

July 4, 2022

BY E-MAIL

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Planning and Housing Committee
c/o Nancy Martins
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

To: Chair Bailão and Committee Members

Re: PH35.16 Our Plan Toronto: City-wide 115 Proposed Major Transit Station Area/Protected Major Transit Station Area Delineations - Final Report

The South Etobicoke Industrial Employers' Association (SEIEA) represents a group of manufacturers and industrial businesses, covering several industry sectors with operations in the South Etobicoke Employment Area.

We have reviewed the Final Report on the City-wide Proposed Major Transit Station Area/Protected Major Transit Station Area Delineations and have concerns with boundaries of two of the PMTSAs which are located in the South Etobicoke Employment Area: Long Branch GO Station and Mimico GO Station. In both cases, the delineation should have followed a boundary which is compatible with the existing employment uses.

Enlarging the boundary of the PMTSA to include the employment area in one case (Mimico GO Station) and encroach on it in the second case (Long Branch GO Station) creates additional pressure for future conversion, and creates the risk that future provincial policies for PMTSA's will create incompatibilities with the adjacent employment uses. The pressure to convert is noted under Item PH 35.15 in which the staff report advises there are 140 conversion requests amounting to 8.5% of the City's Employment Areas. Delineating PMTSA boundaries that are adjacent to or overlapping employment areas will only lead to more pressure for conversion of the scarce and finite supply of employment lands the City has. The Stakeholder consultations did not deal with the delineation of PMTSAs or MTSA's which is a significant concern given many across the City are located in or overlap with employment lands.

The specific boundary issues are as follows:

1. Mimico GO Station (SASP 692):
 - The southwest corner (south of the railway corridor) of the proposed PMTSA overlaps employment lands and is in proximity to several larger industrial operations located on the west side of Dwight Ave. There are other employment

uses on Drummond Street and the entire area is next to a railway yard. This area is the eastern edge of the South Etobicoke employment area (which is also designated as a PSEZ). Delineating the PMTSA in a manner that overlaps this eastern edge will lead to incompatible land uses and will destabilize the employment area. The PMTSA boundary should at a minimum be changed to line up with the employment zoning boundary which is approximately halfway between Harold St. and Royal York Rd.

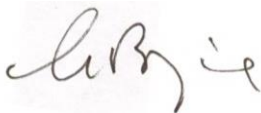
2. Long Branch GO Station (SASP 646):

- The revision that was made in the planning process which extended the PMTSA north of Lakeshore Rd and East to the CNR right of way moves the northern boundary of the PMTSA to the railway track which is the boundary to the employment area immediately north of that track. There is significant industrial activity north of the railway track which must be considered when delineating the PMTSA. Any incompatibilities with the employment use to the north and the land use conflicts resulting from this delineation will impact the adjacent industry and in turn that would destabilize the larger employment area. The northern boundary for this PMTSA should be changed to be Lake Shore Blvd West and the adjacent industries should be consulted.

Employment lands and the jobs they provide are a valuable resource for City residents. They are limited and once converted to another use, cannot be recovered and employment opportunities will be lost. The delineation of PMTSA's for the South Etobicoke Employment Area and similarly for other employment areas across the City is an important distinction which can impact the viability of these employment areas. We request that the boundaries for these PMTSA's be changed as noted above.

Thank you for your consideration of this matter.

Yours very truly,



Al Brezina

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