

July 18, 2023

Our File No.: 183021

Via Email: councilmeeting@toronto.ca

Toronto City Council
City Hall, West Tower, 2nd Floor
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Sylwia Przewdziecki, Manager, Council Secretariat Support

Dear Mayor Chow and Members of Council:

**Re: Item PH5.3 – Employment Area Conversion Request No. 008
3266, 3280, 3290 & 3300 Midland Avenue and 50 & 70 Silver Star Boulevard**

We are solicitors for East Urban Properties and its affiliate companies (collectively, “**East Urban**”), the owners of the properties known municipally as 3266, 3280, 3290 & 3300 Midland Avenue and 50 & 70 Silver Star Boulevard (the “**Subject Properties**”) which are the subject of Conversion Request No. 008 being considered by City Council at its meeting scheduled for July 19-23, 2023.

We are writing to provide comments on the staff recommendation report and final assessment dated June 16, 2023 (the “**Staff Report**”) as well as the modified recommendations from the Planning and Housing Committee (“**PHC**”) following its meeting of July 5, 2023, and to reiterate East Urban’s request for the Subject Properties to be re-designated from *General Employment Areas* and *Core Employment Areas* to *Mixed Use Areas*.

We are in the midst of a housing crisis which requires bold and decisive action. The City of Toronto cannot afford to maintain the status quo or to miss opportunities to address its housing needs under the guise of employment land protection, in the hope that some unknown high-density employer might be interested in using the Subject Properties in the future. There is a reason such users have not materialized over the past few decades and both the market and provincial policy are now clearly shifting away from such protectionism toward a more efficient use of land and infrastructure.

The Subject Properties present a unique and exciting opportunity to deliver a significant influx of new housing, jobs, commerce and amenities to create an optimized “15 minute” complete community in Northeast Scarborough, an area that has been perpetually underserved. East Urban has been actively exploring transit-supportive mixed-use development concepts with the Province and the City for several years and it is time for the City to seize this opportunity.

Subject Properties and Area Context

The Subject Properties have a combined area of approximately 5.1 hectares and are located in the northwest quadrant of Finch Avenue East and Midland Avenue, east of the Stouffville GO Transit line, at the south end of the Milliken employment area. The vacant lands known as 3266 Midland Avenue are immediately adjacent to the rail corridor and will abut the platform of the new Finch-Kennedy SmartTrack GO Station soon to be constructed by Metrolinx. The balance of the lands currently contain a variety of commercial uses, small-scale medical and wellness offices and service-oriented light industrial uses in a series of low-rise commercial buildings divided into small individual units. The office units on the Subject Properties have historically suffered high vacancies.

The lands to the south of the Subject Properties within the Milliken employment area are comprised of retail plazas, a self-storage warehouse, a private school and community facilities. Two of these properties are also seeking conversions. The lands to the north include low-intensity light employment uses which form a buffer to the heavier industrial uses further to the north in the heart of the employment area. The Subject Properties are also in close proximity to established low-rise residential neighbourhoods east of Midland (directly across the street) and south of Finch.

For all of the reasons set out in its original submission (a copy of which is enclosed for ease of reference), East Urban's conversion request is well-justified and worthy of approval. The Subject Properties are squarely within a *Major Transit Station Area* on a *Priority Transit Corridor*. The vacant lands immediately adjacent to the new station are a prime candidate for transit-supportive high-density development, while the balance of the lands are underutilized and well-suited to the creation of a new mixed-use complete community to support the substantial government investment in transit. Together, the Subject Properties present an opportunity to develop employment, commercial and residential uses for all incomes and stages of life, including the potential for retirement residences and long-term care facilities. If the conversion is approved, the redevelopment of the Subject Properties would not only allow for hundreds of new housing units to be constructed, but it would also materially increase the number of jobs existing in the area.

The redevelopment of the Subject Properties with a range and mix of housing and job opportunities will generate significant population and employment that will assist the City in reaching its density targets, while also contributing to the economic viability of the area and respecting and maintaining compatibility with the existing employment uses to the north, consistent with current provincial priorities and overarching policy directions.

Staff Report

We have reviewed the Staff Report and respectfully disagree with its conclusions. While we accept that the Milliken employment area serves a valuable purpose and is worthy of protection in part, the Subject Properties are located at the south end and are surrounded by existing commercial uses which are not materially contributing to the overall planned function of the area. Scarborough deserves better than for its new transit station to be surrounded by vacant and underutilized sites which are only permitted to develop with uses for which there is no apparent market interest.

Contrary to the Staff Report, no significant land use compatibility concerns were identified through the processing of East Urban's request that would adversely affect the overall viability of the area or risk the displacement of existing employers. Specifically, the land use compatibility assessment prepared by WSP (on behalf of East Urban) concluded that there are no air quality, odour, noise or vibration concerns relating to the introduction of sensitive land uses. In contrast, the Arcadis peer review obtained by the City was flawed in its approach and raised issues that were beyond the scope of the study and that are more appropriately addressed at the rezoning stage. Moreover, East Urban's consultants were advised that staff were not interested in receiving a reply to the points raised in the Arcadis peer review, which demonstrates that its authors were unwilling to engage in a meaningful discussion. Accordingly, the City's peer review is inherently unreliable.

There is no basis for the conclusion in the Staff Report that the conversion of the Subject Properties, and the introduction of residential uses immediately adjacent to the new transit station, would create instability or negatively impact the facilitation of goods movement. Appropriate access connections can easily be established to ensure that the redevelopment of the Subject Properties can be sufficiently accommodated from a transportation perspective.

Integration with Finch-Kennedy Station

East Urban has been engaged in ongoing discussions with Metrolinx over the past five years about the prospect of establishing a transit-oriented community development on the Subject Properties, including the creation of a secondary north entrance to the new transit station from the vacant lands. The proposed conversion of the Subject Properties would align well with these discussions.

The functionality of the transit station would clearly benefit from a secondary access point and/or track crossing so as to improve the permeability of the area and to allow much more convenient access from both sides of the rail corridor to both the northbound and southbound platforms. While East Urban has explored with Metrolinx and City staff the possibility of designing for this future secondary entrance, the City's delay in considering East Urban's conversion request has frustrated the coordination of these station design and integration considerations.

Should Council refuse the conversion request, East Urban will have no choice but to pursue residential land use permissions and appropriate minimum density requirements through its OPA 231 appeal and/or further discussions with the Province.

PHC Recommendation

Representatives of East Urban have also discussed the merits of its conversion request with Councillor Mantas and we were pleased to see that Councillor Bradford moved Motion 5c during the July 5, 2023 PHC meeting, which would have amended the staff recommendation to approve the conversion and to re-designate the Subject Properties to *Mixed Use Areas*. While we acknowledge that Motion 5c did not carry, we respectfully request that the re-designation of the Subject Properties to *Mixed Use Areas* be reconsidered and approved by Council at its meeting this week.

Although we believe that a full conversion to *Mixed Use Areas* is the appropriate planning outcome, we were somewhat relieved to see that when Motion 5c failed, Councillor Bradford moved alternative Motion 5e to re-designate the Subject Properties to *Regeneration Areas*, which did carry and which now forms part of the PHC recommendation to Council. While we think it is unnecessary to introduce an interim *Regeneration Areas* designation, this would certainly be a preferable consolation as opposed to Council refusing East Urban's conversion request altogether.

Accordingly, we respectfully request that Council approve East Urban's request to re-designate the Subject Properties to *Mixed Use Areas*. We would also be content with a Site and Area Specific Policy providing that residential uses shall only be permitted once the new transit station is complete and operational. While East Urban is willing to consider the inclusion of affordable housing in any redevelopment of the Subject Properties, the requirement to provide affordable housing should be addressed through the City's inclusionary zoning regime and not through a SASP imposing more onerous requirements than those applicable to other MTSAs.

Existing OPA 231 Appeal and Address Correction

East Urban also has an outstanding OPA 231 appeal through which it is seeking a conversion of the vacant lands known as 3266 Midland Avenue, which has not yet been scheduled to a hearing.

Should Council decide to approve the conversion and re-designation of the Subject Properties as requested herein, East Urban would commit to withdrawing its OPA 231 appeal.

Finally, we note that both the Staff Report and the PHC recommendation contain typos in referencing the municipal addresses of the Subject Properties, which should be corrected in any final decision of Council to accurately reflect the addresses as set out above.

Thank you for considering our submissions and kindly ensure that we receive notice of any decision or further action taken by Council in respect of this matter.

