

## **Coronation Drive Employment Area Review - City-Initiated Official Plan Amendment — Decision Report - Approval**

**Date:** June 22, 2026

**To:** Scarborough Community Council

**From:** Director, Community Planning, Scarborough District

**Ward:** 25 - Scarborough-Rouge Park

### **SUMMARY**

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This report outlines the outcomes of the Coronation Drive Employment Area Review ("the Review") and presents a coordinated set of planning, economic development and transportation recommendations intended to support the long-term viability of this *Employment Area* while aiming to ensure appropriate compatibility with the adjacent residential *Neighbourhoods*.

Initiated in response to issues related to heavy vehicle traffic, the Review draws on technical analysis, policy considerations and extensive stakeholder consultation. The recommendations aim to reinforce the role of the Coronation Drive Employment Area within the City's planning framework, and introduce targeted measures, such as strategic business attraction and road safety improvements, to balance economic viability with the safety and livability of the surrounding area.

This report also recommends approval of a City-initiated Official Plan Amendment to implement Site and Area Specific Policy 938 ("SASP 938"), which would require that new development or redevelopment within the Coronation Drive Employment Area evaluate transportation impacts on the surrounding area related to the movement of trucks and implement measures to mitigate negative impacts, as needed.

A companion report titled "Speed Limit Reduction - Coronation Drive" will be presented at the Scarborough Community Council meeting on July 9, 2026. This report recommends reducing the speed limit on Coronation Drive from 50 km/h to 40 km/h between Manse Road and Beechgrove Drive.

### **RECOMMENDATIONS**

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The Director of Community Planning, Scarborough District, recommends that:

1. City Council direct the General Manager, Economic Development and Culture to collaborate with industry partners and local stakeholders to market the Coronation Drive Employment Area, and target specific business sectors compatible with the Area.
2. City Council amend the Official Plan for the lands bounded by Thornton Creek to the north, Highland Creek to the east, the CN rail corridor, East Point Park, and Lake Ontario to the South, and Manse Road Park, Grey Abbey Ravine Park and West Hill Creek to the west, substantially in accordance with the draft Official Plan Amendment included as Attachment 12 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.

## **FINANCIAL IMPACT**

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There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

## **DECISION HISTORY**

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### **Request for Coronation Drive Employment Area Study**

On November 25 and 26, 2020, Council adopted item [SC19.9](#), “Imagining 21st Century Employment Areas – Request for a Planning and Transportation Study for the Coronation Drive Employment Area.” This item directed Community Planning to undertake a study that included the following:

- An inventory of current development proposals in the employment area;
- A profile of existing and permitted uses within the employment area; and
- Identification of potential adverse impacts of permitted land uses and heavy vehicle movement on nearby sensitive land uses and potential recommendations to address or minimize these impacts.

Council also requested that Community Planning:

- Report back on a consultation framework, developed in consultation with Economic Development and Culture, including area businesses and residents, to understand the current context and future opportunities for the employment area; and
- Conduct a review of trucking and goods movement to and from the area, in consultation with Transportation Services, and report back on recommendations to minimize impact on the surrounding neighbourhoods.

### **Status Update Report**

On September 17, 2021, Scarborough Community Council adopted Item [SC26.4](#)– “Status Update Report – Coronation Drive Employment Area – Planning and

Transportation Review". This report provided an update on the Coronation Drive Employment Area Review and outlined a consultation and engagement framework that was to be advanced in the next phase of the study to inform future outcomes.

## **BACKGROUND AND STUDY AREA**

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### **Study Area**

The Coronation Drive Employment Area is an industrial area located in southeast Scarborough close to Lake Ontario.

The study area for the Review is bounded by Manse Road to the west, Highland Creek to the east, and Thornton Creek Ravine (also known as the West Hill Watercourse) to the north of Coronation Drive (the "Study Area"). Refer to Attachment 1 for the Study Area Boundary Map.

The Study Area includes the CN Toronto-Montreal rail line, which historically served the main industrial facilities within the Coronation Drive Employment Area. The rail line is now shared by Metrolinx and VIA as a passenger rail corridor and is used less frequently by the industrial sites in the area. This rail line is shown in Attachment 6.

The majority of the lands within the Study Area are designated *Core Employment Areas*. The Study Area is also bounded by lands designated *Natural Areas* on Map 23 (Land Use Plan) of the Official Plan, as shown in Attachment 3. These *Natural Areas* also form part of the Toronto and Region Conservation Authorities Regulated Area and the Ravine and Natural Features Protection By-law area, as shown in Attachment 5.

### **Context Area**

The lands immediately surrounding the Coronation Drive Employment Area have been defined as the broader "Context Area" for the Review. This Context Area is bounded by Lawrence Avenue East to the north, Highland Creek to the east, Lake Ontario to the south, and Morningside Avenue to the west. East Point Park is located directly south of the Study Area within the broader Context Area. East Point Park is an Environmentally Significant Area on Map 12A in the Official Plan.

The Context Area includes four public schools: Alexandre Dumas Academy fronting Coronation Drive, Joseph Brant Public School fronting Manse Road and St. Malachy Catholic School and William G. Miller Public School fronting onto Bennett Road.

### **Area History**

Until after the Second World War the surrounding area was mostly rural. Starting in the 1950s, private industrial facilities were developed in the Study Area, supported by the CN rail line that runs along the shore of Lake Ontario (part of the Grand Trunk Railway). From the late 1950s onwards, housing was developed in subdivisions extending from Kingston Road. Attachments 8 and 9 show these development changes to the area over a period of two and a half decades. Attachment 11 shows the area in present day.

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

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

When the City of Toronto's Official Plan was first adopted in 2002, many of the lands within the Coronation Drive Employment Area were included as part of the identified the Natural Heritage System (Map 9 of the Official Plan). Some landowners within the area objected to this, and Council directed City staff to address these concerns. In coordination with the TRCA, City staff worked with landowners to undertake a Natural Heritage review and develop guidelines for assessing future development within the Coronation Drive Employment Area. City Council approved these guidelines at its meeting on November 30, December 1 and 2, 2004. Council's decision may be viewed here: <https://www.toronto.ca/legdocs/2004/agendas/council/cc041130/plt9rpt/cl004.pdf>

## **Employment Profile**

According to the 2025 Toronto Employment Survey, the Coronation Drive Employment Area currently employs approximately 1,200 people across 66 establishments, with a strong full-time workforce base (92 per cent). Nearly half of all establishments are engaged in Manufacturing and Warehousing (32 establishments), which together account for almost two-thirds of total employment in the area (775 employees). The Office sector is the second-largest employer, representing 23 per cent of total employment across 11 establishments. Retail employment remains modest, with 65 jobs across five establishments. While the Service, Institutional, and Community and Entertainment sectors account for a smaller share of total employment.

Establishments located within the Coronation Drive Employment Area include, Buckler Aquatics, Dow Chemical, Henry, Entegris, Halltech, Lanxess, GFL Environmental, Tandoori Feast, and XYZ Storage, among others. The City-run F.J. Horgan Water



Treatment Plant and the Highland Creek Treatment Plant are also located within Coronation Drive Employment Area.

Among Toronto's *Employment Areas*, Coronation Drive has experienced the largest relative increase in employment over the past five years, increasing 31.9 per cent from 910 jobs in 2021 to 1,200 jobs in 2025, although it is the smallest *Employment Area* in the City as measured by total employment. 60 per cent of the employment within Coronation Drive are in sectors that are exposed to tariffs from the United States, making the area particularly vulnerable to the impacts of the recent trade dispute between the United States and Canada.

In response to the economic uncertainty, the City of Toronto produced [Sidewalks to Skylines: A 10-Year Action Plan for Toronto's Economy](#), a plan that was adopted by City Council in November 2024. The action plan was created through consultation with over 1,000 businesses, organizations, and residents and informed by the insights of an [Economic Advisory Panel](#). The Action Plan focuses on building partnerships across various sectors – government, industry and the community – to overcome challenges and contribute to Toronto's growth and economic prosperity.

The actions include but are not limited to building on Toronto's world-leading talent to create the most competitive business environment in North America, fostering industry-academia partnerships, growing Toronto's global competitiveness in key anchor and high-growth sectors, and leveraging and protecting Toronto's *Employment Areas*.

## **Street Network**

The transportation analysis covered the area bounded by Lawrence Avenue to the north, Copperfield Road to the south, Manse Road to the west and Beechgrove Drive to the east (the "Transportation Analysis Context Area"). The road classifications within the Transportation Analysis Context Area are:

- One arterial road (Lawrence Avenue East)
- Three collector roads (Coronation Drive, Manse Road and Beechgrove Drive north of Coronation Drive)
- Local roads (all the remaining roads)

Limited TTC service operates on route 86D, which loops around Beechgrove Drive, Coronation Drive, and Manse Road.

Sidewalks are present on Manse Road on both sides between Lawrence Avenue and Coronation Drive. South of Coronation Drive, sidewalks are present only on the west side of Manse Road. On Coronation Drive, sidewalks are present only on the north side, between Manse Road and Beechgrove Drive. On Beechgrove Drive, sidewalks are present only on the east side, between Lawrence Avenue and Coronation Drive.

Common traffic destinations within the context area include industrial businesses on Coronation Drive and Copperfield Road. Heavy vehicles are permitted to travel on Manse Road, Beechgrove Drive and Coronation Drive without time restrictions, except for the section of Coronation Drive between Manse Road and Morningside Drive, where

nighttime heavy vehicle restrictions exist. Heavy vehicles are prohibited on local neighbourhood streets at all times.

Key destinations for residents in the area include Joseph Brant Public School and Heron Park Community Centre on Manse Road; Ken Morrish Softball Complex and East Point Park, near Copperfield Road.

See Attachment 6 of this Report for the Transportation Network Map.

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Planning Statement and Provincial Plans**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

### **Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023)**

In October 2023, Bill 97, the *Helping Homebuyers, Protecting Tenants Act* received royal assent. Bill 97 resulted in a change to the definition of “area of employment” in the *Planning Act*, narrowing the scope of uses that are permitted in areas of employment. Manufacturing uses, warehousing uses (including uses related to the movement of goods), and research and development that are in connection with manufacturing are the primary uses permitted within an “area of employment” under the amended definition. The definition also includes retail and office uses associated with primary uses and ancillary facilities, and excludes institutional and commercial uses.

### **Official Plan**

Most of the lands within the Study Area are designated in the City’s Official Plan as *Core Employment Areas*. The Official Plan recognizes that *Core Employment Areas* are places for business and economic activities that generally do not include uses that would attract the general public into the interior of employment lands and commonly include heavy industrial operations. See Attachment 3 of this Report for the Official Plan Land Use Map.

### **Official Plan Amendment 804**

The City brought forward Official Plan Amendment 804 (“OPA 804”), which was adopted by Council on May 22, 2025. OPA 804 seeks to align the Official Plan with the new provincial definition of “area of employment.” OPA 804 has been sent to the Minister of Municipal Affairs and Housing for review and approval. At the time of this report, the Minister has not approved OPA 804.

