

**1543-1551
The Queensway
&
66-76
Fordhouse Boulevard
Toronto, Ontario**

**Employment
Lands Study**

Applicant: Haven Developments (the Ownership)

Planning Agents: Bousfields Inc.

Submitted: November, 2024

November 22, 2024

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RE: 1134 – 1151 The Queensway & 66-76 Fordhouse Blvd. Toronto Employment Lands Analysis

urbanMetrics is pleased to provide Bousfields Inc., the planning agent acting on behalf of the Ownership (the Owners, the Applicant) of the above referenced lands, this Employment Land Study which provides an independent assessment of potential impacts related to a proposed land use change.

This report provides an evaluation of the lands within the context of their existing land use entitlements which support “employment” based uses, in favour of a mixed-use orientation which would advance upwards of 1,800 residential units, plus 54,700 square feet (5,076 sm) of non-residential space supporting community hub and human-service type organizations within an area that has undergone extensive transformation, and regeneration.

This report concludes that the existing employment land designation and zoning provisions assigned in the Toronto Official Plan and the Zoning By-law are no longer consist with the pattern of development which can be realized on The Queensway, in general, and the subject lands in particular. Leveraging the policy tests established in the new Provincial Planning Statement, 2024, it is our professional opinion that a redesignation of the subject lands would have no negative impacts on the continuation of employment uses elsewhere in the vicinity of the subject lands, nor would it impact the City of Toronto’s capacity to fulfill its employment goals in terms of job growth and economic diversification for the benefit of all Torontonians.

Respectfully submitted,

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Introduction

urbanMetrics was retained by Haven Developments Inc. ('HD', 'the Ownership') to provide an employment lands study for a proposed change in land use (i.e. an application for an Official Plan Amendment and a Rezoning) for lands know municipally in the City of Toronto as:

- 1543 to 1551 The Queensway and
- 66 to 76 Fordhouse Boulevard

These lands are referred to herein as the Subject Lands.

The Subject Lands are 2.16 hectares (5.3 acres) located in South Etobicoke slightly west of the IKEA Etobicoke store. The lands have frontage along the south side of the Queensway and the north side of Fordhouse Boulevard. They (or portions thereof) have visibility from the Queen Elizabeth Expressway (the QEW).

The Ownership asked urbanMetrics to assess the implications of redeveloping the subject lands as a mixed-use project comprising four residential towers with community support services and retail uses at grade along the Queensway frontage. As proposed, the subject lands would support upwards of 1,800 residential units (condominium, rental apartments and townhouses) and 54,700 sf (5,076 sm) of non-residential space.

An application is being advanced by the Ownership and its planning agents, Bousfields (the Applicants) to the City of Toronto which seeks development entitlements that would remove legacy Employment Area uses, in favour of a land use designation which is consistent with prevailing land use transitions immediately adjacent to the subject lands, and indeed more broadly along the entire Queensway corridor stretching from Park Lawn Rd (east) to Highway 427 (west).

Figure 1



Existing Site Conditions

The subject site is comprised of 7 municipal properties, described as follows:

- **1543 The Queensway** is currently used for vehicular parking associated with the Cancore building services business located at 1545 The Queensway. Formerly, this site was occupied by a 1-storey residential building which was demolished in 2020.
- **1545 The Queensway** is an approximate 279 square metre office building which is occupied by the Cancore building services head office.
- **1547 The Queensway** is currently developed with a 2-storey residential building which is uninhabitable.
- **1549 The Queensway** is an approximate 1,161 square metre commercial building which is operated by Haven on The Queensway for donation storage.
- **1551 The Queensway** is currently used as vehicular parking associated with Cancore building services. Formerly the site was occupied by a 1-storey residential building which was demolished in 2020.
- **66 Fordhouse Boulevard** is a 1-storey, 3,066 square metre commercial building that is occupied by Hello Fresh Canada for the delivery of prepared meals. Together with the building there is parking for a fleet of approximately 60 delivery vans.
- **76 Fordhouse Boulevard** is a 2-storey, 2,508 square metres office building which is currently vacant. Formerly, it operated as the head office of Asset Recovery Management & Sales.