Yours very truly,

GOODMANS LLP



Ian Andres
IDA/rr

cc: Hyla Reisman, Gillian Leibovitz and Mark Cole, East Urban
Shonda Wang, Anthony Greenberg and Kelly Graham, SvN Architects + Planners



December 16, 2020

Kerri A. Voumvakis, Director
Jeffrey Cantos, Project Manager – Official Plan Review
Strategic Initiatives, Policy and Analysis, City Planning Division
City of Toronto
Metro Hall, 55 John St., 22nd Floor
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VIA E-MAIL

Ms. Voumvakis & Mr. Cantos,

Re: Conversion Request - 3266, 3280, 3290 & 3330 Midland Avenue and 50 & 70 Silver Star Boulevard

SvN Architects + Planners are the planning consultants acting on behalf of East Urban Properties (“East Urban”), the owner of an assembly of lands (“the Lands”) in the vicinity of Finch Avenue East and Midland Avenue in Scarborough at the southern extent of the Milliken Employment District.

The Lands are comprised of three parcels with multiple municipal addresses: 3266 Midland Avenue (“3266 Midland”), 3280, 3290 & 3330 Midland Avenue (“3280-3300 Midland”) and 50 & 70 Silver Star Boulevard (“50-70 Silver Star”) (see Figure 1). They have a combined area of approximately 5.1 hectares.

This letter is being submitted to formally request that the Lands be considered for conversion as part of the City’s current Municipal Comprehensive Review (“MCR”). Conversion of the Lands would take advantage of a critical opportunity to transform a large vacant parcel and existing low density, automobile-oriented commercial uses into a mixed-use district and complete community that could be integrated into a future higher order transit hub.

The vacant portion of the Lands (3266 Midland) is directly adjacent to the Metrolinx Stouffville GO rail corridor, which provides hourly service between Union Station and Stouffville GO. The Stouffville line is part of the GO Expansion/SmartTrack workplan, which will see the rails electrified, with a five-fold increase in service anticipated by 2025. As part of GO Expansion/SmartTrack, a new station is planned in the vicinity of Finch Avenue East and Kennedy Road.

3266 Midland has been identified by Metrolinx as an ideal location for key transit station infrastructure, including the northerly station entrance, vehicular and pedestrian access and connections, and complementary development. While 3266 Midland currently benefits from access easements over the adjacent lands to the east and northeast, the new transit station would require the extension of Silver Star Boulevard to provide a direct street connection and passenger pick-up and drop-off area. Accordingly, the proposed conversion would also improve mobility within the area by facilitating the extension of



Silver Star Boulevard and the creation of the primary vehicular access point to the planned Finch-Kennedy SmartTrack GO.

Official Plan Amendment 231 (“OPA 231”) designates 3266 Midland as *Core Employment Areas* and the remaining portion of the Lands as *General Employment Areas*. An existing Site and Area Specific Policy (“SASP”) for the portion of the property fronting Midland permits a number of non-residential sensitive uses. The Lands currently contain a number of commercial (retail and services) and light industrial uses in a campus of low-rise buildings. Combined, the properties are comprised of approximately 16,000 square metres (or 174,000 square feet) of commercial GFA.

It should be noted that East Urban is one of the remaining active appellants of OPA 231 as it relates to 3266 Midland. The appeal was filed by the previous owner (3266 Midland Inc.) on the basis that the proposed *Core Employment Areas* designation is too limited in its permissions, considering the site location and characteristics, including access constraints. The outstanding site-specific appeal seeks a broader range of uses on 3266 Midland and a redesignation to *Regeneration Areas* or *General Employment Areas*. Accordingly, 3266 Midland is not technically subject to the land use designation and policies established through OPA 231 and remains subject to the policies of the 2006 Official Plan.

Nevertheless, this conversion request is broader in scope and responds to more recent provincial and municipal direction affecting the entirety of the Lands, including 3266 Midland, while ensuring that 50-70 Silver Star and 3280-3300 Midland are also considered for conversion. It is our opinion that the Lands present a comprehensive redevelopment opportunity that will support the achievement of a complete community which would optimize the number of people and jobs within this emerging Major Transit Station Area (“MTSA”). The location, size, common ownership and multiple road frontages of the combined parcels that make up the Lands will facilitate the delivery of a phased mixed-use redevelopment that delivers policy-mandated residential and employment density, critical new transit infrastructure, and new vehicular, pedestrian and cycling connections to and within the district. Allowing a broader range of residential and non-residential uses in this pioneering location would result in much needed housing and higher order transit access being provided to a portion of the City (northern Scarborough) which has been historically underserved.



I. SUMMARY OF OPINION

It is our planning opinion that the Lands are a strong candidate for conversion when evaluated against the criteria contained in Section 2.2.4.17 of the City of Toronto Official Plan as amended by OPA 231. There is a particular need for the conversion due to the lack of available lands designated for growth within walking distance of the future Finch-Kennedy SmartTrack GO Station. The planned station means that the Lands are located squarely within a MTSA on a Priority Transit Corridor required by the Growth Plan to facilitate transit-supportive development at 150 people and jobs per hectare, a density that is nearly three times higher than what exists today.

The ideal location for new, dense development that achieves MTSA intensification objectives is an underutilized or vacant site that will result in the least disruption to adjacent lands. At more than 5.1 hectares, the total land area provides enough space to meet density targets in a manner that responds to its local context and appropriately transitions in scale to nearby low-rise neighbourhoods and employment districts that necessitate a specific interface. The Lands (and the existing retail areas to the south) meet these criteria. They comprise a contiguous land area at the southern limit of the Milliken Employment district that is sizeable enough to provide significant density to contribute to the minimum density target for the Finch-Kennedy MTSA. With enough land to accommodate multiple development parcels and employ land use buffering along the north, while providing gradual reductions in heights to the east, the Lands can accommodate MTSA intensification in a desirable manner.

Future redevelopment of the Lands is envisioned as a truly mixed-use complete community with employment, retail, transit, and residential uses for all incomes and stages of life, including an opportunity to introduce retirement residences and long-term care facilities. East Urban is committed to redeveloping the site with no net loss of non-residential area, and increasing employment uses (office or light industrial) and job-intensive residential uses such as long-term care facilities. It is interested in exploring other community and institutional uses, increasing the diversity of employment options and providing key services to residents.

Preliminary market and design investigations indicate that if the Lands are converted and higher order transit is introduced, the proposed conversion and subsequent redevelopment has potential to significantly increase the number of jobs on the Lands, while also creating a new community that will be home to thousands of people. These new residents and jobs will support ridership and bring new people to the existing businesses, services, and places of worship located in the Milliken Employment Area. It will also introduce a greater housing mix to the area, providing existing area residents an opportunity to downsize and stay close to family and friends, in a walkable community that supports aging in place.

While a detailed land budgeting exercise has not been conducted, it appears that a conversion will not impact the supply of City lands where Employment Uses such as office or industrial can prosper. This is based on East Urban's experience leasing the property, a preliminary market analysis conducted by N. Barry Lyon Consultants, and a desktop



exercise in surveying vacant parcels and available commercial space in the Milliken Employment District. The Lands today are entirely occupied by non-residential uses, but there are very few traditional *Employment* uses such as office and industrial, largely due to market demand and current leasing opportunities (i.e. not the right type of space). While some light industry is present, it is either commercial in nature (such as automotive services) and/or has minimal adverse effects (such as a small-scale sewing studio). These are the sorts of light industrial uses that can comfortably locate within a Mixed Use Area.

East Urban is in the process of retaining a consultant to conduct a Land Use Compatibility Study. Our initial observations suggest that heavier industrial uses that would require Environmental Compliance Approval (ECA) would not be permitted to locate on or near the Lands as there are a number of existing sensitive uses, and applicable OP policy and by-laws permit the development of additional sensitive uses. With regard to office, demand is very limited in the area, with vacancies higher than the City average. It is recognized that the desirability of a site for office uses increases with transit; however without transit the area will remain undesirable for office.

In order for there to be sufficient ridership to support the planned transit investment, maintaining only employment land use permissions will not suffice. Instead, a critical mass of people must be introduced to the MTSA through conversion and redevelopment, while also retaining office and other compatible employment land use permissions on the Lands.

II. THE LANDS AND THEIR CONTEXT

The Lands

The Lands have a total combined area of approximately 5.1 hectares and a frontage of approximately 285 metres along Midland Avenue and 215 metres along Silver Star Boulevard. They are located approximately 90 metres north of Finch Avenue East and south of where Silver Star Boulevard turns eastward and meets Midland Avenue. The Lands currently contain a variety of commercial uses including retailers and restaurants, services, small-scale medical and wellness offices and service-oriented light industrial uses such as contractor's shops, auto parts, sewing studios and wholesalers. 50-70 Silver Star and 3280-3300 Midland contain low-rise commercial buildings with individual rental units. This is a distinct building typology of the broader district that can be best described as a hybrid of retail plaza and single storey warehouse. They are divided into multiple individual units typically no larger than 115 square metres. There are also purpose-built office uses on these properties. Presently and historically there has been a very high (70-80%) vacancy rate for the office premises.