## Zoning

The majority of the lands within the Study Area are subject to City-wide Zoning By-law 569-2013, as amended, and are zoned Employment Industrial (E). The Employment Industrial Zone permits a range of uses, including but not limited to building supply yards, financial institutions, industrial sales and service uses, laboratories, a range of manufacturing uses, offices, parks, public works yards, service shops and warehouses. Other uses permitted with conditions include eating establishments, open storage, retail service, retail stores, vehicle fuel stations and vehicle service shops, among other uses.

Two parcels of land south of Coronation Drive, one fronting Chemical Court and the other fronting Wallsend Drive, are zoned Employment Heavy Industrial (EH). The Employment Heavy Industrial Zone permits a wider range of manufacturing uses, in comparison to the E Zone, but it does not permit offices, parks, service shops, eating establishments or retail stores, among other more commercial-focused uses.

The CN Rail lands and the Highland Creek Treatment Plant lands are zoned Utility and Transportation (UT), and East Point Park and the Ken Morrish Softball Complex are zoned Open Space – Natural (ON) and Open Space – Recreation (OR) respectively, under City-wide Zoning By-law 569-2013.

Portions of land within the Study Area are subject to the former City of Scarborough's Employment District By-Law No. 24982, as amended. A portion of land bounded by Wallsend Drive to the west and Chemical Court to the east is zoned Industrial (M), General Industrial (MG), and Special Industrial (MS). These zones permit a range of uses including, but not limited to, day nurseries, industrial uses, offices, excluding medical and dental offices, recreational uses and special industrial uses, among other uses. In this context, "industrial use" refers to manufacturing, warehousing, research and development, among other activities, and the term "special industrial use" refers to chemical manufacturing, processing or warehousing, and metal, mineral or ore smelting, as defined under the former City of Scarborough Employment District By-law No. 24982.

Further south, the F.J. Horgan Water Treatment Plant is zoned Institutional-Public Services (I-PS), which permits public utilities, as well as ambulance, fire and police stations. Fronting the portion of Beechgrove Drive that runs east-west, there are four parcels of land municipally known as 104, 106, 112 and 120 Beechgrove Drive. These lands are zoned Single-Family Residential (S) under the former City of Scarborough Employment District By-Law No. 24982, as amended, and are the only residential lands within the Study Area.

The City is required by Provincial regulation to ensure that all of its Zoning By-laws conform with the Official Plan. The City is working to bring its Zoning By-laws into conformity with the Official Plan policies for *Employment Areas*.

See Attachment 7 of this Report for the existing Zoning By-law Map.

## **PUBLIC ENGAGEMENT**

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As part of the Review, City staff developed a public consultation strategy that included the creation of a Local Advisory Group (LAG) and the facilitation of an in-person Community Consultation Meeting. The LAG consisted of residents' associations, local businesses, business associations, and external City partners. The purpose of the LAG was to provide a forum for feedback, guidance and advice, throughout key points during the study. The Community Consultation Meeting was open to the public and notice was given to all residents and businesses within the Context Area.

The first LAG meeting was held on December 05, 2023, and was attended by 15 members, including the former Deputy Mayor, Jennifer McKelvie. The purpose of the first LAG meeting was to provide members with an overview of the Review, and to receive feedback on the members' experiences of living and working in the area. A Summary of Feedback for the first LAG Meeting can be found in Attachment 14 of this report. Some of the key points discussed include but are not limited to the following:

- The Toronto East Community Awareness and Emergency Response (CAER) group is seen as a benefit to the community, responsible for coordinating with businesses and facilitating responses to community concerns;
- Heavy industrial uses benefit from the area being relatively secluded, but there is concern that increases in population surrounding the area may impact business operations;
- The lack of sidewalks and cycling infrastructure in the area is a concern, and creates a dangerous environment for pedestrians and cyclists, especially on Copperfield Road and the southeastern section of Beechgrove Drive, where the public can gain access to East Point Park and the Waterfront Trail;
- Generally, traffic in the area has gotten worse, with Manse Road having experienced more residential intensification;
- Beechgrove Drive, although a collector road like Manse Road and Coronation Drive, is seen as a quiet residential street that has also experienced more traffic; and
- The Coronation Drive and Morningside Avenue intersection is too narrow to accommodate truck movement.

A Community Consultation Meeting was held on February 20, 2024, with approximately 60 members of the public in attendance, including the former Deputy Mayor. While some representatives of local business were present, the meeting was primarily attended by residents that live in the area. The meeting included a facilitated workshop where members of the public were grouped and asked to provide input on their lived experiences in the area. A Summary of Feedback for the Community Consultation Meeting can be found in Attachment 13 of this report. Some of the key points discussed include but are not limited to the following:

- Pollution, noise and odors emitted from the industrial businesses operating in the area are a concern;
- Community and business associations are needed to facilitate communication and the exchange of information between businesses and residents;

- The City should do a better job of enforcing traffic violations and Noise By-law offenses in the area;
- Given the presence of green space and natural areas throughout and surrounding the Study Area, there is a desire to ensure those areas are protected from the impacts of industry;
- Pedestrian and cycling infrastructure should be improved, including at high-traffic intersections and along the waterfront;
- A general interest in shifting away from heavy industry to a more diverse mix of uses, including warehousing, life sciences, storage space, clinics/health care providers, mechanics, community services, machine shops, offices, event spaces and cafes; and
- There were many concerns expressed related to traffic, with suggestions to improve conditions including building new roads for truck movements, increasing usage of the rail corridor for deliveries, restricting truck traffic during school hours, installing signals at high-traffic intersections and creating local-traffic only roads, among other matters.

The second LAG meeting was held on April 7, 2025. The purpose of this meeting was to inform the LAG of the changes brought forward by the Province regarding the new “areas of employment” definition, and to seek input on potential mitigation measures that were being considered as part of the Review.

The potential mitigation measures discussed included: 1) an Official Plan Amendment to create a Site and Area Specific Policy that would require that all development within the Coronation Drive Employment Area evaluate the impacts of proposed trucking movements as part of a Site Plan Control application; 2) the installation of speed cushions on segments of high-traffic streets; 3) the potential imposition of nighttime truck restrictions on Beechgrove Drive; 4) a feasibility assessment for the installation of a traffic signal at Beechgrove Drive and Lawrence Avenue East; and 5) the use of targeted marketing measures to attract specific businesses compatible with the area.

The meeting was attended by six members, including a member of former Deputy Mayor's staff. A Summary of Feedback for the second LAG Meeting can be found in Attachment 15 of this Report. Some of the key points discussed include but are not limited to the following:

- Concern expressed that the potential Site and Area Specific Policy would place an unnecessary burden on existing businesses;
- General acceptance of the use of speed cushions; however, questions were asked about how segments would be selected and whether they would be compatible with all types of trucks;
- It was expressed that businesses should be consulted prior to the imposition of nighttime truck restrictions on Beechgrove Drive;
- It was suggested that a traffic signal at Beechgrove Drive and Lawrence Avenue East could improve conditions, especially for pedestrian access to the Highland Creek Trail; and

- The use of targeted marketing was supported as a way of informing prospective businesses of the unique characteristics and challenges of the area from an operations standpoint.

## COMMENTS

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The Coronation Drive Employment Area Review was initiated in November of 2020 with the objective of assessing and responding to the impacts of industrial activity from local businesses on the surrounding residential neighbourhoods to the north and west of the Coronation Drive Employment Area. City staff have since created a profile of the area, received direction from Council to implement its Work Program, which consisted of examining the area through the lenses of Community Planning, Economic Development and Mobility and Safety, and facilitated extensive consultation with community members and businesses alike.

This section attempts to establish the role of the Coronation Drive Employment Area in the context of the City's planning framework. It also provides a rationale for staff's recommended approach to fulfilling the objective of the Review, while responding to the concerns raised by members of the public throughout public consultation.

### **The City's Growth Strategy**

The City of Toronto's Official Plan establishes a framework for how Toronto is expected to change as it grows. More than 700,000 new residents and almost half a million new jobs are expected by 2051. To ensure Toronto remains an attractive place to live, work, invest and thrive, the Official Plan establishes policies that support complete communities, where residents have convenient access to housing, jobs, and amenities, while also protecting its industrial areas as vital locations for business activities that sustain a diverse workforce and a resilient economy.

To facilitate this, the Official Plan describes four distinct areas of the City that can best accommodate growth, the *Downtown*, the *Centres*, the *Avenues* and the *Employment Areas*, all of which are meant to accommodate for different levels and types of growth. The Coronation Drive Employment Area is an *Employment Area* in the Official Plan, while Lawrence Avenue East, Morningside Avenue, north of Lawrence Avenue East and Kingston Road are all listed as *Avenues* in the Official Plan, as illustrated on Attachment 2 of this Report.

*Employment Areas* are places to be used exclusively for business and economic activity, providing for a stable and productive operating environment. Introducing sensitive land uses into *Employment Areas* can force industry to alter their operations. They are often described as a finite resource, given relative land values, and as residential lands are rarely converted to employment uses, there is little opportunity to create new *Employment Areas*.

*Avenues* are major streets well served by public transit. Some *Avenues* will provide a 'main streets' role, providing for housing in mixed-use buildings with shops and services located on the ground floor to serve the daily needs of residents. Other *Avenues* will be

primarily 'residential,' although all *Avenues* will be encouraged to provide a mix of uses that contribute to complete communities.

During public consultation, businesses expressed that those existing heavy industrial uses benefit from the area's relative geographical seclusion. Conversely, some residents expressed a desire to see a broader range of uses located within the *Employment Area*, including community-serving commercial uses like cafes and medical offices.

As described above, the Official Plan anticipates and responds to these considerations by directing different types of growth to appropriate locations. As the Coronation Drive Employment Area is largely made up of lands designated *Employment Areas*, future land uses within the area should not attract members of the public and risk forcing industry to alter their operations, harming the viability of the *Employment Area*, and the economic benefit it brings to the City.

Conversely, along the *Avenues* of Lawrence Avenue East, Kingston Road and Morningside Avenue, north of Lawrence Avenue East, mid-rise development that includes improvements to the public realm, combined with more spaces for local jobs, shops and services are expected over time. Development here is meant to help create sustainable, complete communities that are vibrant, walkable, and transit-oriented, where the daily needs of all people can be met. *Employment Areas*, particularly *Core Employment Areas* are not intended for this. Land uses that attract members of the public are provided for in *Mixed Use Areas* and are better placed on *Avenues* like Kingston Road and Lawrence Avenue East where they benefit from pedestrian traffic, and the intensification provided for by the Official Plan designations.