Site Summary

Currently, there is a total commercial and office gross floor of approximately 7,014 square metres (75,500 sf) on the subject site. Between Cancore Building Services head office and Hello Fresh operations staff, there are approximately 20 employees across the subject site. The current intensity of use of the Subject Lands is 10 employees per hectare (or 1 employee per 3,775 square feet) which, given the profile and location of the site is an extremely low productivity yield.

Figure 2



1543 – 1541 The Queensway (Current Conditions, Oct 2024)

Figure 3



66 – 76 Fordhouse Boulevard (Current Conditions, Oct 2024)

Existing Local Area Conditions

The Subject Lands are situated within the South Etobicoke Employment Area (SEEA). According to the recent study by Hemson Consulting Limited, this area has approximately 43,000 employees. (Note: Hemson’s economic profile of the area is provided in Appendix A).

Over the past several decades this area has seen significant transition, particularly along the main east-west spine, the Queensway. This corridor, stretching from Park Lawn (east) to Highway 427, has seen extensive urban revitalization, all of which has been shaped by commercial and residential uses, and none of which has been shaped by manufacturing or office.

The Queensway is, for all intents and purposes, a commercially loaded road. The vast majority of business establishments along the Queensway are focused on the needs of consumers (i.e. B2C enterprises). This collection of business includes financial institutions, retailers, restaurants, automotive dealerships and vehicle repair centres. The businesses exist to serve the needs of residential customers in Etobicoke and beyond.

Based on fieldwork conducted in Q3:2024 the lion’s share of investment in this area has gravitated to uses that depend on customer traffic and visitation from west-end Toronto residents. The largest new builds in the vicinity of the subject lands include, Daymon Storage (public storage), Mercedes-AMG (car dealership), Ford (car dealership), Volvo (car dealership) and Honda/Subaru/Jaguar/Land Rover (car dealership).