Finally, 3266 Midland is currently vacant. It has with a long, one-metre wide strip along the southern border of 3250 Midland which technically provides frontage on Midland. Presently, a shared facilities agreement and easements registered on title confer access to 3266 Midland over 3250 Midland as well as 50-70 Silver Star. However, without a direct street access the use of the property is limited. Details of the individual properties can be found in Table 1 below.

	3266 MIDLAND	50 & 70 SILVER STAR BLVD	3280-3290 & 3300 MIDLAND AVE
Site Area	1.6 ha	2.2 ha	1.4 ha
Street Frontages	Just 1 m on Midland	Silver Star Boulevard	Midland Avenue Silver Star Boulevard
Buildings	0	4	3
Tenure, Use	Vacant	Rental; commercial/retail/light industrial services	Rental; retail and restaurant units
OP	Core Employment (under appeal)	General Employment	General Employment
Zoning (By-Law 294-82)	MS – Special Industrial	ME – Mixed Employment	ME – Mixed Employment

Table 1: Parcel Information

Milliken Employment Area

The Milliken Employment Area is bound by Kennedy Road to the west, Finch Avenue to the south, Midland Avenue to the east, and the municipal boundary (Steeles Avenue) to the north (see Figure 2). This part of the City, like most of Scarborough, is almost uniformly single use save for one property approved for conversion under OPA 231. The Employment Area, consisting of only non-residential uses, is bound on all sides by low-rise residential areas and the occasional apartment tower complex. While there are small pockets of Mixed Use Areas along Finch Avenue East, there are none in the immediate vicinity that can support a redevelopment at transit-supportive people and job densities.

At the north end of the Milliken Employment Area is the Milliken GO station, on the same Stouffville GO line as the planned Finch-Kennedy Smart Track/GO Station. Next to the Milliken GO station is the Splendid China Mall at 4675 Steeles Avenue. This site was part of a larger portion of lands that was converted to *Regeneration Areas* through OPA 231 and Site and Area-Specific Policy 395 to permit a high density mixed use development adjacent to transit. After OPA 231 the City conducted the Steeles-Redlea Regeneration Area Study which resulted in OPA 321 and Zoning By-Law 447-2017 which designated the



Splendid China Mall property to Mixed Use and the rest of the Regeneration Area to Employment Area designations. OPA 321 was appealed by adjacent landowners who's appeals were dismissed and Splendid China Mall appealed the Zoning By-Law for certain restrictions. The LPAT issued its decision in February 2019 approving OPA 321 and the implementing Zoning By-Law which formalized the site's *Mixed Use Area* designation.

Within the Milliken employment area there is a mix of commercial, light and medium industrial uses, brownfields and greenfields and sensitive non-residential uses such as long-term care facilities and places of worship. Milliken is a diversified employment area with different uses and space needs, including some outdoor storage yards and large-format retail, although these are generally located to the north of the employment area and in the vicinity of Passmore Avenue.

In the central part of the employment area there are various types of manufacturing and warehousing uses, as well as wholesalers and public storage. Manufacturing uses include precast concrete tunnel liners, fabrics, custom metal and plastic fabrication, and meat processing. These heavier industrial uses, some of which are Class II per the Ministry of the Environments D-series Guidelines, are buffered from the Lands by adjacent lighter industrial or commercial uses. The nearest Class II facility to the Lands is the Cascade Paper Company on Milliken Avenue. It is about 80 metres away and is separated by a retail plaza, the Purolator property, and the train tracks.

Restaurant, retail and service uses are distributed throughout the district both in standalone buildings as well as similar plaza/warehouse hybrids. The most significant concentrations are located at the most northern and southern portions of the Employment Area. At both Steeles Avenue and Finch Avenue these uses dominate the first 400 or so metres of lands into the employment area. At Finch, the East Urban Lands comprise the majority of this concentration east of the rail corridor.

Immediately to the south of the Lands are three retail plazas, a self-storage warehouse, a private school and facilities for community organizations. Midland Avenue forms the eastern boundary of the site. East of Midland Avenue there is a low-density residential neighbourhood known as Rosewood, which is centered on Alexmuir Park and two elementary schools (public and catholic). The Metrolinx Stouffville GO rail corridor forms the western boundary of the Lands and beyond that other restaurant, retail and service uses exist to the west. The Purolator Distribution Centre is located immediately to the north of the vacant portion of the Lands (3266 Midland) along the rail corridor. The northern boundary of the balance of the Lands is Silver Star Boulevard. To the north there are further warehouses, strip malls, and two churches.



Circulation & Transit

Two major roads bisect the Employment area in a north-south direction. Milliken Avenue begins at Finch and terminates at Passmore Boulevard, the result of a 2016 capital project that extended the Avenue northward from McNicoll Avenue. Parallel to Milliken east of the tracks is Silver Star Boulevard. It currently exists in multiple disconnected segments with extensions implemented as lands develop. As mentioned it currently turns easterly to form the northern boundary of the Lands and terminates at Midland Avenue.

Planned Finch-Kennedy SmartTrack GO Station

The Lands are adjacent to the Stouffville GO Line which connects Toronto's Union Station with Whitchurch-Stouffville in York Region. It travels through East York, Scarborough and Markham. The line comprises part of the planned SmartTrack initiative which introduces a number of new inter-city stops along certain GO Lines. Since its inception, SmartTrack has been integrated into GO's Expansion Program. The program includes the electrification of the Stouffville GO Line which will ultimately result in 15-minute two-way service. Included in the plans are six new stations in Toronto, with Finch-Kennedy Station being the northernmost. Although Metrolinx is currently in the procurement of the Expansion Program with construction expected to begin in 2021, it is not certain if construction of the planned SmartTrack stations will be included in the initial work program. Regardless, the SmartTrack stations have been noted by City Council as a priority project and the Transit Partnership Agreement signed by the City and Province in February 2020 provides that both levels of government "remain committed to advancing and delivering the SmartTrack Stations Program" and to "seek opportunities to advance and accelerate" its delivery. Moreover, the Stouffville Line is indicated as a Priority Transit Corridor in the Growth Plan, pursuant to which MTSAs for existing or planned stations are to be intensified.

The north station entrance and the passenger pick-up and drop-off area for the planned Finch-Kennedy SmartTrack GO Station are intended to be located, at least in part, on 3266 Midland. East Urban was approached by Metrolinx in 2019 to discuss opportunities for a partnership that would see station infrastructure integrated into a future major redevelopment of the Lands. This is a premise borne out of Metrolinx's Transit Oriented Development (TOD) Market Driven Strategy adopted by the Province in December 2018. East Urban remains engaged in discussions with Metrolinx regarding a potential partnership to deliver transit infrastructure as part of the redevelopment of the Lands. However, in order for a TOD partnership to be viable, significant additional land use permissions (both residential and non-residential) would need to be approved for the Lands.

The Province now refers to TOD as "Transit Oriented Communities" (or "TOC"). By working with third-parties to integrate transit and community development, TOC will make commuting easier and faster – bringing more jobs and more housing closer to transit. TOCs will also reduce traffic congestion, reduce emissions and build integrated, accessible communities that will benefit future and current residents. Indeed, the establishment of a new TOC on the Lands is precisely what East Urban wishes to achieve.



An integrated TOC development would be an excellent, cost-effective, policy supporting use of the site, *regardless* of whether or not a TOD/TOC partnership agreement is ultimately entered into between East Urban and Metrolinx (or Infrastructure Ontario). The argument for conversion of the Lands (as set out herein) remains compelling, even without a formal arrangement to deliver station infrastructure.

III. SITE VISION

East Urban envisions the creation of a new mixed-use community on the Lands comprised of approximately 1.5 – 2 million square feet of high density commercial and residential development located adjacent to, or integrated with, the new station, and transitioning in intensity as one moves away from the station to achieve appropriate land use compatibility with surrounding lands. The conceptual redevelopment options and statistics assume significant mixed-use development on all three parcels. The proposed redevelopment will include a new network of streets and paths, including an extension of Silver Star Boulevard south through the site which will unlock 3655 Midland for redevelopment, create a new street frontage, and allow vehicles, pedestrians and cyclists to access the future transit station (Figure 6).

East Urban intends to replace existing non-residential uses at a minimum 1:1 ratio. Depending on the permissions to be granted, additional employment uses would also be introduced, with the potential for twice the amount of non-residential GFA that exists today. We estimate that this would allow the Lands to host approximately two to three times as many jobs as they do today.

East Urban also proposes to build a mix of transit-supportive housing on the Lands, including high density market residential, affordable housing, and a potential long-term care facility. This would provide homes for thousands of people at a ratio of 5-10 square metres of residential development for every 1 square metre of non-residential development.