### **Land Use Compatibility and Mitigation**

Through public consultation, concerns were expressed regarding pollution, noise and odours associated with industrial operations, as well as the potential for nearby population growth to constrain the function of the Coronation Drive Employment Area. The Official Plan responds to these concerns by establishing policies to evaluate land use compatibility matters and require mitigation measures where there may be potential conflicts between sensitive land uses, such as residential uses, and major facilities, such as industries and wastewater treatment plants.

While the City cannot impose requirements on existing buildings, it can require mitigation measures for new development and redevelopment through the development application process.

For new development involving sensitive land uses, such as residential uses, proposed near *Employment Areas* or within the influence area of major facilities, the Official Plan requires that they be designed to avoid, minimize, or mitigate impacts from noise, vibration and emissions. These policies are intended to protect the viability of *Employment Areas*, ensuring that new sensitive land uses planned nearby are adequately protected from adverse effects, minimizing the risk of complaints that could lead to businesses having to update their Environmental Compliance Approvals (ECA), potentially altering their business operations.

The Official Plan also requires that development in *Employment Areas*, where appropriate, be appropriately designed to mitigate potential adverse effects, including noise, vibration, air quality and odour on adjacent areas, in addition to negative impacts from traffic, on other major facilities within *Employment Areas* and on lands designated *Neighbourhoods*, *Apartment Neighbourhoods* and *Mixed Use Areas*, all designations that provide for residential uses. Conversely, these policies are meant to protect sensitive land uses from the adverse effects that may be brought on by new industries and the expansion of existing industries while supporting competitive, attractive and highly functional *Employment Areas*.

In practice, these policies result in new development applications being required to submit Air Quality and Odour Studies, Compatibility/Mitigation Studies, Noise Impact Studies and/or Vibration Studies to support their proposals. These studies are then peer-reviewed by outside consultants contracted by the City, at the expense of the applicant, to ensure that the potential impacts have been adequately assessed and that any proposed mitigation measures appropriately address those impacts.

Potential mitigation measures can include buffer zones, berms, walls or other natural or man-made barriers, the use of materials such as triple-glazed windows to lessen the effect of noise, and air scrubbers or filters to reduce air emissions, among other matters. These measures are then secured in agreements with the City, ensuring landowners meet their required obligations.

### **Mitigating Heavy Vehicle Impacts from New Developments**

Development applications are required to assess transportation impacts to identify necessary improvements to transportation infrastructure and appropriate travel demand management strategies, among other matters, to mitigate any negative impacts. These assessments often relate to light vehicle traffic to and from developments, where future occupants are expected to contribute to changing traffic patterns.

Given the unique constraints of the Coronation Drive Employment Area, City staff recommend that City Council adopt the City-initiated Official Plan Amendment, included as Attachment 12 in this report, implementing SASP 938. SASP 938 will require that new development or redevelopment of non-residential uses, including large-scale expansions to existing buildings, be evaluated to assess transportation impacts on the surrounding area and implement measures to mitigate any negative impacts. This evaluation will assess truck trip generation, routing and operational impacts on the surrounding residential neighbourhoods, including but not limited to noise, vibration and safety.

### **Protecting the Natural Environment**

Through public consultation, residents expressed a strong interest in ensuring that the natural environment would be protected from the impacts of nearby industrial practices. It was highlighted that this area is surrounded by natural beauty, including natural features such as Highland Creek, East Point Park and the Scarborough Bluffs.



As previously noted, East Point Park forms part of the City's Environmentally Significant Areas ("ESAs") (Map 12A in the Official Plan). ESAs are particularly sensitive and require additional protection to maintain their unique environmental qualities. In 2025, a [Management Plan for Toronto's Environmentally Significant Areas](#) was developed to establish direction and consistency for ESA management activities and decision making with guiding principles and usage strategies supported by existing policies.

*Natural Areas* and ESAs are protected by Official Plan policy and regulations, including the Ravine and Natural Features Protection By-law. The Official Plan requires that development be assessed based on its potential impacts on the natural environment and propose measures to reduce negative impacts on and where possible, improve, the natural environment. The Ravine and Natural Features Protection By-law requires that owner's apply for a permit if they wish to injure or destroy a tree, place or dump fill or refuse and/or alter the grade of land within the protected area, as shown on Attachment 5.

### **Promoting Compatibility in Coronation Drive Employment Area**

In addition to mitigating negative impacts from new development or redevelopment of non-residential uses, City staff are also recommending that City Council direct Economic Development staff to engage with its network of partners, stakeholders and investors to promote the uniqueness of the Coronation Drive Employment Area, locally, provincially, nationally and globally, to attract more desirable and compatible businesses to the area.

Initial actions will include engagement with organizations such as the Ministry of Economic Development, Job Creation and Trade, Global Affairs Canada – International Trade and Investment, Toronto Global, in addition to industry networks, post-secondary institutions and commercial real estate brokers. Business attraction efforts will encourage sectors and uses that are compatible with the area's employment function and most appropriate when considering issues raised by local stakeholders during the Review.

Ongoing actions will include periodic stakeholder outreach, leveraging established groups such as the Toronto East Community Awareness and Emergency Response group (CAER), as conduits for communication between businesses and community members.

The intent of this recommendation is to help Economic Development play an active role in guiding business expansion within the Coronation Drive Employment Area and supporting alignment with its employment function and compatibility objectives. By encouraging investment in appropriate uses, Economic Development staff can minimize land use conflicts to support sustainable economic growth while maintaining community well-being and the long-term integrity of the *Employment Area*.

## **Transportation Improvements**

As part of the Review, City staff assessed opportunities for road safety improvements within the Context Area to address concerns raised by the local community regarding heavy vehicles and related safety and noise impacts.

Staff considered potential traffic calming measures on Manse Road, Coronation Drive and Beechgrove Drive, a heavy vehicle prohibition on Beechgrove Drive, as well as the potential addition of a traffic signal at the intersection of Lawrence Avenue and Beechgrove Drive. This section of the report outlines the investigations undertaken and summarizes the recommended improvements.

Having heard concerns associated with pedestrian and cyclist safety in the area, this section of the report also highlights improvements that are already underway or will be considered in the short to long term through on-going City initiatives.

### **Active Transportation and Road Safety**

Within the Transportation Analysis Context Area, the following road safety and active transportation improvements are planned:

#### *Beechgrove Drive*

New sidewalks are planned on Beechgrove Drive from Copperfield Road to a point on Beechgrove Drive 330 metres east of Minuk Acres. The new sidewalks are anticipated to be delivered before the end of 2026.

#### *Cycling Infrastructure*

The [Cycling Network Plan](#) (CNP) outlines the City's planned investments in the near-term and intentions for the long-term to make travel by bike safer and more inviting. The Council-approved Long-Term Cycling Network Plan includes cycling routes along Beechgrove Drive and Coronation Drive. Manse Road is being considered for inclusion in the Cycling Network Plan through the next plan update. These routes are subject to feasibility analysis, community consultation, detailed design and Council approval in future.

#### *Intersection Safety Improvement at Coronation Drive and Manse Road*

[Truck aprons](#) are also planned at the intersection of Coronation Drive and Manse Road to reduce pedestrian crossing distances and reduce the turning vehicle speeds. The construction is anticipated to start in the summer of 2026.

#### *Speed Management*

The City's Speed Management Strategy aims to reduce the number of traffic-related injuries and fatalities associated with speeding. Existing speed management measures in the area include speed limit reductions and school safety zone signs. Speed data was collected on Coronation Drive, Beechgrove Drive and Manse Road in March 2026

and evaluated in accordance with the Council-approved Traffic Calming Policy. The results of the speed and volume studies are summarized in Table 1 below.

The 85th percentile operating speed on Manse Road is 51.2 km/h near 215 Manse Road, and 49.1 km/h between Coronation Drive and Copperfield Road. The 85th percentile operating speed on Beechgrove Drive is 57.2 km/h near Coronation Drive. Although both roads qualify for traffic calming, speed humps or speed cushions are not recommended due to high truck volumes, which typically cause excessive loud noise when trucks pass over the speed humps or speed cushions and a disturbance to nearby residents in a residential area.

The 85th percentile speed on Coronation Drive is 56.6 km/h, which does not meet the threshold for traffic calming on the studied section of Coronation Drive between Manse Road and Beechgrove Drive; therefore, traffic calming is not recommended on Coronation Drive.

Table 1: 2026 Motor Vehicle Speed Data

| Roadway          | From             | To               | Road Classification | Posted Speed Limit | 85th Percentile Speed |
|------------------|------------------|------------------|---------------------|--------------------|-----------------------|
| Coronation Drive | Wallsend Drive   | Chemical Court   | Collector           | 50 km/h            | 56.6 km/h             |
| Manse Road       | 215 Manse Road   | Coronation Drive | Collector           | 40 km/h            | 51.2 km/h             |
| Manse Road       | Coronation Drive | Copperfield Road | Local               | 40 km/h            | 49.1 km/h             |
| Beechgrove Drive | Bethley Drive    | Coronation Drive | Collector           | 40 km/h            | 57.2 km/h             |

There are existing noise concerns resulting from trucks that were raised by the community. In order to avoid adding the noise associated with truck movements, the City is not recommending speed humps or cushions and is recommending alternative speed management measures for Beechgrove Drive and Manse Road, between Lawrence Avenue and Copperfield Road and Coronation Drive between Manse Road and Beechgrove Drive. These measures include:

- Reducing the speed limit on Coronation Drive from 50 kilometres per hour to 40 kilometres per hour, between Manse Road and Beechgrove Drive, to achieve consistent speed limits for the full length of Coronation Drive within the context area. Since Scarborough Community Council has delegated authority to make a final decision on speed limit changes, this recommendation is included in a separate report titled, "Speed Limit Reduction on Coronation Drive," which will be presented at the Scarborough Community Council meeting on July 9, 2026;

- Installing In-Road Flexible Speed Signs on Coronation Drive, Manse Road and Beechgrove Drive to remind motorists of the posted speed limits and act as a visual traffic calming tool; and
- Installing Watch Your Speed Signs on Coronation Drive, Manse Road and Beechgrove Drive to remind drivers of their vehicle speeds and obey speed limits.

Under current conditions, Manse Road, Beechgrove Drive and Coronation Drive have wide travel lanes, which encourage speeding. Cycling infrastructure serves as a tool for traffic calming as they narrow the width of the vehicle travel lane. Beechgrove Drive and Coronation Drive are included in the Long-Term Cycling Network Plan, whereas Manse Road is being considered for inclusion in the Cycling Network Plan. If cycling infrastructure is added on these routes, they will serve as a traffic calming tool and may reduce the operating speeds on these roads.

In-Road Flexible Speed Sign and Watch Your Speed Sign programs are part of the City's Vision Zero Road Safety Plan. These tools will be implemented on Coronation Drive, Manse Road and Beechgrove Drive through their respective programs. The installation of the Watch Your Speed Sign and the In-Road Flexible Speed Sign are anticipated in 2026.

