



PLANNING AND URBAN DESIGN

3 February 2023

Municipal Services Office – Central Ontario
13th Floor
777 Bay Street
Toronto, ON
M5G 2E5

Attention: Louis Bitonti

RE: Approval to amend a Municipality's Official Plan:
ERO Item 019-5934
Ministry Reference Number 20-OP-227259
City of Toronto Official Plan Amendment No. 575
Major Transit Station Areas

Subject Site: 3447 Kennedy Road, City of Toronto
Our File: 21.534

WND Associates has been retained by the 10509833 Canada Ltd. (the "owners") to assist in its Employment Areas Conversion Request for the lands known municipally as 3447 Kennedy Road (the "subject site") in the City of Toronto (the "City"). The request for Employment Area Conversion (Conversion Request No. 085) was submitted to the City of Toronto on August 3, 2021 and proposes the redesignation of the subject site from *General Employment Areas* to *Mixed Use Areas* to permit residential uses. To date, a preliminary assessment of the request has been completed by municipal staff and recommends retaining the subject site as *General Employment Areas*, but a final recommendation to the Planning and Housing Committee and Council decision have not yet been made.

The purpose of this letter is to recommend that the Minister of Municipal Affairs and Housing consider modifications to the certified OPA 575, SASP 709, as discussed herein.

During its July 19-22, 2022 meeting, City of Toronto Council adopted Amendment 575 ("OPA 575") including Site and Area Specific Policy 709 ("SASP 709") to delineate the boundary of Major Transit Station Area – Milliken Station which includes the subject site. OPA 575 also prescribes the minimum density target within the MTSA and references its authorized land uses as illustrated in Map 19, within Chapter 4 of the City of Toronto Official Plan and applicable Site and Area Specific policies.

For the reasons outlined below, we recommend the following revision to OPA 575:

1. Consider an amendment to Schedule “14” of Amendment 575, policy b) to increase the minimum population and employment target of 150 residents and jobs combined per hectare to 250 residents and jobs per hectare which would be consistent with the minimum target north of Steeles Avenue East in the City of Markham (which comprises the north half of the Milliken GO MTSA).

In summary, consideration should be given to aligning the minimum densities for the in-force York Region PMTSA 16 and the Toronto Council-approved Milliken GO MTSA which are adjacent policy areas, and which benefit from equivalent levels of local and higher-order transit service.

Contextual information pertaining to the subject site, and rationale for the recommended modification to OPA 575 is provided herein.

Background

The subject site is located on the east side of Kennedy Road, mid-block between Steeles Avenue East to its north, and Passmore Avenue to its south, in the northeast area of the City of Toronto and the former City of Scarborough (**Figure 1**).

The subject site is roughly rectangular in shape and has an approximate area of 1.49 hectares (3.69 acres) with a frontage of 82.58 metres (270.93 feet) along Kennedy Road a depth of 180.09 metres (590.85 feet). A planned extension of Redlea Avenue south to Passmore Avenue would create a second frontage at the east side of the subject property.

Existing built form on the subject site consists of a two (2) storey office building within the west portion of the site near Kennedy Road with a connected one (1) storey employment condominium extending east towards the rear of the property. Surface parking and loading facilities surround the exterior of the building with landscaping consisting of tree plantings and lawn beside the two driveways at Kennedy Road and intermittent trees and shrubbery along portions of the site boundary.

Surrounding land uses consist of a mix of commercial, industrial, transportation infrastructure, open space and residential, including substantial new residential approvals. Land uses immediately surrounding the subject site include:

North: Employment uses consisting of one (1) to two (2) storey office and employment condominiums immediately north of the site with additional commercial, employment, and institutional uses including automotive repair shops and a gas station, a place of worship, and retail uses in low-rise form, extending north to Steeles Avenue East between Kennedy Road and Redlea Avenue.