Significant public realm improvements would also be incorporated into a TOC development on the Lands, including new street connections with streetscape enhancement/ landscape opportunities, and a new, central pedestrian plaza. Other community-oriented uses would also be considered through a comprehensive rezoning application.

IV. PLANNING POLICY

While Official Plan Policy 2.2.4.17 will be the focus of our policy review, it remains a legislative requirement that all decisions on planning matters must be consistent with the Provincial Policy Statement and conform to the Growth Plan. We will briefly review the most pertinent policies of these documents. Both documents contain the direction to preserve employment lands for employment purposes over the long term because they



are a scarce resource, but this must be balanced with other priorities, in particular, ensuring equitable access to transit and providing a range of housing options.

Provincial Policy Statement 2020

The Provincial Policy Statement, 2020 (“PPS”) speaks to the importance of a holistic and co-ordinated approach to the creation of complete communities and transit-supportive land uses within urbanized areas.

It promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning, with settlement areas being the focus of growth and development. Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land, resources, and infrastructure, and support transit and active transportation. Intensification is a key principle of the PPS, and this should be achieved through the establishment of minimum targets and appropriate standards that facilitate compact form while minimizing risk to public health and safety.

Optimizing government investments in the transit system through coordinated planning of land use and transportation infrastructure is key to ensuring that the systems are financially viable over their life cycle, and support current and projected needs. Development adjacent to and within a reasonable catchment area of existing and planned transportation corridors and/or transit infrastructure should be compatible with the long term purposes of the respective corridor or transit system, recognizing that the long term economic prosperity of the province, and municipalities therein, should be supported by an efficient, reliable, and cost-effective transportation system.

With regard to employment, the PPS states that planning authorities shall plan for, protect and preserve Employment Areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs. This is why Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

The proposed conversion supports the achievement of Provincial growth objectives, including intensification and supporting the long-term economic prosperity of the Province and the City of Toronto, by facilitating the development of a high density, mixed use transit-oriented community next to a planned SmartTrack GO transit station. An examination of the need for the conversion is provided in Section 5 of this report.



A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended

The Growth Plan's forecasts, identification of Strategic Growth Areas, and associated intensification targets provide specific direction on where to direct growth in a way that creates complete communities.

The policies of the 2019 Growth Plan place an even greater emphasis on transit-supportive development around Major Transit Station Areas than previous versions.

The planned Finch-Kennedy SmartTrack GO Station establishes a MTSA on a Priority Transit Corridor as identified by Schedule 3 of the Plan. These areas should be planned to achieve a minimum density target of 150 people and jobs per hectare, with municipalities encouraged to go beyond the minimum targets where appropriate. Land uses and built form that would adversely affect the achievement of the minimum density targets in the Growth Plan are prohibited. Lands adjacent to or near to existing and planned frequent transit should be planned to be "transit-supportive" (defined as "development that makes transit viable... It often refers to compacts, mixed-use development that has a high level of employment and residential densities") and supportive of active transportation and a range and mix of uses and activities.

The Lands are within a Provincially Significant Employment Zone (PSEZ) as defined in the Growth Plan (Zone 6: Milliken). While the protection of employment lands is an important component of the overall policy direction of the Growth Plan, special consideration is to be given to employment lands which intersect with MTSA's. Specifically, Policy 2.2.5.12 states that the Minister may provide specific direction for planning in PSEZs to be implemented through appropriate Official Plan policies and designations and economic development strategies. The City is slated to study Finch-Kennedy Station during Stage 2 of its MTSA work plan, and the City is permitted to convert employment lands within PSEZs as part of its current MCR policy review and conformity exercise. At this time no specific direction for MTSA's in PSEZs has been provided by the Minister.

The redevelopment of the Lands with a range and mix of housing and job opportunities will generate significant population and employment that will help the City reach its MTSA targets for the new Finch-Kennedy SmartTrack GO station. The various components of the redevelopment can be planned and designed in a way that respects and maintains compatibility with the employment lands to the north while improving the quality of the transit experience and contributing to the economic viability of the transit system.

Policy 2.2.5.9 of the Growth Plan establishes criteria for evaluating the appropriateness of a conversion through a MCR. It must be demonstrated that "there is a need for the conversion", the lands are not required over the Plan's horizon for employment purposes, sufficient lands are maintained for forecasted employment growth, the proposed conversion will not adversely affect the viability of the district, and there is sufficient planned infrastructure and public service facilities to accommodate the new uses.



The City of Toronto Official Plan, through OPA 231, provided expanded criteria for the potential conversion of employment areas. The last part of this letter discusses these criteria.

It is our opinion that the proposed conversion is in conformity with the overall policy direction set out in the Growth Plan, and presents a critical opportunity to meet the specific transit policy objectives set out in Section 2.2.4.

City of Toronto Official Plan (2006)

A conversion will necessitate the redesignation of the Lands within the Official Plan to one of two land use categories that permit mixed uses, either *Mixed Use Areas* or *Regeneration Areas*. The Lands would remain adjacent to *Core* and *General Employment Areas* and lands subject to SASPs 104, permitting certain non-residential sensitive uses, and 133, permitting retail & power centres. The interface between land use designations permitting different uses or intensities require careful planning and the City of Toronto Official Plan contains a number of policies that address this matter. This section will briefly explain the *Mixed Use Areas*, *Regeneration Areas*, *Core* and *General Employment* designations including any policies that speak to this interface. It also will briefly summarize the Official Plan's Transit Policies and Land Use Compatibility Studies.

Employment Areas

Employment Areas are comprised of both *Core Employment Areas* and *General Employment Areas*. They are areas designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities

The Official Plan, as amended by OPA 231, designates the Lands as *Core Employment Areas* and *General Employment Areas*, as noted above, subject to the outstanding OPA 231 appeal for the vacant portion of the Lands (3266 Midland).

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The uses permitted in the vicinity include the following:

CORE EMPLOYMENT PERMITTED USES	ADDITIONAL USES PERMITTED FOR GENERAL EMPLOYMENT	USES PERMITTED UNDER SASP 104
Manufacturing Warehousing Wholesaling Transportation facilities Offices Research and development facilities Utilities Industrial; trade schools Media facilities and, Vertical agriculture Secondary uses generally include: Hotels parks Small-scale restaurants and catering facilities Small scale service uses	Retail and service uses Restaurants Fitness centres Ice arenas	Businesses and trade schools Libraries Fraternal organizations Long term Care Facilities Recreational Uses Places of Worship

Table 2: Milliken Employment Area Official Plan Land Use Designation Permitted Uses

Mixed Use Areas & Regeneration Areas

Mixed Use Areas and *Regeneration Areas* are designations that are intended for growth. *Mixed Use Areas* encourage a broad range of commercial, residential, institutional and open space uses, in a built form and use mix that responds to the surrounding context. *Mixed Use Areas* are intended to accommodate the majority of the City's population and employment growth into the future, and should be planned with flexibility to respond to future demographic changes transit investments. Specific development criteria in the Official Plan ensure that new development transitions to and is compatible with adjacent *Neighbourhoods* and *Employment Areas*, and contributes to a vibrant and human-scaled public realm.

The *Regeneration Areas* designation is applied to areas with significant vacant lands and/or buildings and in need of revitalization as a means of fostering growth and physical change. Before significant redevelopment an occur in *Regeneration Areas*, a Secondary Plan is required which allows the City and landowners to carefully plan land use and built form patterns in a way that meets the built form and compatibility policies of the Official Plan.



Transit

The City of Toronto Official Plan integrates transportation and land use planning at both the local and regional scales, steering growth to areas which are well served by transit. The Official Plan increases accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.

Land Use Compatibility

OPA 231 introduced new land use compatibility policies to Section 2.2.4 of the Official Plan to establish clear standards for developing sensitive uses in close proximity to employment areas where there is a potential risk to public health and safety due to emissions from major facilities such as noise, vibration, dust, and odour. The OP requires that major facilities be notified of any proposal for a sensitive use, and that a suite of studies be completed to evaluate potential impacts and propose mitigation measures. The cost of all studies and mitigation measures shall be borne by the applicant, even source mitigation (i.e. any new mitigation measures a nearby facility is required to undertake to be compatible with the newly located sensitive use).

Zoning

Any conversion of the Lands will ultimately be accompanied by a comprehensive zoning by-law amendment application; however understanding the Lands’ existing zoning is important to understanding matters of land use compatibility, as the D-series guidelines require that as-of-right uses be considered when assessing the compatibility of a new sensitive use or industry where a sensitive use would intersect with an industry’s area of influence.

