

APPENDIX A

# Socio-Economic and Land Use Report





## LAND USE CONTEXT

The Study Area is located in Agincourt, Toronto, and is bound by Sheppard Avenue East to the north, Highway 401 to the south, Kennedy Road to the west, and the GO/Metrolinx railway corridor to the east. A second (CPR) railway corridor traverses the Study Area, breaking up the area into two halves, north and south of the CP rail line. Collingwood Park is located north and west of the two rail lines, and encompasses the portion of the Highland Creek located within the north-east portion of the Study Area.

The Study Area is subject to a number of land use designations and related policies under the Toronto Official Plan. The Study Area is also located within the boundaries of the Agincourt Secondary Plan. The following is a summary of applicable land use policies from these documents.

### The 2010 Consolidated Toronto Official Plan

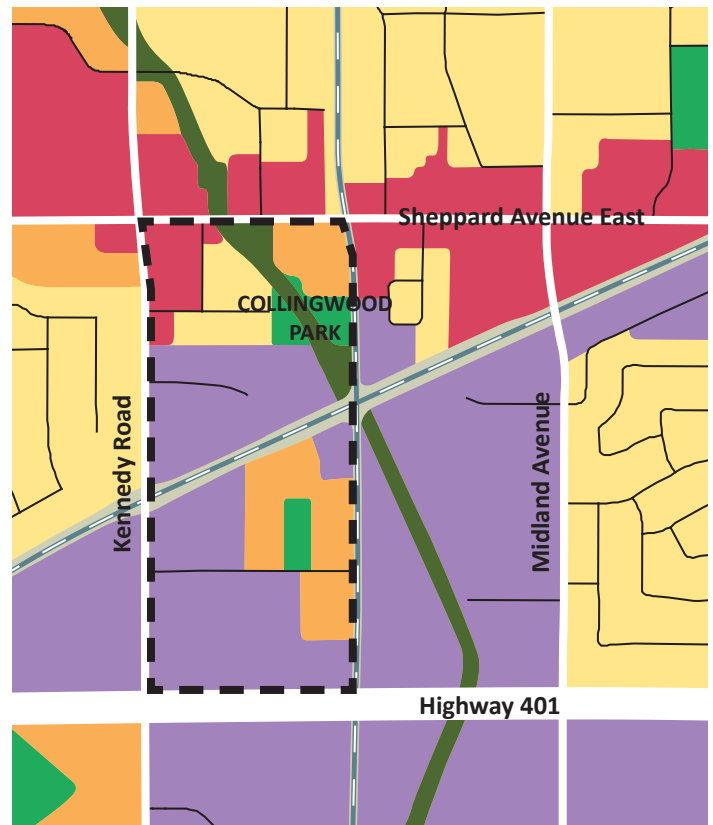
The land use designations within the study area vary from residential neighbourhoods and apartments, to mixed use and employment areas, with a concentration of employment lands on Cowdray Court and Village Green Square. The following is a brief description of the existing land uses within the site:

#### Neighbourhoods (Section 4.1)

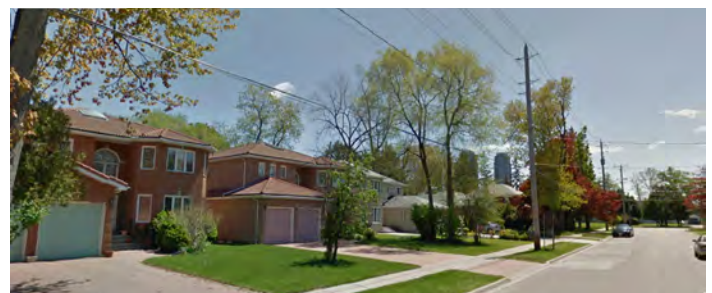
*“Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in Neighbourhoods.”* (Excerpt from Policy 1, page 4-3, *Toronto Official Plan*, 2010)

#### Apartment Neighbourhoods (Section 4.2)

*“Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the Neighbourhoods designation are also permitted in Apartment Neighbourhoods.”* (Policy 1, page 4-6, *Toronto Official Plan*, 2010)



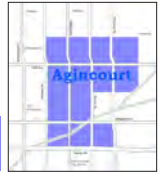
2010 Consolidated Toronto Official Plan  
Map 19 Land Use Plan



Gordon Ave. (View East)



New Condominium Development on Village Green Square



## Mixed Use Areas (Section 4.5)

"Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities" (Policy 1, page 4-10, *Toronto Official Plan*, 2010)