## **Volume Management**

### *Traffic Signal at Lawrence Avenue and Beechgrove Drive*

City staff reviewed the intersection of Lawrence Avenue and Beechgrove Drive for traffic signalization. To assess the need for a traffic signal, staff rely on the criteria outlined in the Ontario Traffic Manual (OTM) Book 12 and the City's Pedestrian Crossing Protection Guideline. The justification criteria includes factors such as vehicle and pedestrian volumes, vehicle speeds, delay to crossing traffic and pedestrians, and collision history. Under the current conditions, a traffic signal is not justified at this intersection due to relatively low demand exiting the south approach of Beechgrove Drive. Additionally, no collisions were reported at this intersection in the last three years.

### *Heavy Vehicle Restriction*

City staff reviewed community requests to limit heavy vehicle traffic on Manse Road, Beechgrove Drive, and Coronation Drive. Due to the presence of industrial businesses on Coronation Drive and Copperfield Road, it is not feasible to implement heavy vehicle restrictions. Manse Road and Beechgrove Drive are collector roads that are designed to accommodate heavy vehicle traffic. Opportunities to add new access routes for the industrial businesses on Coronation Drive and Copperfield Road are also limited.

Staff considered all-day and nighttime heavy vehicle restrictions on Beechgrove Drive, requested by the community to reduce heavy traffic on this street. It was determined that implementing such restrictions on Beechgrove Drive would redirect heavy vehicle traffic to Manse Road. This would concentrate safety and traffic impacts of industrial activity on Manse Road, which is adjacent to a school, a community centre and has a higher volume of residential activity between Lawrence Avenue and Coronation Drive. A

dispersed pattern of industrial traffic is preferred. Nighttime restrictions are also not feasible due to the nighttime operations of industries on Coronation Drive. Therefore, no changes to heavy vehicle usage are recommended at this time.

## Conclusion

Overall, the recommended approach reflects a balanced strategy that maintains the important economic function of the Coronation Drive Employment Area while implementing targeted measures to proactively mitigate its impacts on the adjacent residential *Neighbourhood*.

These recommendations have been informed by consultation feedback and policy direction and will help ensure that the Coronation Drive Employment Area continues to function as a productive employment hub while responding responsibly to community concerns.

## CONTACTS

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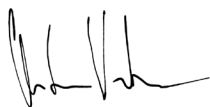
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## SIGNATURE

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Christian Ventresca, M.Sc.PI, MICP, RPP  
Director, Community Planning  
Scarborough District

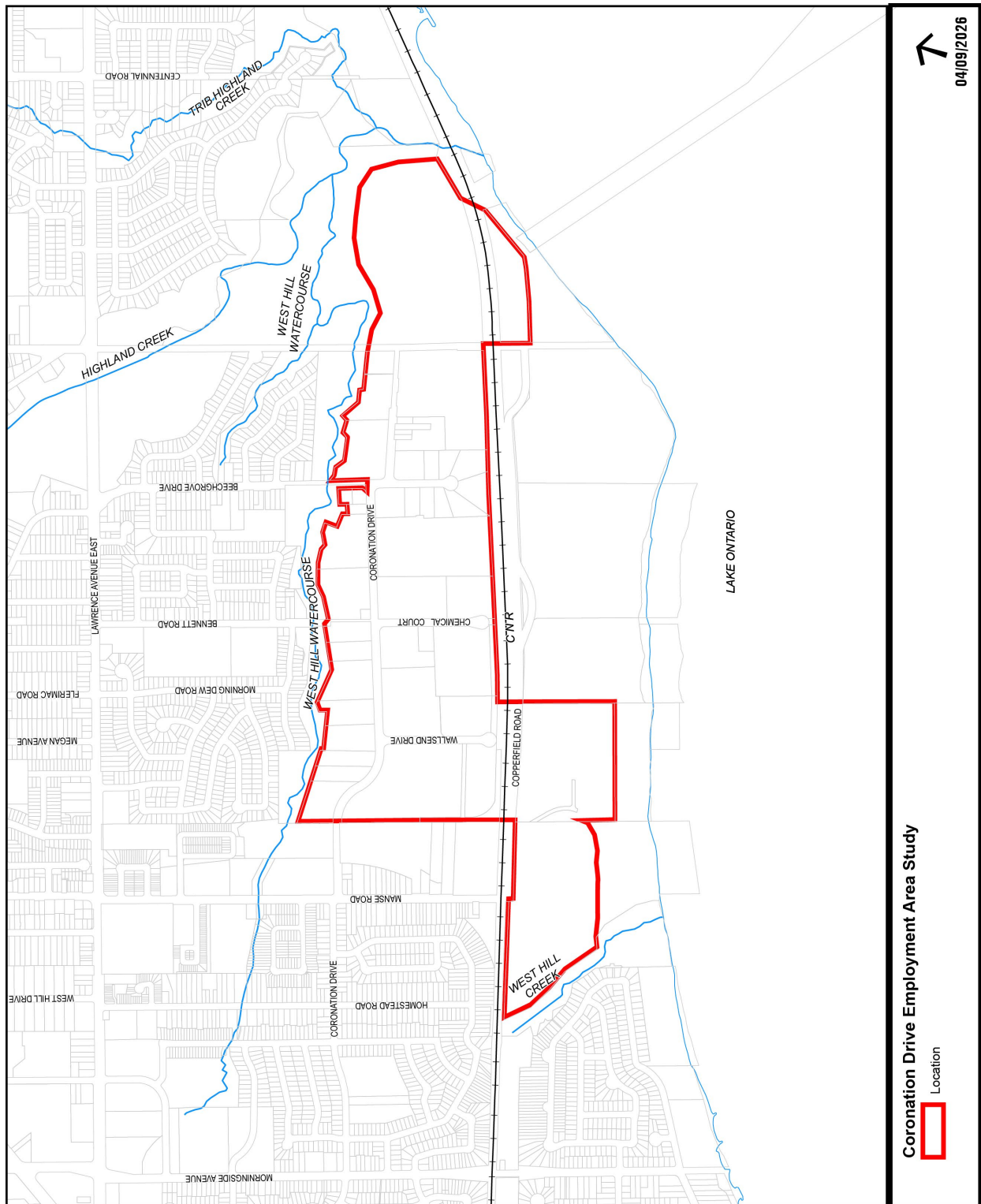
## ATTACHMENTS

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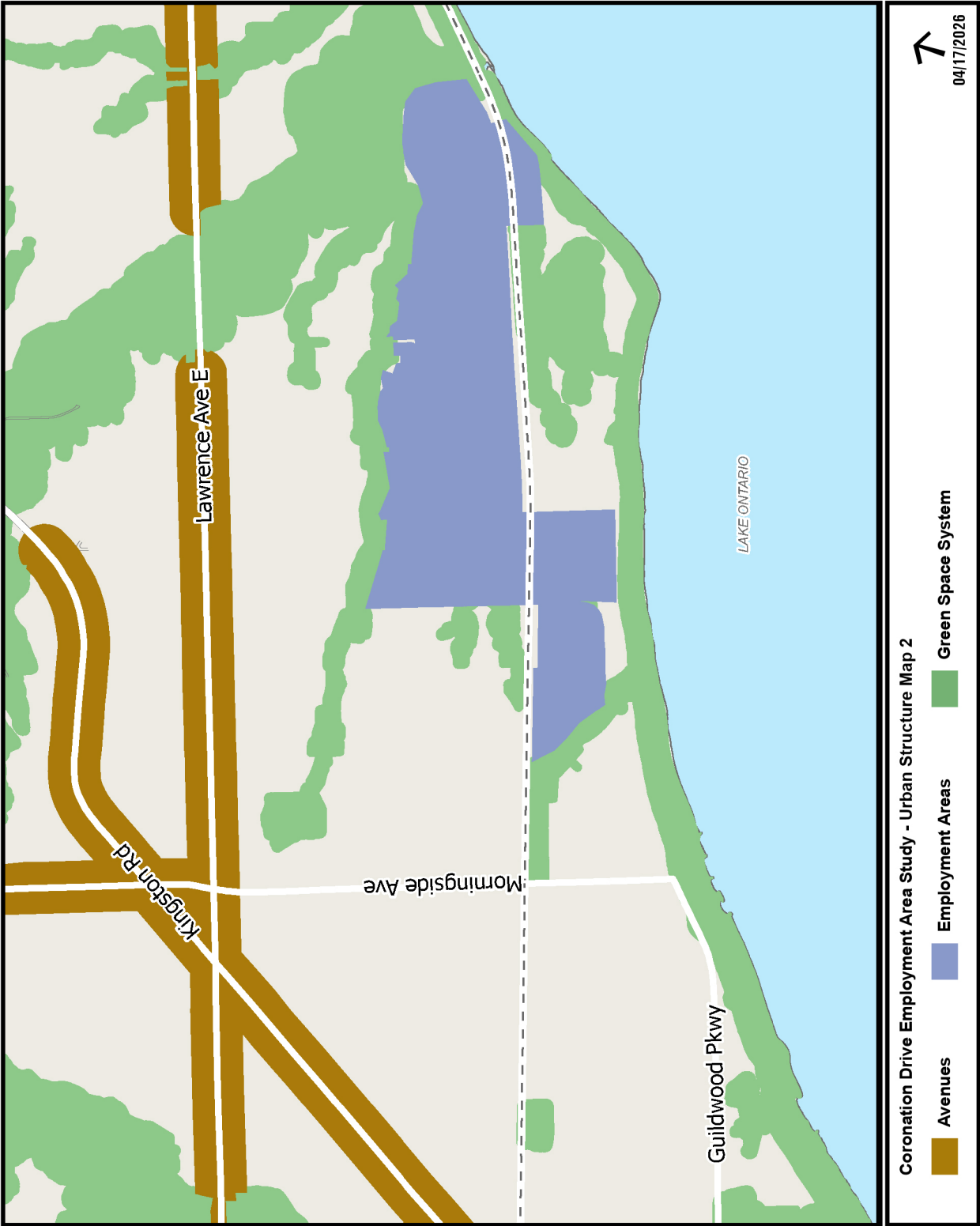
- Attachment 1: Study Area Boundary Map
- Attachment 2: Urban Structure Map
- Attachment 3: Land Use Map
- Attachment 4: Scarborough Employment Areas Map
- Attachment 5: RNFP and TRCA Map

Attachment 6: Transportation Network Map  
Attachment 7: Existing Zoning By-Law Map  
Attachment 8: Aerial Photo – 1954  
Attachment 9: Aerial Photo – 1978  
Attachment 10: Aerial Photo – 2005  
Attachment 11: Aerial Photo – 2025  
Attachment 12: Draft City-Initiated Official Plan Amendment  
Attachment 13: Community Meeting #1 – Summary of Feedback  
Attachment 14: Advisory Group Meeting #1 – Summary of Feedback  
Attachment 15: Advisory Group Meeting #2 – Summary of Feedback