The Lands are subject to the Milliken Employment District By-law No. 24982 and are zoned Mixed Employment (ME) and Special Industrial (MS). These zone categories permit the following uses:

Mixed Employment	Special Industrial
- Day nurseries	- Day nurseries
- Education and training facilities	- Education and training facilities
- Financial Institutions	- Industrial uses
- Industrial uses	- Medical Marihuana Production Facility
- Offices	- Open Storage
- Personal Service Shops	- Place of Worship
- Place of Worship	- Recreational Uses
- Recreational Uses	- Special Industrial Uses
- Restaurants	
- Retail Stores	

Table 3: Milliken Employment Area Permitted Uses – Zoning By-Law 569-2013

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Industrial uses are defined as assembling, manufacturing, processing (including data processing), warehousing, recycling, research and development uses, and associated ancillary uses excluding municipally prohibited uses and special industrial uses.

Special industrial uses include chemical manufacturing, processing, or warehousing and metal, mineral, or ore smelting.

In the surrounding Employment Area a number of zoning by-laws apply. The majority of the area is subject to City-wide Zoning By-law 569-2013. Lands designated *General Employment Areas* east of Silver Star Boulevard and west of Milliken Avenue are typically zoned Employment Industrial (E). Lands designated *Core Employment Areas* west of Silver Star Boulevard, including both sides of the rail corridor, are zoned Employment Heavy Industrial (EH). The Employment Industrial zone permits a wide range of industrial, manufacturing, and processing uses, as well as light industrial services, some commercial, and warehousing. The Employment Heavy Industrial also permits a waste transfer station, vehicle service and repair uses, fuel storage, and chemical materials storage.

The variety of uses permitted in the zoning by-laws is reflected in the composition of actual uses on the ground. It is interesting to note that throughout this Employment Area there are already as-of-right permissions for sensitive uses, such as places of worship permitted by by-law 24982, and many of these continue to exist although not expressly permitted by By-law 569-2013.

Outside of the Employment Area the majority of the Lands are designated *Neighbourhoods* and zone residential, with zone categories including Residential Detached (RD), Residential Semi-detached (RS), and Residential Multiple (RM). The property at 3030 Midland Avenue, on the southwest corner of Midland Avenue and Finch Avenue, is designated and zoned Mixed Use. Two blocks to the west at Finch Avenue and Wayside Avenue there are two small parcels with a Mixed Use designation and zoning, and some lands designated *Apartment Neighbourhoods* beyond that.



V. CONVERSION RATIONALE

The following section responds to the conversion criteria of the Toronto Official Plan as amended by OPA 231, contained in policy 2.2.4.17. Where appropriate, the criteria have been grouped thematically. The full policy reads:

17. The City will assess requests to convert lands within Employment Areas, both cumulatively and individually, by considering whether or not:

- a) There is a demonstrated need for the conversion(s) to:
 - 1. meet the population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe; or
 - 2. mitigate existing and/or potential land use conflicts;
- b) The lands are required over the long-term for employment purposes;
- c) The City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;
- d) The conversion(s) will adversely affect the overall viability of an Employment Area and maintenance of a stable operating environment for business and economic activities with regard to the:
 - 1. compatibility of any proposed land use with lands designated Employment Areas and major facilities, as demonstrated through the submission of a Compatibility/Mitigation Study in accordance with Policies 2.2.4.5, 2.2.4.7 and 2.2.4.8 and Schedule 3 for any proposed land use, with such policies read as applying to lands within Employment Areas; Growth Plan Conformity and MCR – Work Plan Page 30 of 33
 - 2. prevention or mitigation of adverse effects from noise, vibration, and emissions, including dust and odour;
 - 3. prevention or mitigation of negative impacts and minimization of the risk of complaints;
 - 4. ability to ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines;
 - 5. ability to provide appropriate buffering and/or separation of employment uses from sensitive land uses, including residential;
 - 6. ability to minimize risk to public health and safety;
 - 7. reduction or elimination of visibility of, and accessibility to, employment lands or uses;
 - 8. impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;
 - 9. removal of large and/or key locations for employment uses;
 - 10. ability to provide opportunities for the clustering of similar or related employment uses; and
 - 11. provision of a variety of land parcel sizes within the Employment Area to accommodate a range of permitted employment uses;
- e) The existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);
- f) In the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;
- g) Employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors, ports and airports to facilitate the movement of goods;
- h) The proposal(s) to convert lands in an Employment Area will help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto; and
- i) Cross-jurisdictional issues have been considered.



2.2.4.17 The City will assess requests to convert lands within Employment Areas, both cumulatively and individually, by considering whether or not:

1. There is a demonstrated need for the conversion(s) to:

a) meet the population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe; or

The Lands are clearly within a Major Transit Station Area and are therefore subject to the minimum MTSA density target of 150 residents and jobs per hectare. Currently the Milliken Employment area and surrounding established neighbourhoods represent a combined population density of 58.7 people and jobs per hectare within an 800 metre radius of the planned Finch-Kennedy station. This is roughly one third of the 150 combined people and jobs per hectare minimum density target for MTSA's with GO Transit rail service as established in the Growth Plan.

The Provincial and City's growth strategy is generally based on a series of nodes and corridors – growth is distributed across the City to create more opportunities for residents in all areas to live, work and enjoy time off in higher-density, mixed use nodes that are served by transit and support active transportation. This is the premise of MTSA's.

When an area is newly targeted for growth, the first places to look for redevelopment opportunities are underutilized/ soft sites, particularly those which are already designated with an Urban Structure or Land Use Designation that supports growth. These include *Avenues, Centres or Employment Areas* (Urban Structure designations) and *Mixed Use Areas, Regeneration Areas and Employment Areas* (land use designations). Soft sites in *Neighbourhoods* and *Apartment Neighbourhoods* may also provide opportunity though there is often a reason these have not been designated for Mixed Use already.

Assessing the surroundings of the future Finch-Kennedy SmartTrack GO Station, about a quarter of the 800 metre walking area is within the Milliken Employment District and the remainder are areas designated *Neighbourhoods* (see Figure 2). Neither Finch, Midland nor Kennedy are designated *Avenues*. Only two small properties are designated *Mixed Use Areas* within the MTSA radius. The next closest *Mixed Use Areas* designation is at Midland Avenue and McNicholl Avenue, approximately 1 km away. To provide transit ridership within the area and to allow the new station to become a destination itself (rather than solely a commuter station), the lands around the station need to intensify. The Finch-Kennedy MTSA will be required to triple its existing density just to meet the minimum Growth Plan targets.

Regardless of Growth Plan targets, the timing and delivery of transit is dependent on need. A new rapid transit station will open up considerable opportunities for existing businesses and residents in the vicinity. By introducing the land use permissions now to enable transit-supportive growth to occur, a critical mass can be achieved and investment decisions can be made which may influence the decision to construct the station sooner rather than later.



2. Mitigate existing and/or potential land use conflicts:

East Urban is in the process of retaining a consultant to undertake a technical land use compatibility study, and it is acknowledged that this would be required as part of a zoning by-law amendment application before the Lands could be redeveloped with sensitive uses. However, based on our preliminary review, this is a very heterogeneous employment area with a variety of employment, commercial, and service uses, as well as sensitive uses such as places of worship, day cares, and long-term care existing and/or permitted.

With regard to preventing or mitigating potential future land use conflicts and determining if the introduction of residential uses would negatively affect surrounding properties, we reviewed the Official Plan and Zoning By-laws to understand the uses that are permitted as-of-right in the Milliken Employment Area.

The portion of the Lands that fronts on Midland Avenue, up to 150 metres in depth, is within Site- and Area-Specific Policy Area 104, which permits business and trade schools, libraries, fraternal organizations, long term care facilities, recreational uses and places of worship. A number of these uses are considered to be sensitive according to the Provincial D-Series guidelines, including churches, community centres, and long-term care.

The existence of these uses, and the permission for them in the Official Plan, would limit Class II and Class III industrial facilities from locating within 70 and 300 metres of the SASP area boundary, which also includes the Finch Avenue frontage up to 150 metres in depth. In effect, it is our understanding this prevents a Class II or III use from being able to establish on the Lands or adjacent lands. This will be confirmed through a Land Use Compatibility Report to be completed.

Based on our understanding, the introduction of sensitive uses to the lands would only impact one adjacent property that isn't already within 70 m of an area where a sensitive use is permitted, the Purolator Distribution Centre at 90 Silver Star (see Figure 4). It is our opinion that in a district the size of Milliken, the impact on one potential property in an area that has very few Class II and Class III industries is a minimal impact and appropriate based on the benefits the conversion will bring to the area. In any event, these properties are very close to the planned transit station and therefore a balance must be achieved between the need to protect for heavy industrial land uses and the important land use policy direction for MTSAs.

There do not appear to be any existing heavy industrial uses that would be sources of significant emissions of noise, odour, or particulate matter that would impact human health and safety. The heaviest industry in proximity is likely the Cascade Tissue Mill approximately 80 metres northwest of the Lands, which does not have any ECA approvals on record (See Figure 5). Our preliminary impression is that, while there may be minor annoyances or the need for East Urban to provide receptor or source mitigation, there is unlikely to be significant land use compatibility issues as the facility is located outside the minimum 70 metre separation distance.