Toronto City Planning, Planning Research and Analytics - January 2024

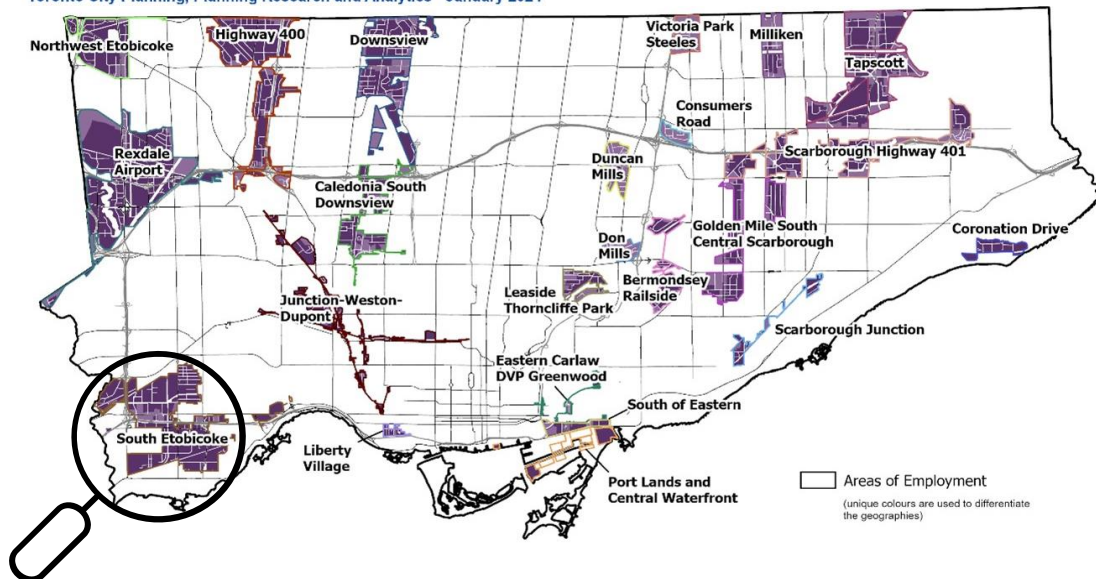


Figure 4 - City of Toronto Employment Area Nodes 2024

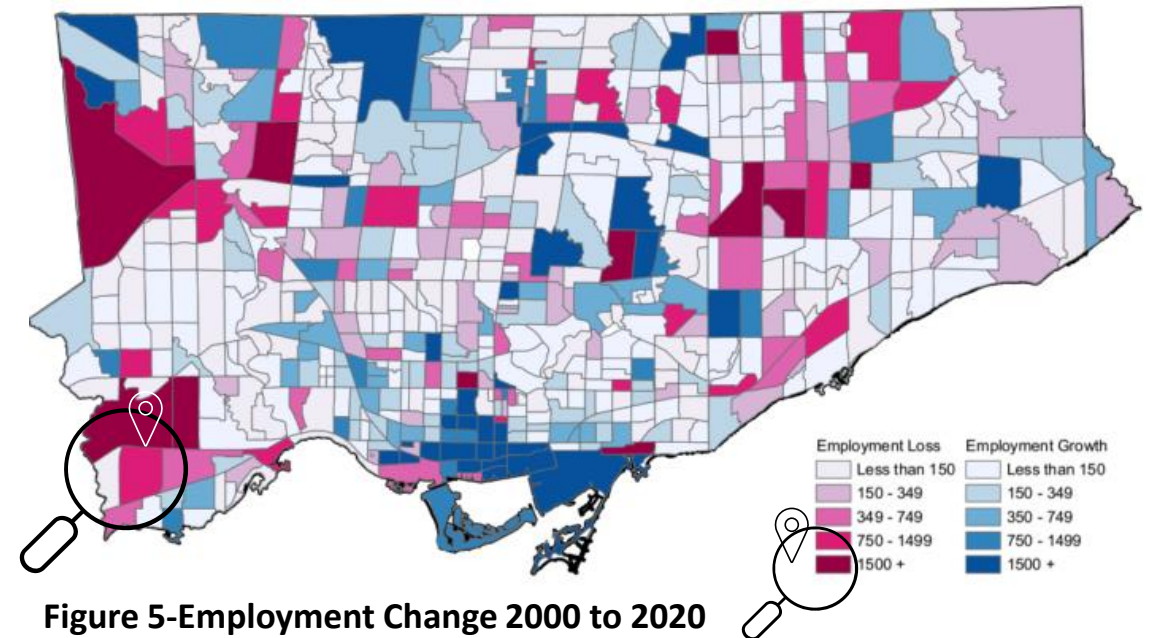


Figure 5 - Employment Change 2000 to 2020
Source: Toronto Employment Survey

Existing Local Area Conditions



Figure 6 - View of The Queensway (looking east)

Google, 2021



Figure 7 -View of The Queensway (looking southeast)

Google, 2021



Figure 8 - View of Fordhouse Boulevard (looking northwest)

Google, 2021

Employment (on-site)