## Natural Areas; and

## Parks (Section 4.3 - Parks and Open Space Areas)

"Parks and Open Space Areas are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a green open space network in Toronto." (Excerpt from Policy 1, page 4-7, *Toronto Official Plan*, 2010)

"The areas shown as *Natural Areas* ... will be maintained primarily in a natural state, while allowing for:

- compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and,
- conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impacts on natural features and functions." (Policy 3, page 4-7, *Toronto Official Plan*, 2010)

## Employment Areas (Section 4.6)

"Employment Areas are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers." (Policy 1, page 4-12, *Toronto Official Plan*, 2010)

## Utility Corridors (Section 4.4)

"Utility Corridors are hydro and rail corridors primarily used for the movement and transmission of energy, information, people and goods." (Policy 1, page 4-9, *Toronto Official Plan*, 2010)



Collingwood Park



View of Highland Creek underpass, below the GO/Metrolinx rail



Sheppard Ave E. (View West)



#### Agincourt Secondary Plan (October 2009)

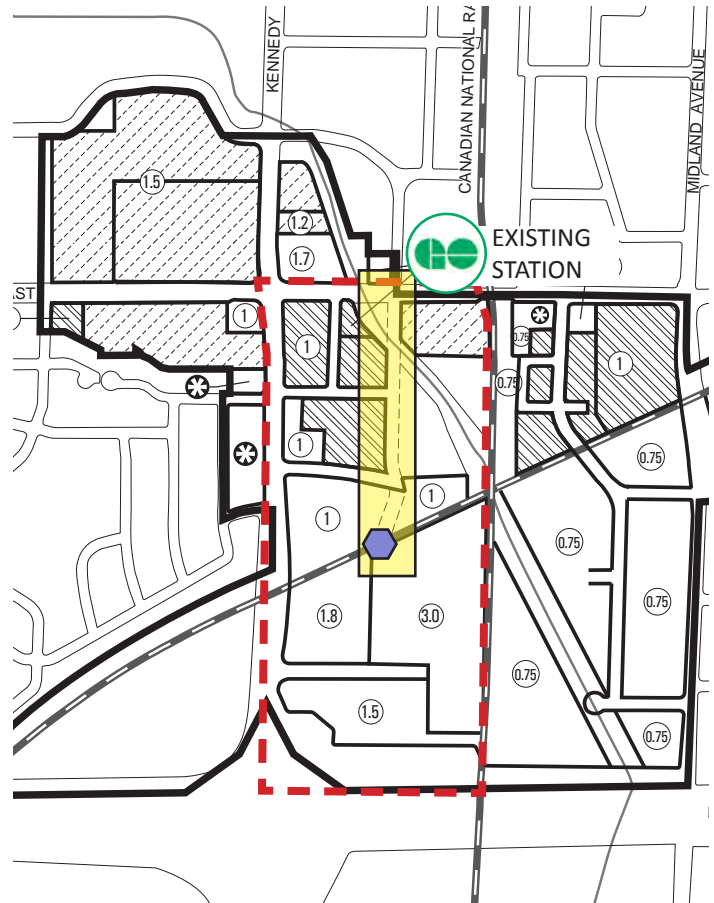
The Agincourt Secondary Plan provides policy direction and sets the framework and vision for the Agincourt Area in Toronto, post-subway. The Secondary Plan uses both pre and post-subway employment and residential targets. It also considers a number of new road connections to increase transportation capacity and improve connectivity, in anticipation of this new growth. One of the proposed road extensions is a north-south road connecting Sheppard Avenue East to Village Green Square (formerly named Sufferance Road). As previously mentioned, a portion of this road requires an underpass under the CP rail line.

The following policy extract from the Secondary Plan addresses the urban form and design of Collingwood Park:

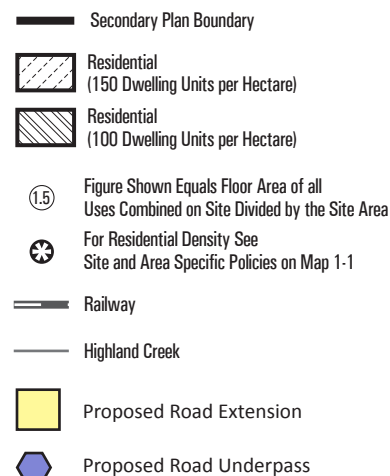
5.1 “Collingwood Park will be expanded and improved to provide the level of amenities required by a local park, which may include opportunities for active recreation. Unless site conditions dictate otherwise, Collingwood Park, Highland Creek and the railway setbacks will be landscaped naturally, preferably using native species, to form the major open space focus for the area. New development close to Collingwood Park will complement the park and the watercourse with respect to view, built form and the regeneration objectives. The intersection of the Creek with Sheppard Avenue will be designed as a major pedestrian/bicycle entry.” (page 2)