The Lands are required over the long-term for employment purposes;

We understand that the City will be undertaking a comprehensive land needs assessment as part of its MCR so we will not comment on overall land needs, however, from a planning perspective we believe the Lands would not be desirable or appropriate for new heavy industrial uses as they are close to existing residential neighbourhoods and places of worship to the west, south, and east, and areas of retail activity such as the SkyCity Shopping Centre to the south and east.

However, as noted above, East Urban's vision for the Lands is to maintain and significantly enhance the existing number of jobs and employment opportunities on the Lands, while also introducing much-needed housing and other complementary land uses.

In addition, the planned SmartTrack GO station is intended to invite more people into the area, which may be seen as a threat to prospective heavy industry uses and any other uses requiring frequent truck access.

There are a number of vacant parcels in the vicinity of the site within the Core Employment designation. Most of these parcels are further north in the Milliken Employment Area, where they are a greater distance from areas of public activity such as the shopping plazas near Finch Avenue, and therefore better suited for heavy industry and traditional employment purposes.

The City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;

We understand that the City will be undertaking a comprehensive land needs assessment as part of its MCR so we will not comment on the City's ability to meet the employment forecasts, however we do feel that the site is currently underutilized from an employment perspective, as it contains predominantly commercial and small-scale industrial service/office uses and therefore is quite low density. The conversion of the Lands to *Mixed Use Areas* presents an opportunity to greatly increase the potential for both residential and employment density on the site.

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The conversion(s) will adversely affect the overall viability of an Employment Area and maintenance of a stable operating environment for business and economic activities with regard to the:

compatibility of any proposed land use with lands designated Employment Areas and major facilities, as demonstrated through the submission of a Compatibility/Mitigation Study in accordance with Policies 2.2.4.5, 2.2.4.7 and 2.2.4.8 and Schedule 3 for any proposed land use, with such policies read as applying to lands within Employment Areas;

prevention or mitigation of adverse effects from noise, vibration, and emissions, including dust and odour;

prevention or mitigation of negative impacts and minimization of the risk of complaints;

ability to ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines;

These issues of land use compatibility will be addressed comprehensively at the rezoning stage with regard to the detailed evaluation of potential land use compatibility issues and the recommendation of buffering and other mitigation strategies. Based on a desktop survey of properties within a 1 kilometre radius of the Lands, we have not found any existing sources of hazardous emissions that would present a hazard to the health and safety of the occupants of future sensitive uses on the Lands. Similarly, there are no potentially noxious uses in the vicinity of the Lands that could be cause for complaints.

We conducted a review of Environmental Approvals and Registrations in the area, as found on the Access Environment interactive map. There are no Class III industrial facilities within a 1 kilometre radius of the site, although there are a number of Certifications for uses such as waste management and spray painting that would be considered a Class II facility. Class II facilities have a potential influence area of 300 metres, so mitigation measures may be required and will be considered based on the recommendations of the land use compatibility expert report.

Address	Occupant	Source of Emissions	Class of Facility
4032 Finch Ave E		Automotive refinishing facility	II
70 Silver Star Blvd	Living Water Exhaust Hood and Filter Service	Commercial waste management including grease trap	I
90 Silver Star Blvd (Purolator)	Purolator	Waste transfer – medical and other non-hazardous	I
160 Silver Star Blvd		Waste management storage yard	II
81 Milliken Blvd	Arrow Sheet Metal	Paint spray booth	II
79 Milliken Blvd	CCMI Canadian Custom Machines Inc.	Paint spray booth	II
2929 Kennedy Rd		Waste management storage yard	II

Table 4: Environmental Approvals and Registrations in the area



Ability to provide appropriate buffering and/or separation of employment uses from sensitive land uses, including residential;

The development concept for the Lands includes a setback of 30 metres from the rail corridor for all people-oriented uses, including residential and office. This is consistent with the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations (2013) as well as the City's preliminary Guidelines for Development Close to Rail Corridors & Yards.

The land use compatibility study to be prepared will include specific recommendations for buffering and/or separation, if required. The size of the Lands allows for buffering if required.

Ability to minimize risk to public health and safety;

The proposed conversion will facilitate the redevelopment of the Lands in a comprehensive manner to build a complete, transit-oriented community where people can walk and cycle instead of drive. Increasing the number of people who choose transit and active modes over the private car is a significant public health benefit, not only to the individual commuter but also to society through a reduction in the amount of air pollution and greenhouse gases that contribute to climate change.

There are no Class III facilities in the area, and no potential for Class III facilities to locate within 1 km of the site due to the existing presence of, and permission for, sensitive land uses in the area. Therefore, there is no risk to public health and safety presented by existing and potential future land uses.

While the presence of the Purolator Distribution Centre to the north provides potential safety impacts with regards to traffic, this is a conflict which will need to be dealt with through the introduction of a new transit station in the immediate vicinity. Streetscape design is anticipated to mitigate this concern.

Reduction or elimination of visibility of, and accessibility to, employment lands or uses;

Impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;

A redevelopment of the Lands would not reduce or eliminate the visibility of, and access to, nearby employment uses. The development concept includes new road connections to the planned Finch-Kennedy SmartTrack GO station, Silver Star Boulevard, and Midland Avenue. This will contribute to improved visibility of, and access to, surrounding employment lands.

The new SmartTrack GO station may have an impact on traffic volumes on area streets, particularly during peak travel periods, but by introducing higher order transit to a

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community that is currently under-served, it is expected to have an overall positive impact on the area transportation network.

New development would introduce new street and mid-block connections as well as new opportunities for active transportation. Traffic volumes generated by the redevelopment lands, if they are converted, will be reviewed through a transportation study to understand impacts and potential improvements to the broader transportation network.

Removal of large and/or key locations for employment uses;

Ability to provide opportunities for the clustering of similar or related employment uses; and

Provision of a variety of land parcel sizes within the Employment Area to accommodate a range of permitted employment uses;

The Lands have been assembled to create a site that is large enough to support a vibrant, mixed-use, transit-oriented community. There is already a diverse mix of properties in the district and the uses that will be removed – small, individual commercial units – are present elsewhere in the district and could also be incorporated into new development. It is the intent to provide space for a range of commercial uses through new development which will be addressed at the time of a zoning by-law amendment.

The existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);

A servicing report and transportation study will be required to be provided with any future Zoning By-Law Amendment application. We would expect that the proposed development – which will utilize a lower parking rate than a typical development to encourage transit ridership – will have some impacts, but can be mitigated through comprehensive design of the street and block network, including the introduction of new streets, mid-block connections, protected pedestrian and cycling facilities to support development and the new SmartTrack GO Station. As is typical for new development, stormwater would be mitigated and managed on site to reduce load on surrounding infrastructure.

In the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;

The surrounding residential neighbourhoods are already well served by public services and amenities including schools, recreation centres, and libraries. The following facilities are located within 1 km of the Lands:

Public schools: Alexmuir Jr PS, Henry Kelsey Sr PS, Agincourt Collegiate Institute
Catholic Schools: St Marguerite Bourgeoys Elementary School, Francis Libermann Secondary School



Libraries: Woodside Square Public Library

Community Centres: L'Amoreaux South Park Community Centre

There are a number of other schools, libraries, and community centres within 2 kilometres of the Lands.

The need for, and provision of, additional community uses will be assessed and determined through the future rezoning process.

Employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors, ports and airports to facilitate the movement of goods;

The existing Employment Area is not strategically located near important transportation infrastructure for goods movement purposes. It has reasonably good access to Provincial Highways 401 and 404, but is not particularly close to a freight yard or airport.

The proposal(s) to convert lands in an Employment Area will help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto; and

We have described the range of uses within Milliken Employment Area today which permits heavy industry in its interior with a wide range of more sensitive uses along its edges. Although retail and restaurants are a consistent presence in the Employment Area there are particular concentrations at the north and south end of the district where the Lands are located. Conversion of the Lands can maintain the same number of commercial uses than exist on the site today and expand them through the introduction of office uses and long-term care facilities. This will further diversify the economic base and potentially triple the number of jobs on the Lands today.

Cross-jurisdictional issues have been considered.

Although the district is in proximity to the Region of York and the City of Markham, there are no cross-jurisdictional issues that we can identify.



VI. CONCLUSION

In summary, it is our planning opinion that the current uses, characteristics, and location of the Lands present a strong case for conversion under the criteria of the Growth Plan and policy 2.2.4.17 of the City of Toronto Official Plan.