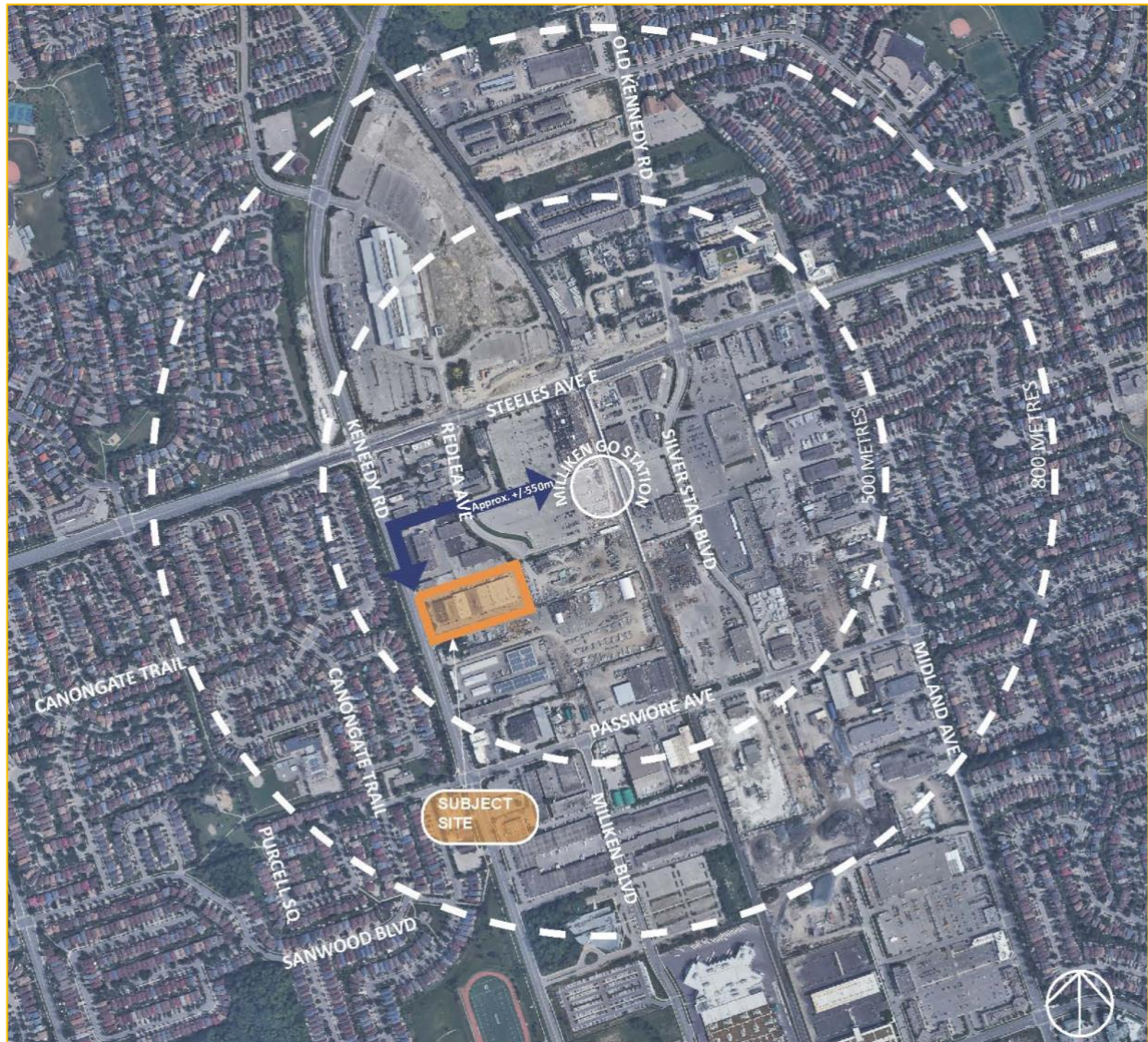


Figure 1. Aerial Photo of Subject Site and Surrounding Context

East: A landscape supply business is adjacent to the Subject Site which includes outdoor storage. Site-specific permissions for a two-storey retail development are approved for these lands. Development applications seeking additional permissions for these lands (known as 3447 Kennedy Road (Rear) and under separate ownership) were proposed in 2015 but were subsequently withdrawn. Redlea Avenue terminates in a cul-de-sac to the northeast of the subject site. An extension of Redlea Avenue is planned to Passmore Avenue. On the east side of Redlea Avenue, northeast of the subject site is the Milliken GO Station and the Stouffville GO Train Line. The Splendid China Mall is located along the west side of the GO railway corridor consisting of an indoor shopping centre with surface parking. In February 2019, the OLT approved a mixed-use redevelopment proposal by Global Fortune of the surface parking area of the mall consisting of mid to high-rise built form including three tower

West: Kennedy Road, which is a designated Major Arterial road with a planned right-of-way width of 36 metres. Opposite Kennedy Road are residential areas predominantly consisting of detached dwellings in a reverse-lotted orientation.