## Attachment 1: Study Area Boundary Map

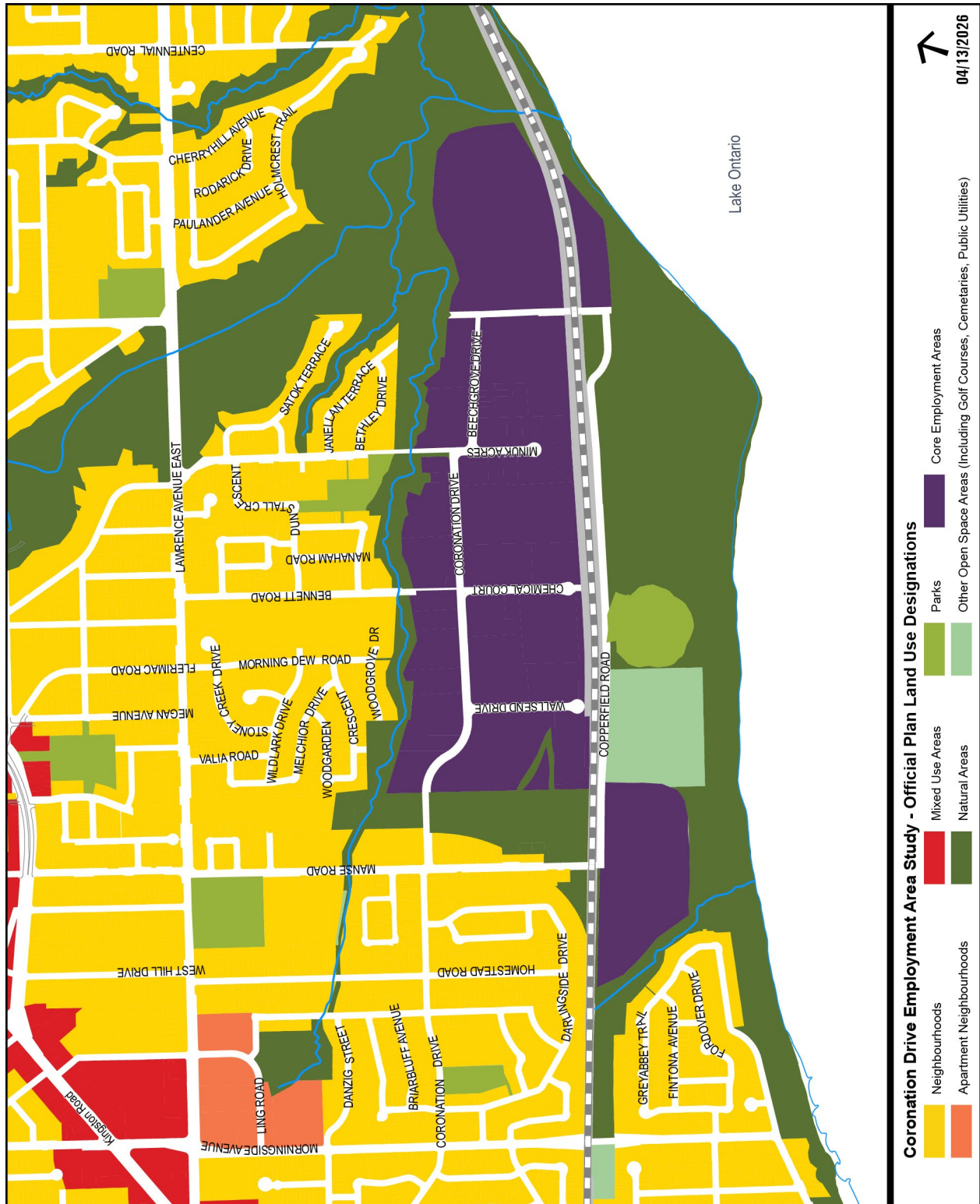


Attachment 2: Urban Structure Map

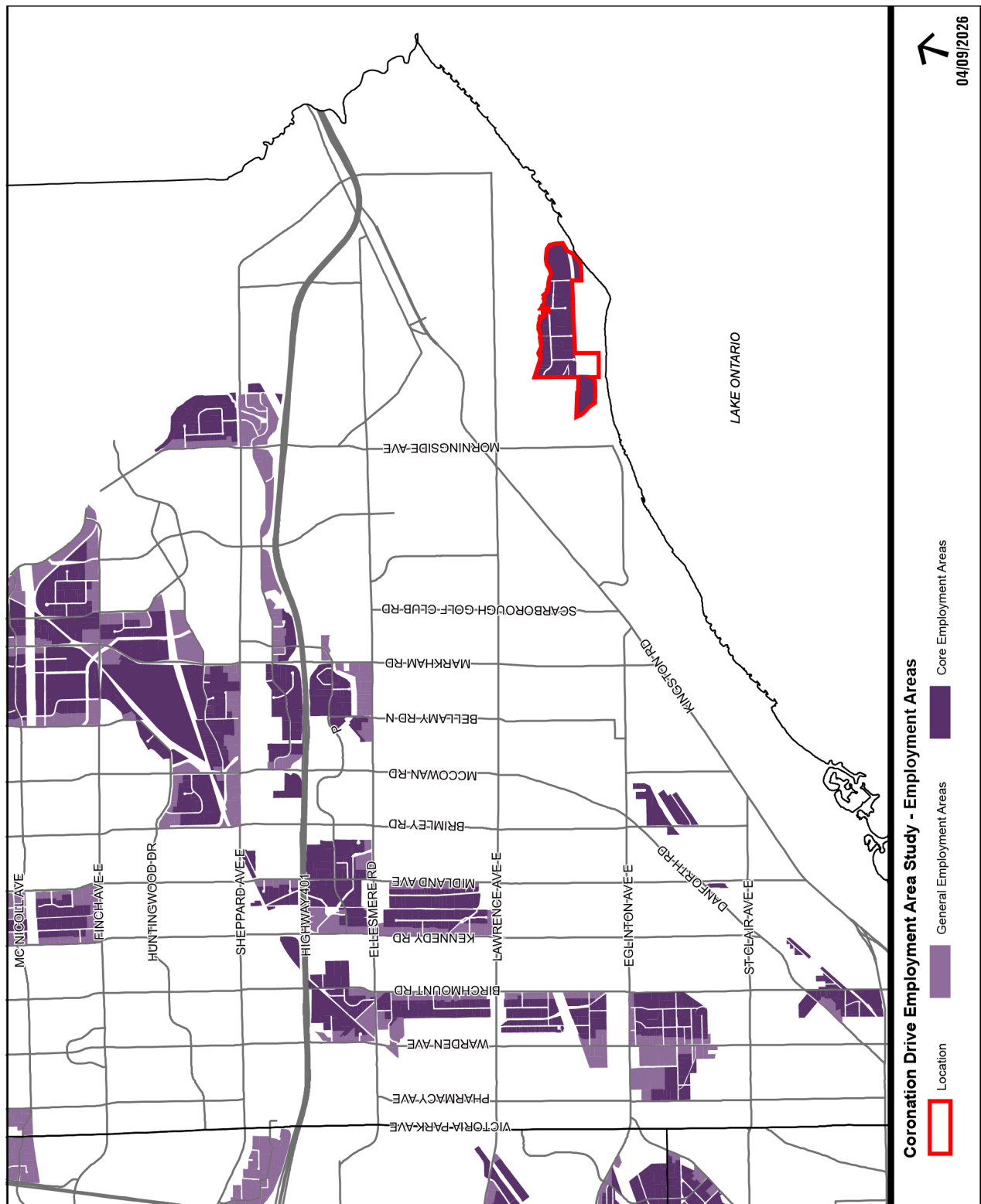




## Attachment 3: Land Use Map

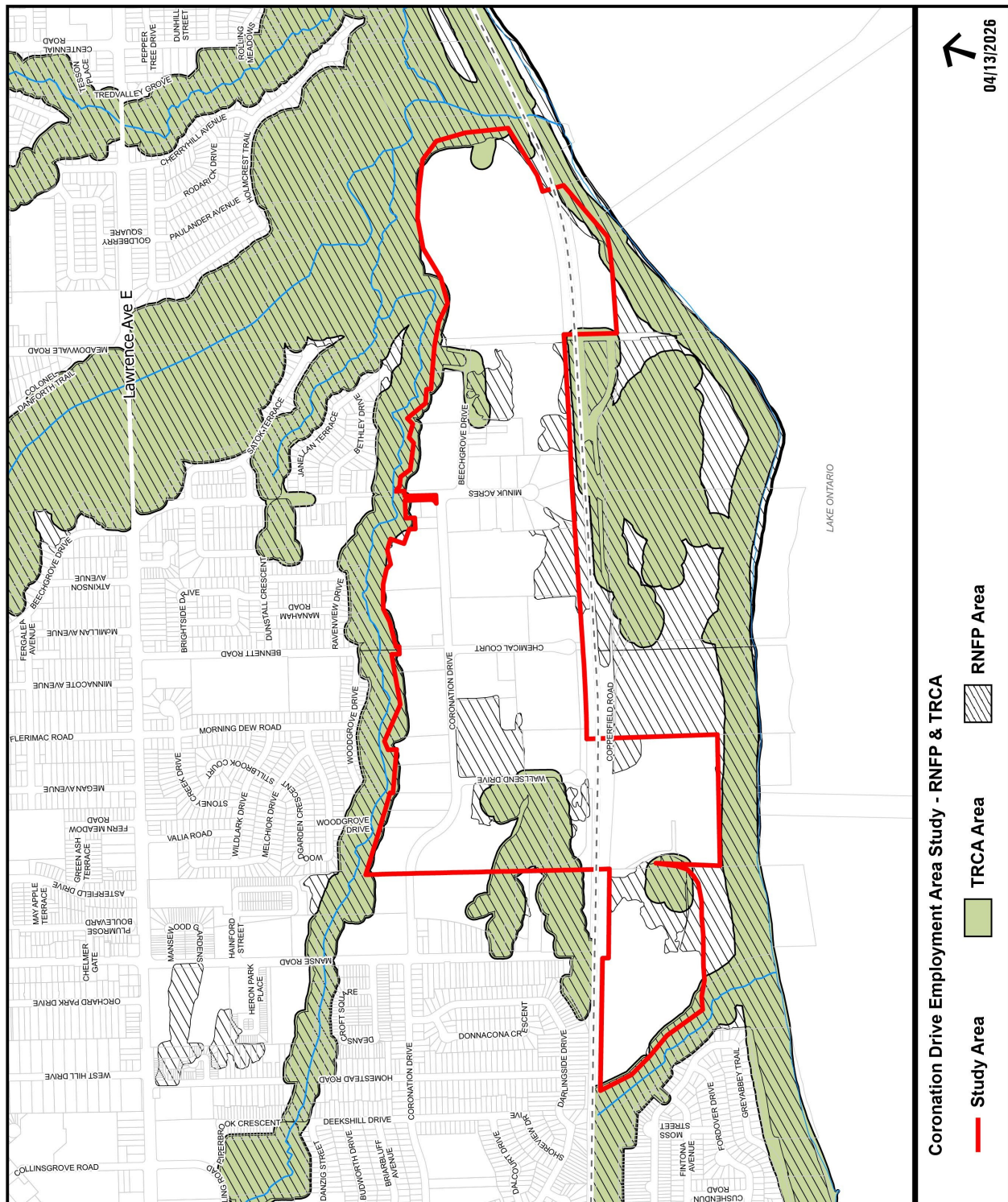


## Attachment 4: Scarborough Employment Areas Map

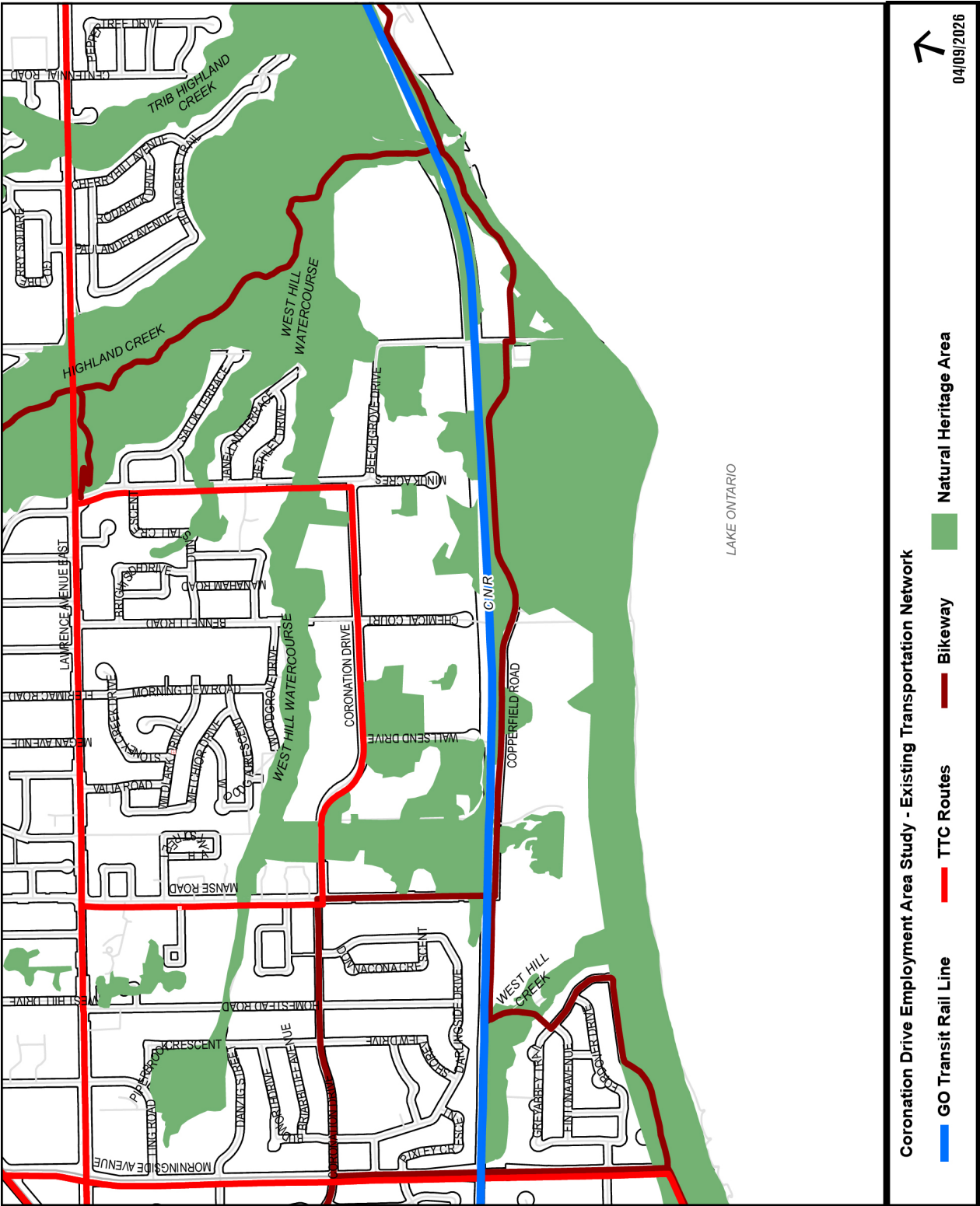




## Attachment 5: RNFP and TRCA Map

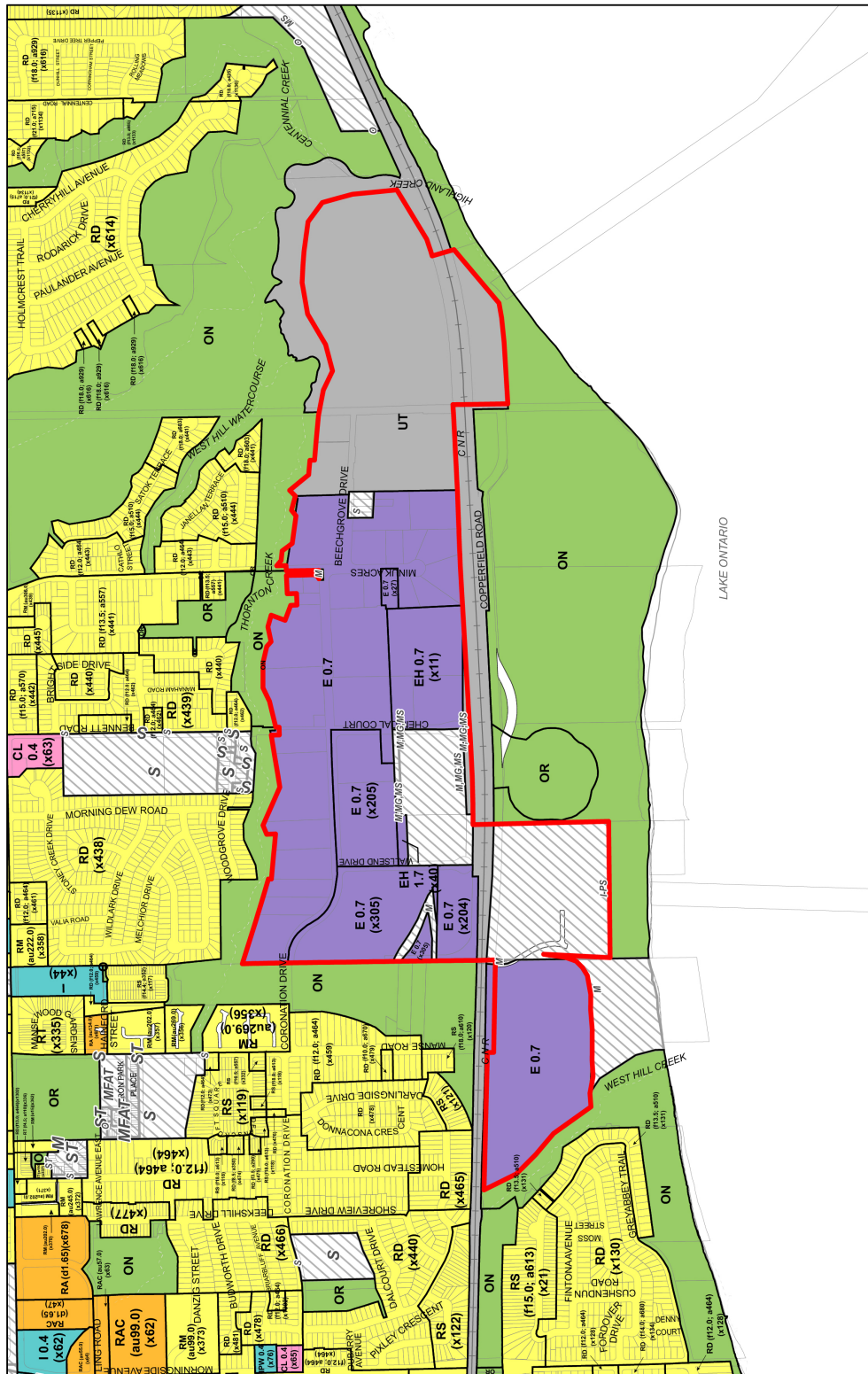


Attachment 6: Transportation Network Map





# Attachment 7: Existing Zoning By-Law Map



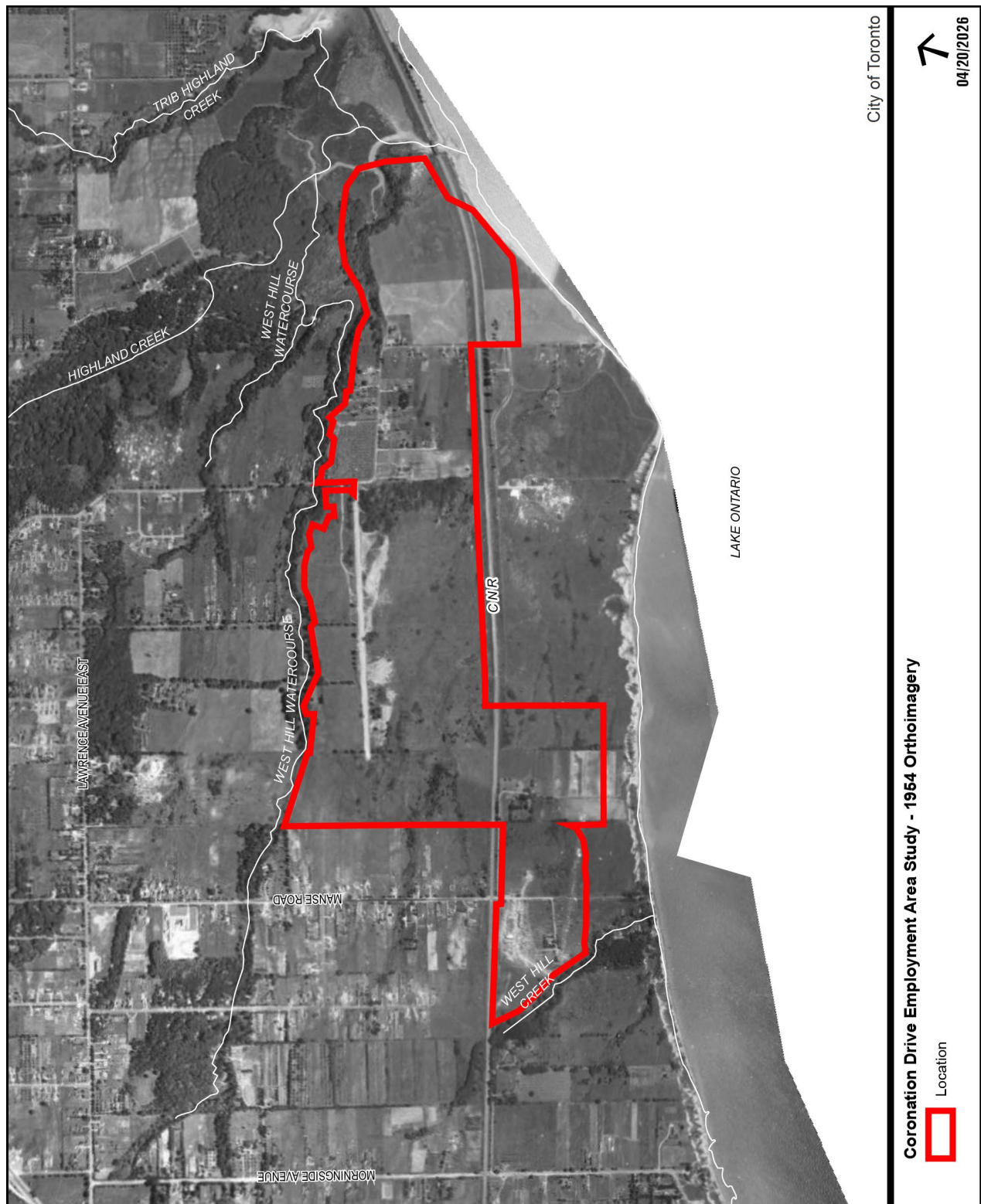
## Coronation Drive Employment Area

## Zoning By-law 569-2013

|  |                                  |  |                                |  |                                               |  |
|--|----------------------------------|--|--------------------------------|--|-----------------------------------------------|--|
|  | Location of Employment Area      |  | Employment Heavy Industrial    |  | Industrial Zone                               |  |
|  | Residential Detached             |  | Institutional                  |  | Single-Family Residential Zone                |  |
|  | Residential Semi-Detached        |  | Institutional Place of Worship |  | Multiple-Family Residential                   |  |
|  | Residential Townhouse            |  | Open Space                     |  | Multiple-Family Apartment Terrace Residential |  |
|  | Residential Multiple             |  | Open Space Natural             |  | Commercial Residential                        |  |
|  | Residential Apartment            |  | Open Space Recreation          |  | Industrial                                    |  |
|  | Residential Apartment Commercial |  | Utility and Transportation     |  | Major Open Spaces                             |  |
|  | Commercial Local                 |  |                                |  |                                               |  |
|  | Employment Industrial            |  |                                |  |                                               |  |

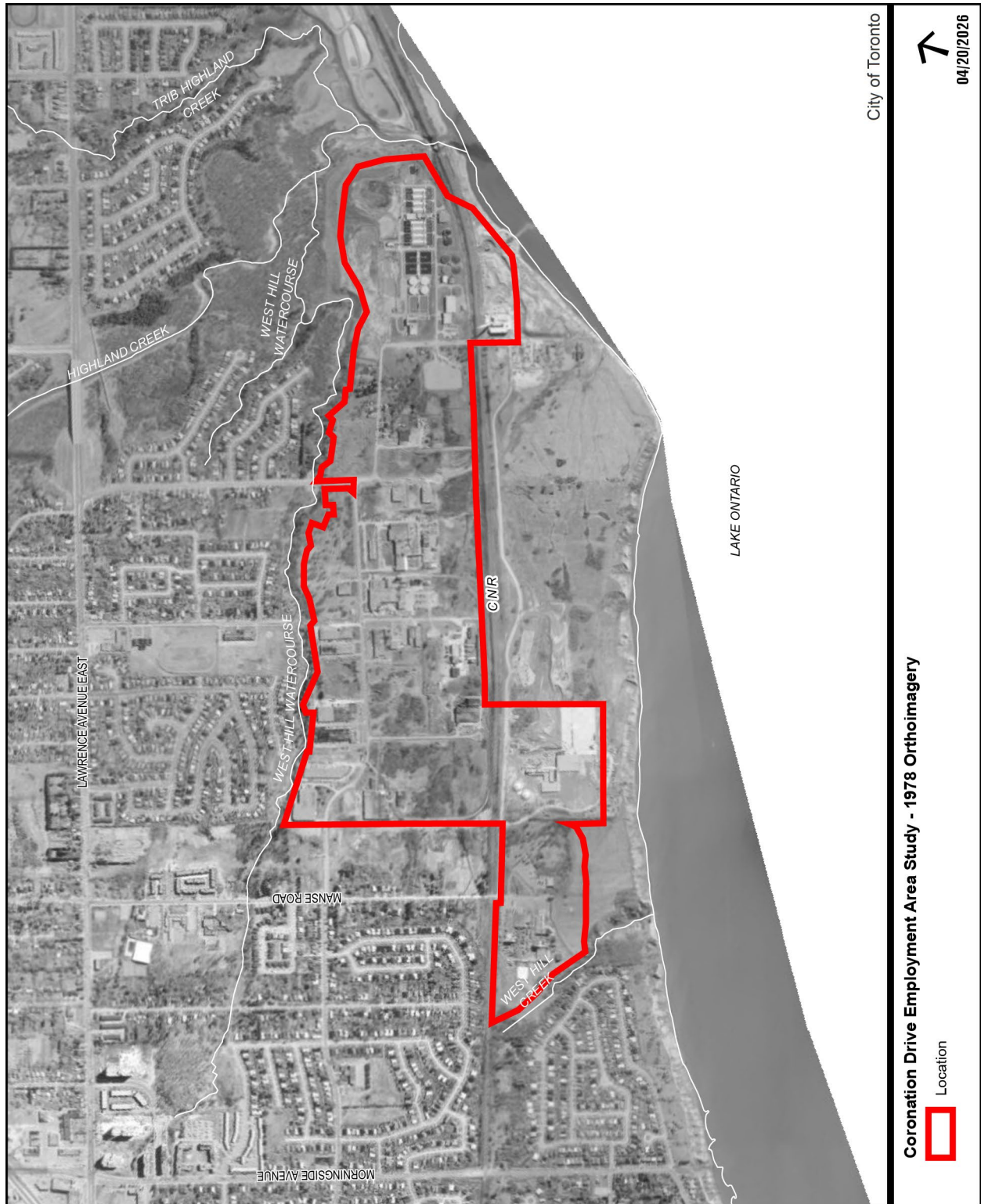
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Enlarged: 601/13/2013

## Attachment 8: Aerial Photo – 1954





## Attachment 9: Aerial Photo – 1978





Attachment 10: Aerial Photo – 2005







## **Attachment 12: Draft City-Initiated Official Plan Amendment**

Attached separately to this report as a PDF.

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## Attachment 13: Community Meeting #1 – Summary of Feedback