Permitting the conversion will allow underutilized lands in immediate vicinity of the planned Finch-Kennedy SmartTrack GO station to transform into a transit hub featuring mixed-use transit-supportive development. It will be located in a part of the City where there are few nearby opportunities for similar large-scale redevelopments, particularly within the vicinity of the planned station. Due to the Lands' immediate neighbouring uses and existing permissions for sensitive uses nearby, it is expected that the introduction of sensitive uses will have minimal impacts to the health and function of the broader Milliken Employment Area or the *Neighbourhoods* adjacent to the district.

While it is acknowledged that the protection of Employment Areas is an important pillar of provincial and municipal land use policy, the intensification of MTSAs to provide a wide range of employment and commercial activities is also very important, and the provision of new housing within MTSAs so as to optimize the investment in transit is essential. Conversion of the Lands to permit additional residential and non-residential uses would seize a rare and important opportunity to establish a high-density mixed-use transit-supportive complete community in an area of Scarborough that has been consistently overlooked and underserved, thereby achieving and advancing all of these important policy objectives.

We would be pleased to discuss this request further at your convenience, including the coordination and/or implementation of any land use designation or policy changes in light of East Urban's outstanding OPA 231 appeal for the vacant parcel at 3266 Midland Avenue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Greenberg', written over a horizontal line.

Anthony Greenberg
Associate, Development Planning Lead
SvN Architects + Planners

cc: Hyla Reisman, Mark Cole, and Gillian Leibovitz, East Urban Properties
Ian Andres, Goodmans
Shonda Wang, SvN Architects + Planners



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Figure 1








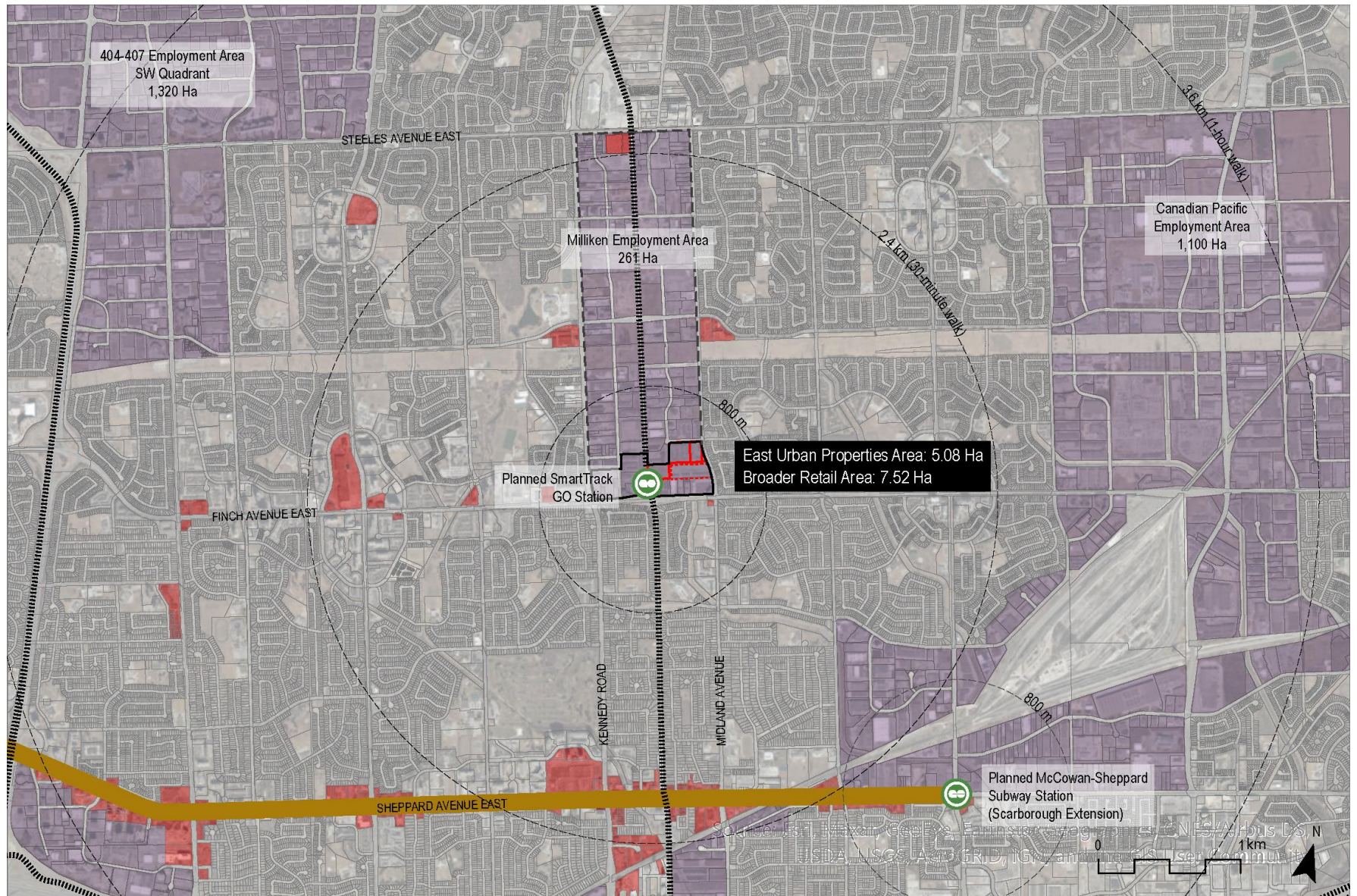
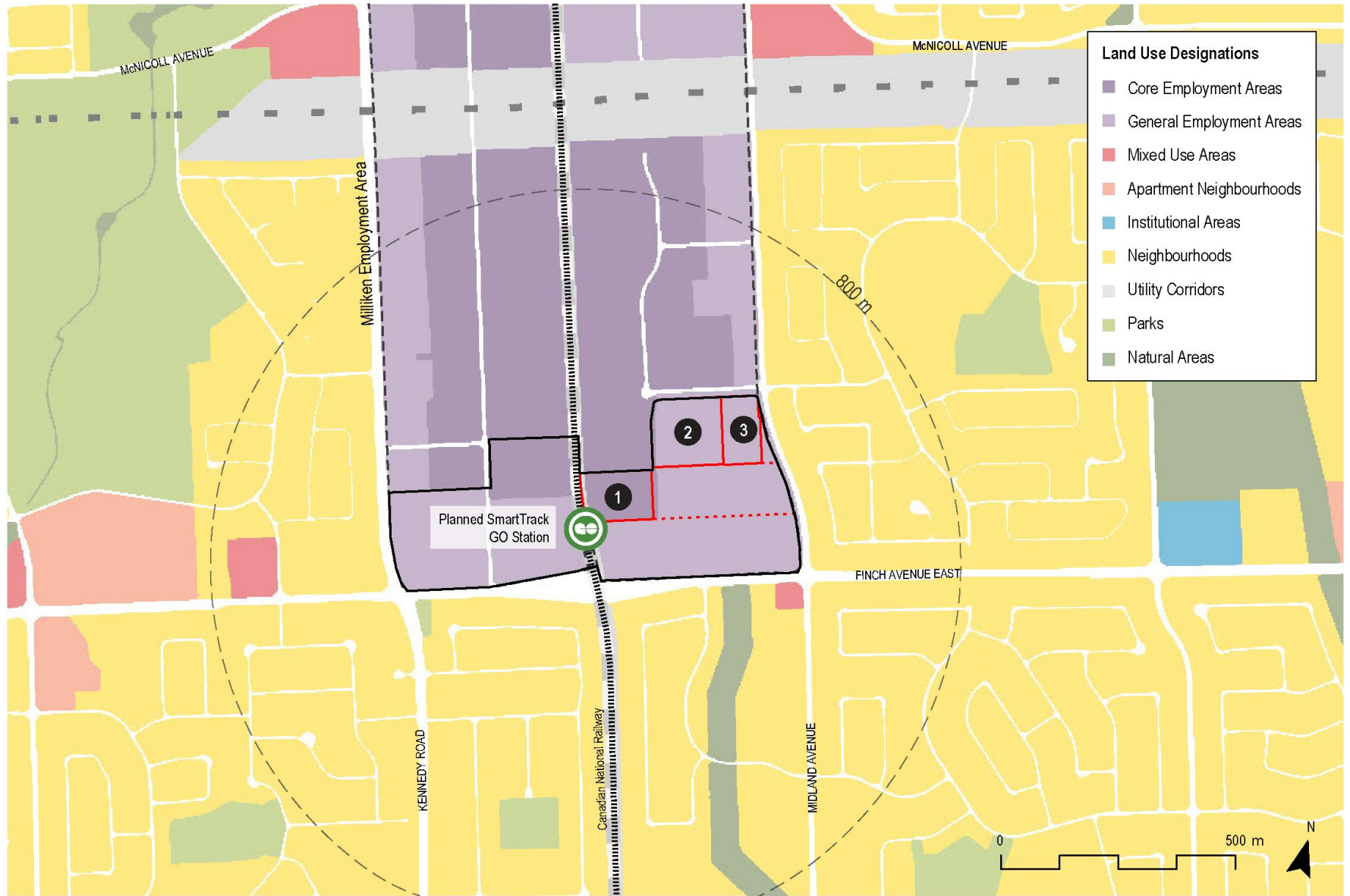
-  East Urban Properties
-  Miliken Employment Area
-  Metrolinx Stouffville GO Line
-  Broader Retail Area
-  GO SmartTrack Station