South: Existing commercial, industrial, and institutional uses including a construction material wholesaler, indoor storage facility, private business at technical college, and manufacturing uses in low-rise form.

The subject site is currently served by weekday and weekend southbound and northbound GO train service on the Stouffville line from Milliken GO Station. Several Toronto Transit Commission (TTC) bus transit routes serve the subject site including Kennedy (Route 43), Steeles East (Route 53), and Steeles East Express (Route 953).

Construction by Metrolinx to complete a grade separation (underpass) of Steeles Avenue East beneath the Stouffville GO Line, and enhancements to the Milliken GO Station were expected to be completed in late 2022. The station and roadway upgrades will improve safety and connectivity of Steeles Avenue East while enabling increased all-day two-way GO train service. Post-construction, the nearest platform entrance to the subject site will be approximately 275 metres east at Steeles Avenue East.

Additional planned improvements to the boundary road network include the future extension of Redlea Avenue, south to Passmore Avenue. An easement to accommodate this future road extension is in place and was identified by City staff as a necessary upgrade to the local road network to enable the LPAT approved mixed-use redevelopment of the Splendid China Mall.

Site and Area Specific Policy 709 – Milliken Station Major Transit Station Area

The subject site is located within the delineated boundary of the City of Toronto Milliken GO Major Transit Station Area. Schedule “14” of the adopted OPA 575 includes SASP 709 which includes the delineated boundary of the Milliken Station MTSA within the area bound by Steeles Avenue East to the north, Fenton Road and Port Royal Trail to the east, Passmore Avenue to the south, and Kevin Grove Avenue and Canongate Trail to the west (**Figure 2**).

Policy b) of SASP 709 directs that development within the MTSA is planned for a minimum density of 150 people and jobs per hectare. Policy c) states that permitted land use uses are identified by the land use designation of Official Plan Map 19 and applicable Site and Area Specific Policies. OPA 591, as discussed below, has been adopted by City Council and would redesignate the subject site from *General Employment Areas* to *Mixed Use Areas*.



Figure 2. Subject Site in Context of Adopted Milliken GO MTSA and York Region PMTSA 16

York Region Protected Major Transit Station Area 16 – Milliken GO Station

Adjacent to the City of Toronto adopted Milliken Station MTSA and opposite Steeles Avenue East, in the City of Markham, is York Region Protected Major Transit Station Area 16 (“PMTSA 16”) – Milliken GO Station. PMTSA 16 was implemented in November 2022 following provincial approval of the new York Region Official Plan (**Figure 2**).

Although the subject site is not located within York Region PMTSA 16, the Regional policies contribute to the planned and emerging land use and built form context in the vicinity of the Milliken GO Station. It is notable that the in-force policies of PMTSA 16 prescribe a greater minimum density for development than within the adopted City of Toronto Milliken Station MTSA.

Comment and Discussion

OPA 575, SASP 709

1. Consider an amendment to Schedule “14” of Amendment 575, policy b) to increase the minimum population and employment target of 150 residents and jobs combined per hectare to 250 residents and jobs per hectare.

Our recommendation in relation to OPA 575 and SASP 709 is for the Minster to consider an increase of the minimum density of the Milliken GO MTSA. The adjacent York Region PMTSA 16, north of Steeles Avenue, which likewise supports higher-order transit at Milliken GO Station is currently planned for a minimum density target of 250 people and jobs per hectare. This prescribed minimum density is reinforced by the new York Region Official Plan, which was implemented in November 2022, following approval by the Minister of Municipal Affairs and Housing.

The Milliken GO MTSA and York Region PMTSA 16 benefit from equivalent levels of local and higher-order transit service, including ongoing enhancements to the Milliken GO Station which will provide improved service both north and south of Steeles Avenue. Additionally, local services mutually benefit residents, employees and visitors within the City of Toronto and City of Markham.

The applicable planning policy regime in both municipalities will reciprocally impact their respective emerging built form, development, and land use context. Accordingly, we recommend that consideration be given to making minimum density targets consistent across both jurisdictions by increasing the minimum density in the City of Toronto’s Milliken GO MTSA from 150 people and jobs per hectare to 250 people and jobs per hectare, reflecting the density target of PMTSA 16.

We kindly request that this correspondence be received for your consideration. Should you have any questions or require any additional information, please do not hesitate to contact the undersigned or Mike Bennett of our offices.

Yours very truly,

WND associates
planning + urban design



Andrew Ferancik, MCIP, RPP
Principal