Furthermore, Site Specific Policy Area 4 - “West Side of Highland Creek, South of Collingwood Park” indicates a potential acquisition of land by the City of Toronto for park purposes and states that “should the lands not be acquired by the City for park purposes, residential uses within the *Neighbourhoods* designation will be permitted without further amendment to the Official Plan.” (page 5)

Finally, since the adoption of the Agincourt Secondary Plan, Site Specific Policy Area 5 - “Lands located at the terminus of Sufferance Road, north and south of Sufferance Road, municipally known in 2007 as 2055 Kennedy Road” have been approved and are being developed, expanding local road network and introducing a condominium development and a park block to the site. (page 5)



2009 Agincourt Secondary Plan  
Map 1-2 Maximum Densities Pre-Subway







### Agincourt Secondary Plan Review

The Agincourt Secondary Plan Area has experienced a number of transformations. The post-subway residential target of 2,000 new residential units has already been exceeded, additional mixed-use development (Metrogate subdivision) is anticipated, and numerous employment land conversion requests have been received by the City. A review of the existing Secondary Plan will extend the Study Area east to Brimley Road and from Huntingwood Drive south to Highway 401.

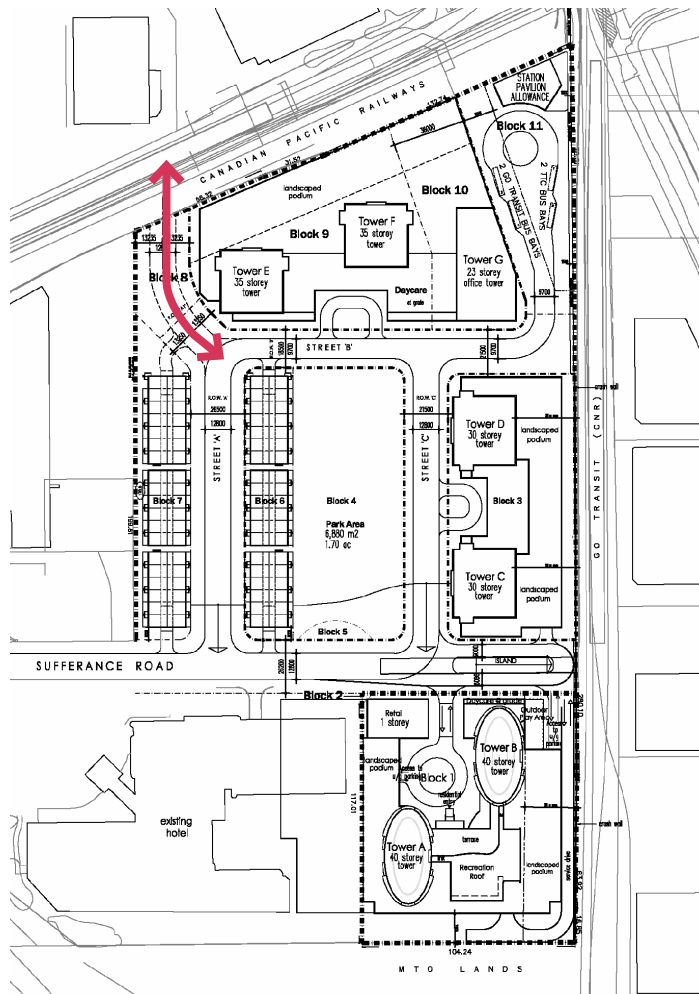
### Ongoing Development Proposals

The Metrogate (Tridel) subdivision alone accounts for over 2,250 dwelling units. The Ontario Municipal Board (OMB) approved plan includes a new local road network, a central public park and lands for a future transit terminal. The lands were since purchased by Tridel (Metrogate), and the road network was revised to improve road and pedestrian connections. These revisions have had implications on the shape of the various development blocks and the public park block, however there are have been no changes to the overall permitted density of development, number of dwelling units, size of the park block, or previously agreed upon community benefits.