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### Coronation Drive Employment Area Review Summary of Feedback – Community Meeting Meeting Date – February 20, 2024

#### **Attendance**

Approximately 60 people attended the meeting, including Deputy Mayor and Ward 25 Councillor Jennifer McKelvie. There was representation from both area residents and business owners.

#### **Summary of Feedback Received**

City staff provided a presentation highlighting the history of the employment area, purpose of the study and the policy context. Attendees were asked to provide feedback on their experiences of living and working in the area, highlighting specifically the issues and opportunities present in the area and how their experiences could be made more satisfying.

The feedback received during the community meeting has been categorized and summarized as follows:

#### Adverse Affects from Businesses (e.g., pollution, noise, smells, etc.)

- There's a preference to transition away from "dirty" and "noisy" industries, prioritizing a quieter and cleaner environment.
- Future planning must incorporate measures to control noise pollution effectively, including noise mitigation strategies.
- Maintenance of air quality emerges as a top priority, with concerns about the impact of chemicals and odors on the area.
- Avoidance of new businesses requiring outdoor-producing elements is preferred.
- Residents express various concerns regarding noise and odor pollution.
- Suggestions include implementing noise curfews on businesses and advocating for new buildings with reduced noise emissions.

#### Cleanliness

- There's a shared concern about the cleanliness of the employment area, with a notable presence of garbage.
- Calls for efforts to clean up the area and maintain cleanliness include businesses taking responsibility for the appearance of their properties.
- Residents express a desire to use street sweepers more frequently.

### Community Development

- There is a desire to create a list of businesses operating in the area to be shared with area residents.
- A question was raised regarding how many people work in the area to understand the workforce dynamics.
- Recognize the increasing presence of elderly residents in the community and address their unique needs.
- Highlight the necessity for businesses to hire local residents to stimulate economic growth.
- Support businesses in achieving visibility, particularly for retail establishments, to attract customers.
- Explore avenues for businesses to contribute to community development.