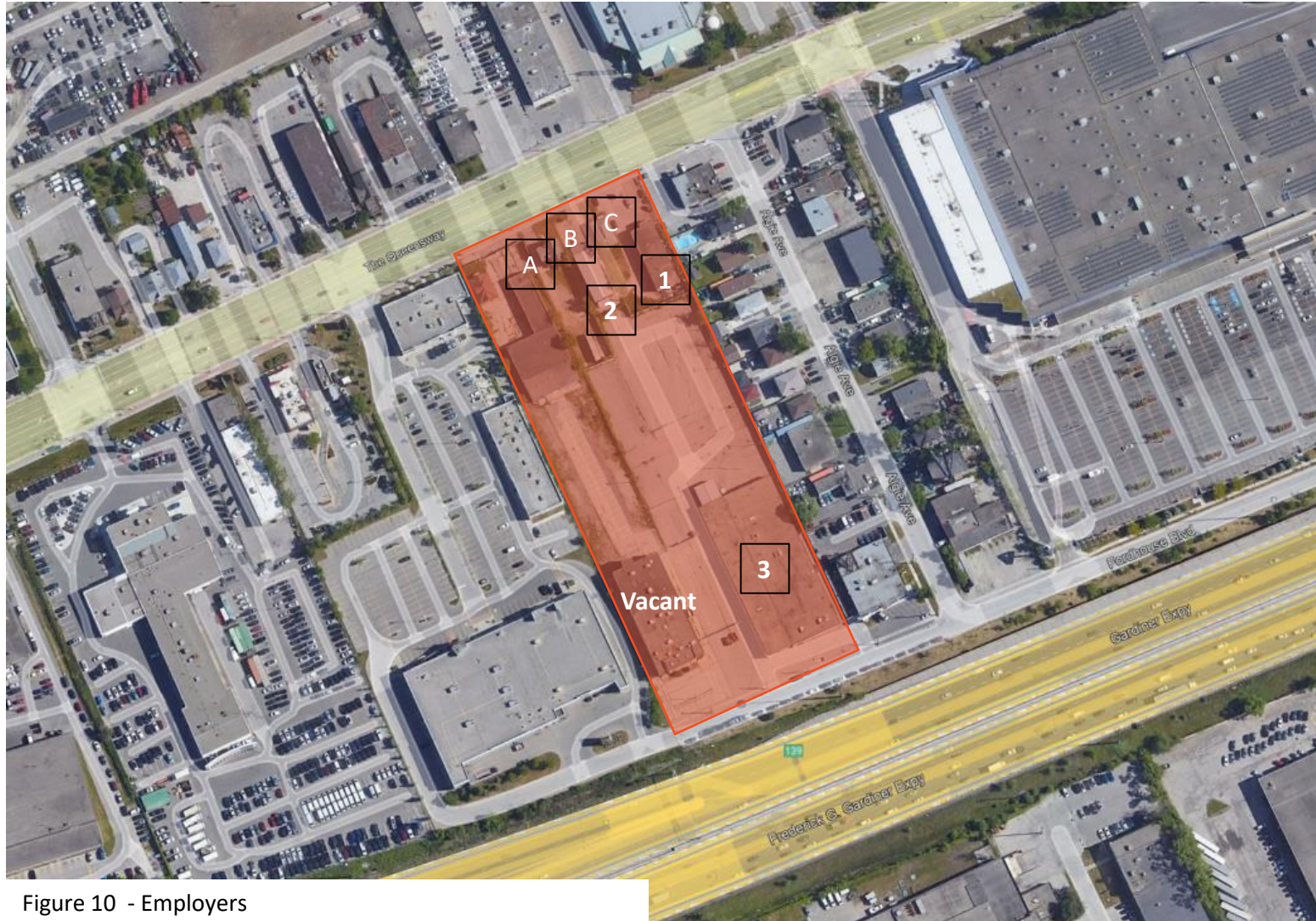


Figure 10 - Employers

Existing:

Map Key	Activity	Employment
[1] Goodman Auto Work	B2C Auto Repair & Service	2
[2] Cancore	B2B Property Maintenance	10
[3] Hello Fresh	B2C Food/M meal Home Delivery	10
Total		22

As Proposed (w/ 54,738 sf GFA):

Map Key	Activity (GFA)	Employment Yields
[A] Haven	Community Hub/Outreach (40,420 sf)	100
[B] Re Store	Retail/Recycling (6,779 sf)	10
[C] Daycare	Education/Children Services (7,538 sf)	30
Total		140

