Plan Amendment No. 537 ("OPA 537") for the Keele-St. Clair Local Area Study, including the Keele-St. Clair Secondary Plan. Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>.

The *Employment Areas* designated lands in the Council-adopted Keele-St. Clair Secondary Plan are located within the central portion of the Junction-Weston-Dupont area of employment. The main employment uses within this quadrant include a significant amount of larger format retail, a meat processing plant, self-storage facilities, automotive uses and some local service/retail uses.

The larger Junction-Weston-Dupont area of employment accommodates a broad spectrum of uses, from meat packing to business services. Originally developed along the rail corridor, this area of employment has transitioned to accommodate a range of uses including business and professional services, light manufacturing, and those in the media, film and high tech sectors.

The area's appeal has led to over \$500 million in new industrial and commercial buildings and alterations in the past five years, and there is over 436,000 square metres of non-residential floor space in currently in development. Industrial space is in very high demand, evidenced by a 2021 1.1% vacancy rate. In cases where commercial and industrial space is available, the Junction-Weston-Dupont area of employment is well

suited to accommodate film, small to medium food production, creative/media industry, maker spaces, flexible work spaces, local scale e-commerce/logistics and professional services and offices. Land use certainty will be a prime consideration for new businesses.

Major planned transit investment will continue to improve transit accessibility for workers. This part of Junction-Weston-Dupont area of employment is experiencing significant upgrades in public transit including the St. Clair streetcar line, the proposed St. Clair-Old Weston GO SmartTrack Station, and multimodal Mount Dennis GO Station under construction just to the north. These projects are expected to benefit local businesses by improving overall accessibility to the area which is already attractive for sourcing local labour. A total of 82% of employees in this area of employment reside in the City of Toronto, with the majority in very close proximity.

Outreach to local industry included those with existing provincial Environmental Compliance Approvals (ECAs) and Environmental Activity and Sector Registrations (EASRs), as well as those in the immediate vicinity. With a 2021 vacancy rate of 1%, the continued provision of employment space in this area is important. Further, transit investment will broaden the office-user catchment area, encouraging businesses to explore options to locate services and offices in this accessible area that is proximate to a large labour force. Feedback obtained specifically during the Keele-St. Clair study process included: concern from residents with respect to proximity of heavier industries to residential areas; the need to protect space for small and medium businesses; and the potential was noted for more successful renovation of older industrial buildings for new employment purposes (150 Symes Road as an example).

In staff's opinion, the proposed uses to facilitate the connection of roads as part of the mobility network would not adversely affect the overall viability of this *Employment Area*. The St. Clair Avenue West Transportation Master Plan ("TMP") has identified this area for the extension of Gunns Road easterly to Union Street. As shown in the Keele-St. Clair Secondary Plan (included in OPA 537), adopted by Council but not yet in effect, these lands are part of the approved TMP alignment (see Secondary Plan Map 3: Public Realm Plan, and Map 4: Mobility Network).

Recommendation

Staff have reviewed the proposal against the policies of the PPS, the Growth Plan, and the Official Plan while carrying out the Keele-St. Clair Local Area Study and within the context of the larger area and transportation studies and recommend the conversion of these lands from *General Employment Areas* to *Other Open Space Areas* for the extension of Gunns Road and planned parks and open spaces.