Opportunities to eventually achieve road and pedestrian connections to the north and east were examined and preserved, where warranted. The opportunity for a future road connection (Block 8) under the CP rail tracks to connect with Cowdray Court and Reidmount Avenue to the north, as shown in the Agincourt Secondary Plan, has been maintained and the draft official plan amendment depicts the planned alignment (Attachment 2 of the 2007 Staff Report: *2055 Kennedy Road - Official Plan, Zoning & Subdivision Applications*).

### Employment Land Conversion Requests

Three requests have been received by the City to convert employment lands to a Mixed Use Areas designation within the Agincourt Secondary Plan Area. These lands are owned by Tridel, Transmetro Limited and the owners of the Delta East hotel site at 2035 Kennedy Road. These conversions would add significant residential density to the neighbourhood and immediate area.



2055 Kennedy Road - Official Plan, Zoning & Subdivision Applications - Final Report (2007)  
Attachment 2: Proposed Master Plan

↔ Future Road Connection (Block 8)



## LAND USE ANALYSIS

The need to improve connectivity in the Agincourt Secondary Plan Area has been identified since the adoption of the 1995 Agincourt Centre Secondary Plan, created in response to the planned Sheppard subway and related anticipated growth. Today, anticipated residential densities have been surpassed, and both approved and projected residential growth are imminent. Current pedestrian and road connections south of the CP rail line rely solely on the intersection of Kennedy Road and Village Green Square. A north-south connection with potential for a multi-use trail is essential to provide relief by supporting multi-modal networks and providing an alternate route for residents in the area.

The introduction of a new municipal road, connecting Village Green Square to Sheppard Avenue East, across from Reidmount Ave, will have several implications on the existing land uses within the Study Area. The new road will transect a number of land uses, including lands currently designated *Natural Areas*, *Utility Corridors*, *Neighbourhoods*, and *Employment Areas* (from north to south). The road will also connect lands south of the CP rail corridor with those north of it, in the form of an underpass, and in the process, effectively connect the Study Area to the surrounding City fabric.

### Apartment Neighbourhoods south of the Railway Corridor:

The proposed road extension will provide the apartment neighbourhoods south of the Railway Corridor with an alternate access point from Sheppard Avenue East. While the current and proposed residential densities from the Metrogate (Tridel) subdivision south of the railway corridor (Site Specific Area 5) are supported by the Village Green Square and Kennedy Road intersection, a north-south link will provide a more direct connection to the existing GO Station and potential LRT corridor along Sheppard Avenue East. The road extension also has the ability to potentially support future mixed use (predominantly residential) development anticipated as a result of the employment conversion requests received by the City.

### Currently Designated Employment Areas:

The proposed road extension provides a great opportunity for currently designated employment areas within the Study Area, connecting the lands north and south of the existing CP rail corridor. Opportunities from this connection are relevant whether these lands remain as employment lands or are convert to mixed use areas.

### Neighbourhoods:

Existing residential dwellings will need to be acquired to achieve a road connection to the apartment neighbourhoods south of the CP rail corridor. The existing area designated as *Neighbourhoods* currently forms a small pocket, surrounded by higher density development including *Mixed Use Areas* to the east and north, *Apartment Neighbourhoods* east of the Highland Creek, and *Employment Areas* to the south. The proposed road extension will provide a stronger western edge to the low density residential enclave, and will enhance multi-modal connections to the surrounding City fabric.

### Collingwood Park & Natural Areas:

The proposed road extension will enhance access and connectivity to Collingwood Park. Multi-modal connections, such as bike lands or a multi-use trail should be considered and would contribute to Secondary Plan objectives, connecting the park to the GO Station at Sheppard Ave East and to new Condominium developments to the south. Streetscape design along this section of the new municipal road should complement the park and the Highland Creek. The location of the proposed road along the western edge of Collingwood Park also provides a substantial public-facing edge to the Park, which would be further extended should the Park include the Natural Area directly to the south.

The proposed road extension will also cross over the Highland Creek directly south of Sheppard Avenue East, where it currently runs through a culvert. This intersection is unavoidable, and in anticipation of ongoing residential development and employment land conversion requests, the need for the proposed road extension is forthcoming. Impacts on the creek from this link should be minimized and opportunities to improve existing conditions should be explored wherever possible.

### Utility Corridors:

Infrastructural accommodations such as the underpass will need to be examined to accommodate the crossings of the existing railway corridors and the proposed road extension.