Figure 2



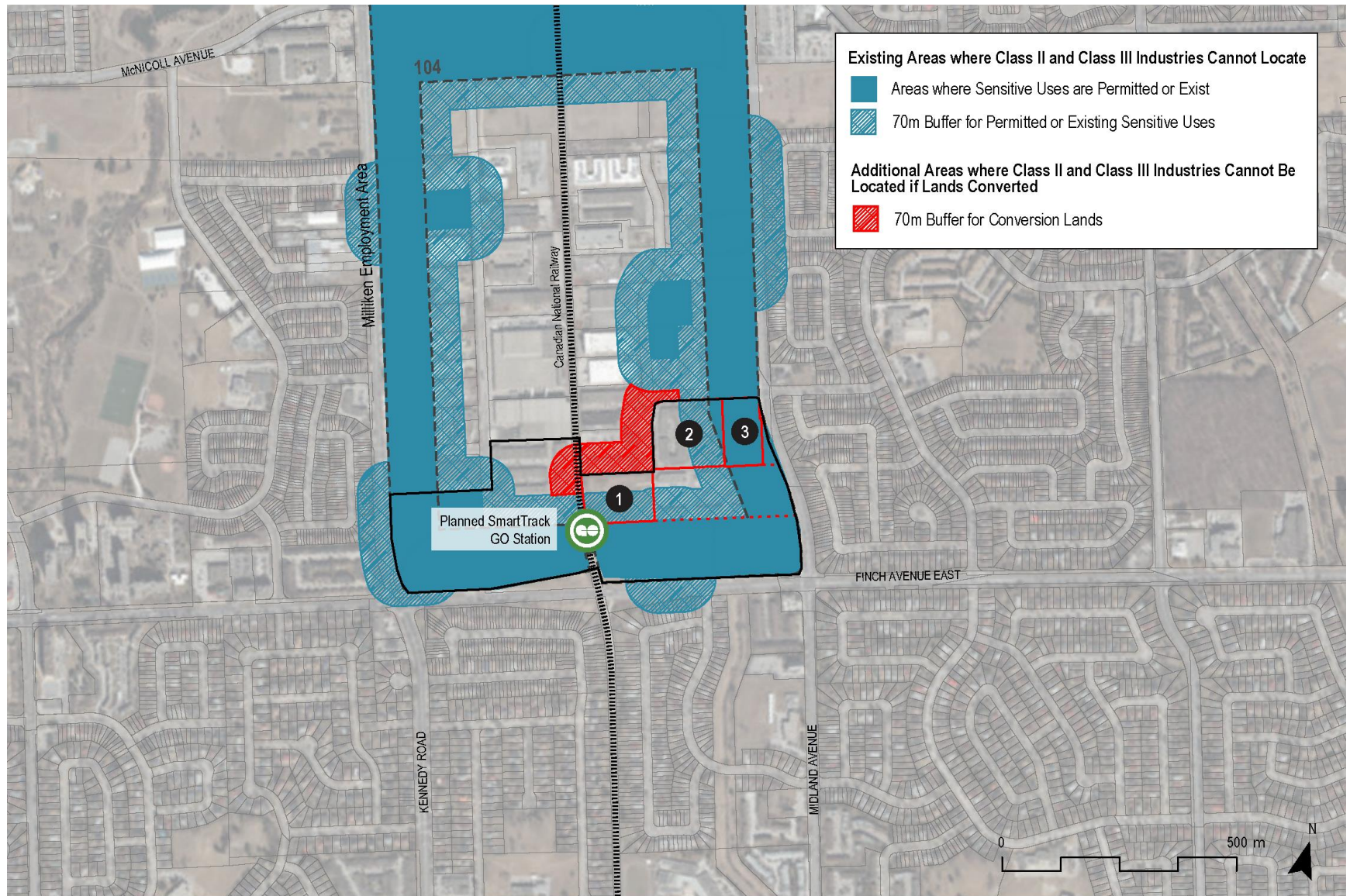
- East Urban Properties
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- Employment Areas
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- Mixed Use Areas
- GO GO SmartTrack Station

Figure 3



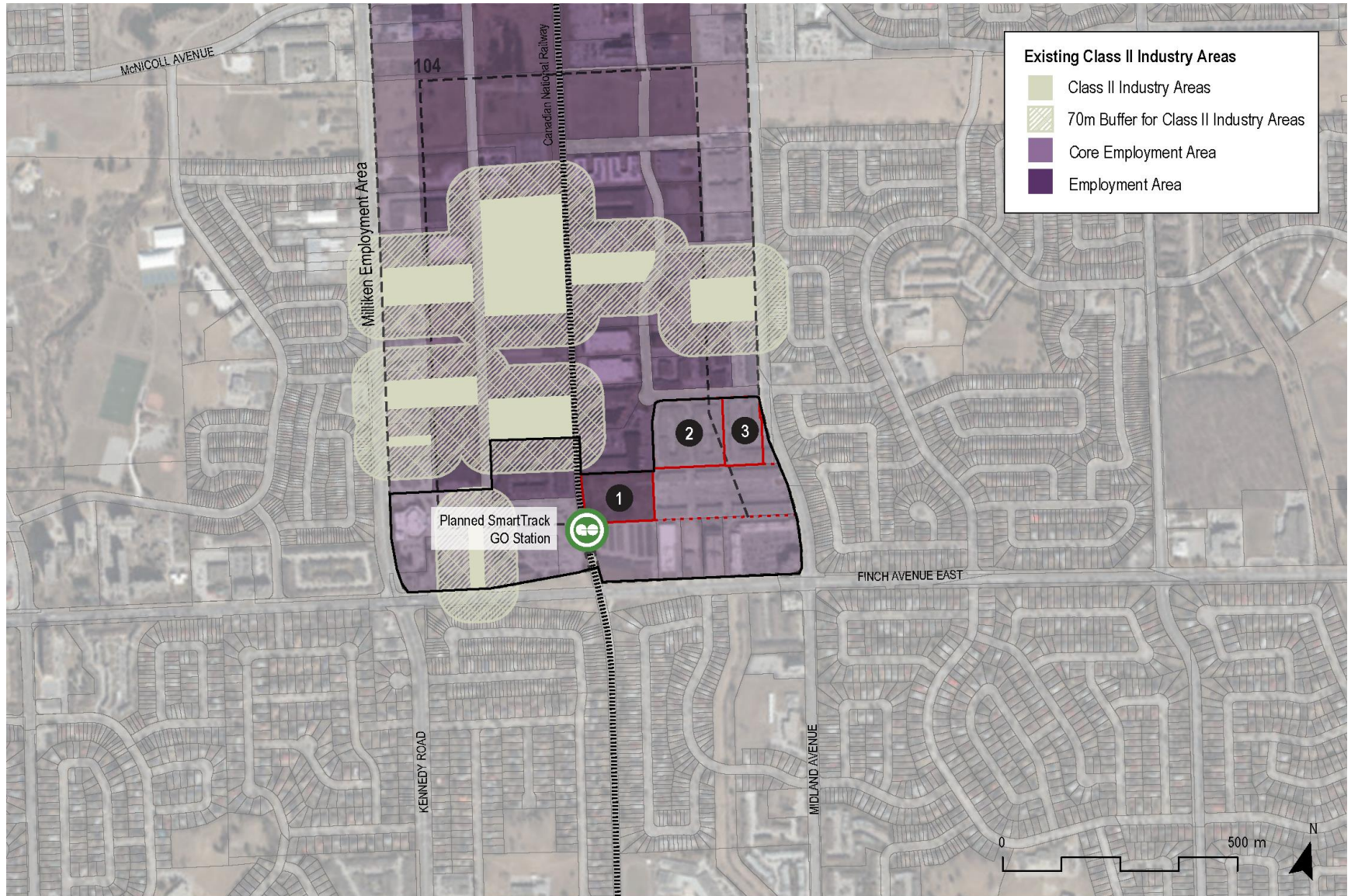
- East Urban Properties
- Miliken Employment Area
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Figure 4



- East Urban Properties
- Milliken Employment Area
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Figure 5








- | | | |
|---|--|---|
|  East Urban Properties |  Milliken Employment Area |  Metrolinx Stouffville GO Line |
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Figure 6