- Establish or promote community associations to facilitate collaboration and engagement among residents and businesses alike.

### Enforcement<sup>1</sup>

- Police should enforce rules on the use of Coronation Drive for large trucks to ensure safety and reduce adverse affects.
- Install a camera surveillance system on Coronation Drive to identify and penalize trucks or companies violating regulations, particularly during prohibited hours.
- Deploy police presence at Morningside Avenue to prevent trucks from accessing Coronation, correcting a previous oversight by City staff.
- Enforce the Noise By-law to mitigate disturbances caused by truck traffic in the area.

### Environmental Protection and Regulation

- Enforce limitations on industrial activities to safeguard the environment.
- Introduce environmentally friendly industries such as commercial food cultivation and greenhouses to promote sustainability.
- Preserve the East Point Park Bird Sanctuary.
- Incorporate ecological elements into employment areas, such as eco-roofs, to enhance environmental sustainability.
- A comment was made that environmental regulations are preventing the redevelopment of a parcel of land within the employment area.

### Greenspace

- There's a desire to increase green spaces, including parks, and ensure their protection and maintenance.
- Specifically, there's emphasis on preserving the ecological integrity of East Point Park and its adjacent lands as a significant destination.

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<sup>1</sup> City staff incorrectly stated that trucks are prohibited from using Coronation Drive west of Manse Road at all times of day. Trucks are only prohibited from using Coronation Drive west of Manse Road between the hours of 7PM to 7AM.



- Suggestions include creating more green spaces and expanding parks and recreational areas to safeguard and enhance the ecosystem, particularly the TRCA-regulated lands.

#### Pedestrian and Cycling Infrastructure

- Residents emphasize the importance of safe access to the waterfront along Copperfield Road, advocating for repairs and the addition of bike infrastructure along this route.
- Road safety concerns are present throughout the neighbourhood. There were requests for safety measures like sidewalks on Coronation Drive (east of Beechgrove Drive) and better pedestrian crossings at high-traffic intersections like Manse Road and Coronation Drive.
- General desire to improve access to the waterfront and see its redevelopment as a priority.

#### Rezoning and Land Use Considerations

- Community desires a shift towards diverse, lighter industries with a focus on office spaces over heavy industrial zones.
- There's a call for increased recreational and dining options, along with ancillary retail to support existing manufacturing and food processing.
- Preference for businesses that reduce environmental impact and do not rely heavily on large trucks.
- Emphasis on essential services and community-oriented businesses, akin to vibrant areas like "the Beaches."
- Proposals include zoning changes to accommodate varied business types and retrofitting empty spaces for mixed-use development.
- Requested uses to consider permitting in the area include:
  - Warehousing
  - Life sciences
  - Storage space (with restrictions on impacts to the public realm)
  - Clinics/health care providers
  - Mechanics
  - Community services
  - Machine shops
  - Office space
  - Event space
  - Cafes

#### Transit

- Requests for changes to the TTC bus schedule to better align with the needs of shift workers in the area.
- Recommendations include increasing the frequency of bus services to and from the area and reconsidering the use of shuttles to connect with the nearby Rouge Hill GO station.



- Questions are raised about potential bridge construction over the rail corridor to accommodate increased train frequency, and whether the dedicated bus lane on Morningside Avenue could be time-of-day based to avoid disruptions to traffic flow.

#### Vehicle Movement and Speeds

- Request for infrastructure improvements to ease traffic flow and access to the area, including increasing roadway size and building more major roads.
- Suggestions include shifting more industrial transportation to rail, utilizing spur lines for heavy loads, and enhancing the rail system's capacity.
- Specific concerns involve parking limitations on Homestead Road, congestion on Morningside Avenue due to industrial traffic and the dedicated bus lane taking space away from other vehicles, and the need to fix intersections like Manse Road and Coronation Drive.
- Proposals to address truck traffic issues include restricting truck traffic during school hours, forbidding double trailer trucks, and utilizing GPS tracking for monitoring truck routes and speeds.
- Preferences include building an arterial road parallel to train tracks for truck use, widening Coronation Drive to four lanes between Manse Road and Beechgrove Drive, and installing a light on Beechgrove Drive at Lawrence Avenue East to facilitate truck access.
- Recommendations for managing traffic include using Beechgrove Drive as the primary route during school hours and implementing restrictions on truck hours. Additionally, suggestions include creating local traffic-only roads and slowing down trucks to address concerns with noise and safety.
- There's opposition to the installation of a traffic light at Beechgrove Drive and Lawrence Avenue East and concerns that speed humps would worsen the noise disturbance from truck traffic.
- Request for an automated speed enforcement camera on Beechgrove Drive.
- Suggestions to encourage compliance with speed limits and improve safety include installing traffic calming infrastructure along Manse Road, Coronation Drive and Beechgrove Drive.

## Attachment 14: Advisory Group Meeting #1 – Summary of Feedback



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### Coronation Drive Employment Area Review Summary of Feedback – Local Advisory Group Meeting #1 – December 5, 2023

**Attendance:** Approximately 15 people attended the meeting, including Deputy Mayor and Ward 25 Councillor Jennifer McKelvie.

There was representation from the Community Advisory Panel for Coronation Industries, DOW Chemical, Halltech Inc., Metrolinx, the Scarborough Business Association, the Scarborough Community Renewal Organization, the Toronto and Region Conservation Authority, Toronto East Community Awareness and Emergency Response, and Toronto Water.

Representation was missing from the Centennial Community and Recreation Association, and the Guildwood Village Community Association.

#### **Summary of Feedback Received**

The feedback received during the first Local Advisory Group meeting has been categorized as follows:

##### Business Attraction and Retention

- Businesses experience a high rate of turnover in the area.
- Business support groups find it difficult to attract businesses to the area.
- It was expressed that manufacturing businesses should be supported, given their economic importance.
- The Toronto East Community Awareness and Emergency Response (CAER) group is seen as a benefit to the community.
- CAER is responsible for coordinating with businesses in the area and facilitating responses to community concerns.
- CAER has had a hard time expanding the group to include new businesses that move into the area.
- Heavy industrial uses, such as the water treatment plants, benefit from the area being relatively secluded.
- Concerns were expressed about how increases in population density in the surrounding neighbourhood may effect business operations.

##### Emergency Response

- Two five-alarm fires occurred on Wallsend Drive in 2002 and 2005.

- Emergency response vehicles can experience issues navigating the area due to traffic volumes.

#### Environmental

- Industrial businesses are having to put in equipment to reduce emissions from their operations.
- Some areas of Coronation Drive are not properly captured in the TRCA's regulated area, and there exist some unevaluated wetlands and tributaries.
- There is a desire to ensure the public is directed to the Natural Heritage policies in the Official Plan.
- The area is a great place to access the waterfront.
- The TRCA has been undertaking a project to improve the greenspace network along the Scarborough bluffs.

#### Pedestrian and Vehicular Safety

- Concerns were raised about street racing occurring at night on Coronation Drive and Copperfield Road.
- Many individuals cycle on Copperfield Road to get to and from work or for leisure, although bicycle lanes do not exist.
- Many children cross Beechgrove Drive to get to and from school.
- There is interest in seeing more bicycle lanes.
- Navigating the area at night can be dangerous for pedestrians and bicyclists.
- The lack of sidewalks and pedestrian crossings along Beechgrove Drive create a dangerous environment for employees at the Highland Creek Treatment Plant.
- A new parking lot was needed at the Highland Creek Treatment Plant, but no sidewalks have been created to connect the parking lot to the plant.
- The Manse Road and Lawrence Avenue intersection is unsafe.
- VisionZero has been working on a project at Manse Road and Coronation Drive.

#### Pedestrian Movement

- Those employed in the area get to and from work in a variety of ways, including by vehicle, public transit or by bicycle.
- The frequency of the local TTC bus route is vital to supporting businesses in the area.
- The TTC bus schedule makes taking public transit difficult for those who work nightshifts.
- It would be helpful if there could be coordination between the TTC and the businesses in the area so that bus frequency could be aligned with employee shift changes.
- Many employees in the area commute from outside the city.

#### Rail Safety and Proposed Corridor Improvements

- The Lakeshore East line is undergoing improvements, including electrification and 10-15-minute daily service.

- Recent incident involving an impaired driver driving their vehicle for 2km on the tracks starting at Manse Road and Copperfield Road. The vehicle was left on the track and struck by a GO train. The at-grade crossing could be improved.
- DOW Chemical has revised its gate operation policy to reduce the risk of traffic backing up on Manse Road.

#### Traffic

- Traffic along Manse Road has gotten worse over time. New residential developments off Manse Road have contributed to the higher traffic volumes.
- Beechgrove Drive sees less traffic than Manse Road, however, traffic has gotten worse over time.
- There is concern with allowing more traffic on Beechgrove Drive, which is a relatively quiet residential street.
- Traffic to get to Morningside Avenue can be problematic.

#### Vehicular and Goods Movement

- The public drive through the area to access the baseball diamond parking lots at East Point Park.
- DOW Chemical moves goods by rail and by truck, frequency of shipments is based on seasonal changes.
  - Most deliveries to the facility are moved by rail.
  - Most deliveries leaving the facility are moved by truck.
  - Busy season is spring/summer/fall.
- The most dangerous chemicals that DOW transports are moved by rail.
- Any new restrictions to the rail network will lead to DOW needing to transport more chemicals by truck.
- One tanker by rail is equal to four trucks.
- The Coronation Drive and Morningside Avenue intersection is too small to accommodate truck movement.
- The north-bound left turn at Beechgrove Drive is challenging for trucks.
- Goods are moved between 11am and 6pm.
- A comment was made about looking at alternatives to using trucks and/or rail to move goods (e.g., drones, boat shipping via Lake Ontario)

#### Zoning Conformity Concerns

- A place of worship was proposed in the area, but the application was turned down.
- The Zoning By-law does not have a clear definition for a "bio-digester" use. This comment refers to the previously proposed bio-digester facility at 633 Coronation Drive, who's ECA was later withdrawn.

## Attachment 15: Advisory Group Meeting #2 – Summary of Feedback



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### Coronation Drive Employment Area Review Summary of Feedback – Local Advisory Group Meeting #2 – April 07, 2025

**Attendance:** Approximately six people attended the meeting including Deputy Mayor and Ward 25 Councillor Jennifer McKelvie.

These comments reflect input received both during the meeting and following the meeting from the Centennial Community and Recreation Association (CCRA), Community Advisory Panel for Coronation Industries, Halltech Inc., the Scarborough Community Renewal Organization, Toronto East Community Awareness and Emergency Response (TE CAER) and Toronto Water.

#### **Summary of Feedback Received**

The feedback received during the second Local Advisory Group meeting has been categorized as follows:

##### Provincial Legislation Changes

- Concerns were raised regarding what may happen to existing restaurants in the area, given the change to the definition of “area of employment.”
- It was mentioned that having restaurant uses in employment areas are beneficial for the community and employees working at the businesses.

##### Potential Mitigation Measure No. 1 – Site and Area Specific Policy Requiring a Transportation Impact Study

- There were questions regarding how the Site and Area Specific Policy would impact existing businesses and their operations.
- A comment was made about placing an additional burden on businesses, both financially and in terms of operational impacts.
- There was support noted for requiring a Transportation Impact Study for all new development applications in the Coronation Drive Employment Area.

##### Potential Mitigation measure No. 2 – Speed Cushions

- There was general support for this measure.
- Clarification was asked about how segments would be identified as appropriate for speed cushion installation.
- Questions were asked about how snow clearing would work on roads with speed cushions.



- It was suggested that businesses be consulted to determine whether all types of trucks currently used for deliveries would be compatible with speed cushions.
- It was noted that the installation of speed cushions on Copperfield Road would need further investigation given its narrow configuration, and the absence of bike lanes and sidewalks.

#### Potential mitigation measure No. 3 – Nighttime Restrictions on Beechgrove Drive

- There was a question raised regarding whether exemptions could be requested, so that businesses that rely on nighttime deliveries could continue to use Beechgrove Drive if nighttime restrictions were implemented.
- Businesses should be consulted to understand their operational needs and determine whether nighttime restrictions would have a negative impact.
- There was general support or indifference to this measure, suggesting that it could be fine provided Manse Road remains an option at night.
- It was recommended that traffic volumes on Beechgrove Drive be studied to understand how this restriction could impact traffic on neighbouring streets, particularly Manse Road, which already experiences heavy traffic volumes.

#### Potential Measure No. 4 – Signal at Beechgrove Drive and Lawrence Avenue East

- Concerns were raised with the safety of the Beechgrove Drive and Lawrence Avenue East intersection pertaining to trucks not making a full stop at the intersection.
- A comment was made that some studies have shown that intersections that do not have traffic signals can be safer than those with traffic signals.
- It was noted that pedestrians accessing the Highland Creek Trail could benefit from a signalized intersection.
- It was suggested that both businesses and residents be consulted to understand how a signal may or may not affect them.

#### Potential Measure No. 5 – Targeted Business Marketing

- The idea of marketing the area to inform prospective businesses of the unique constraints of the Coronation Drive Employment Area, particularly the opposition to high volumes of truck traffic, was supported.
- Questions were raised about how this would be implemented, what it would entail, how long the marketing would last for and what outcomes would be expected from this measure.