Employment Land Policy Framework

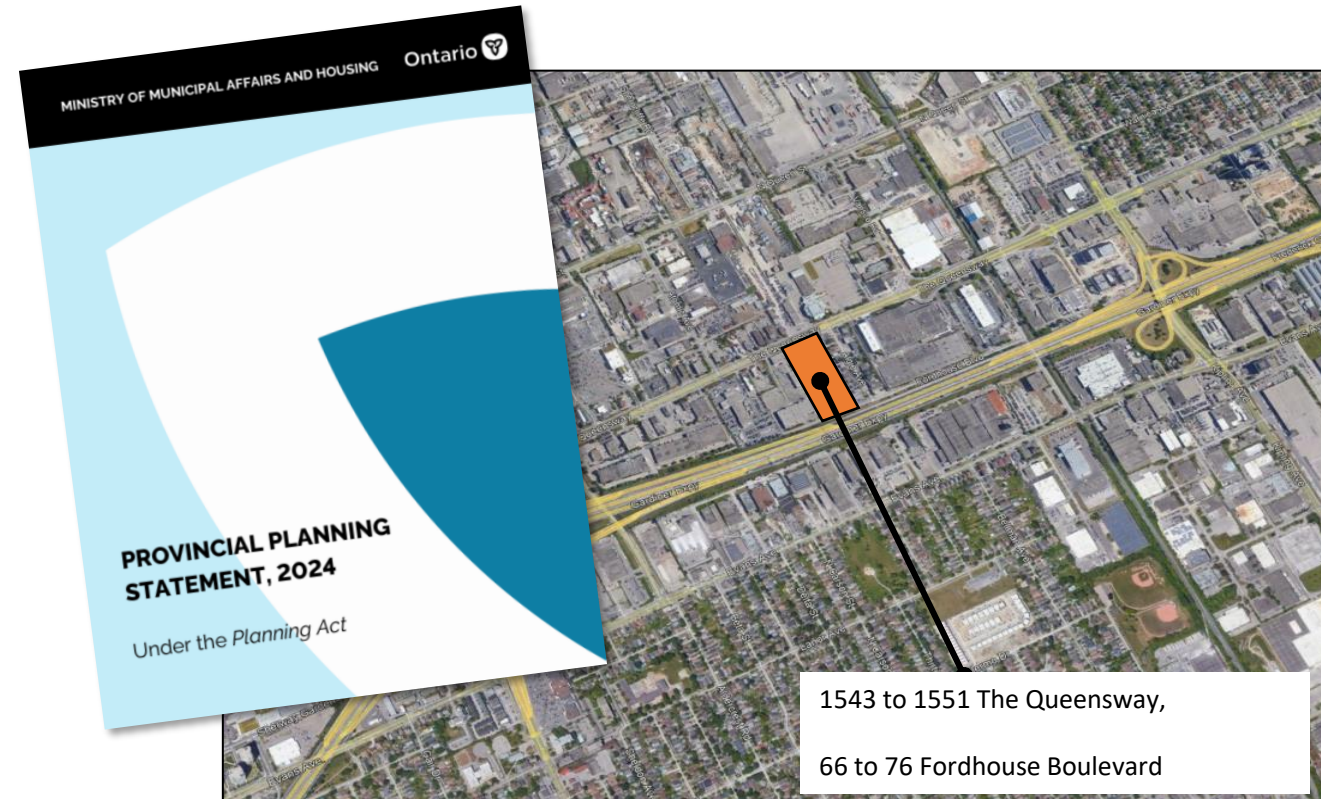
The Provincial Planning Statement, issued under the authority of section 3 of the *Planning Act* came into effect on October 20, 2024.

The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The PPS2024, includes substantive policy changes with respect to land use policy areas, including employment areas (and Areas of Employment).

Relevant in this matter is Policy Section 2.8. Employment, and most specifically Policy 2.8.2.5.



Employment Land Policy



Section 2.8.2.5 recognizes that municipal planning authorities have the capacity to remove employment lands outside the Municipal Comprehensive Review Process (MCR), provided that certain conditional **tests** are met. The subsequent work addresses tests A thru D.

Provincial Planning Statement, 2024

4. In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings not intended as permanent residences) shall be permitted. Other uses may only be permitted if:

- a) the area forms part of a planning area;
- b) the necessary *infrastructure* and *public service facilities* are planned or available to support the development and are financially viable over their life cycle; and
- c) it has been determined that the impacts of development will not place an undue strain on the *public service facilities* and *infrastructure* provided by adjacent municipalities, regions and/or the Province.

2.8 Employment

2.8.1 Supporting a Modern Economy

1. Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*; and
- e) addressing land use compatibility adjacent to *employment areas* by providing an appropriate transition to *sensitive land uses*.

2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to *sensitive land uses* without *adverse effects* are encouraged in *strategic growth areas* and other mixed-use areas where *frequent transit* service is available, outside of *employment areas*.

3. In addition to policy 3.5, on lands within 300 metres of *employment areas*, *development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.

4. Major office and major institutional development should be directed to *major transit station areas* or other *strategic growth areas* where *frequent transit* service is available.

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Provincial Planning Statement, 2024

2.8.2 Employment Areas

1. Planning authorities shall plan for, protect and preserve *employment areas* for current and future uses, and ensure that the necessary *infrastructure* is provided to support current and projected needs.

2. Planning authorities shall protect *employment areas* that are located in proximity to *major goods movement facilities and corridors*, including facilities and corridors identified in provincial transportation plans, for the *employment area* uses that require those locations.

3. Planning authorities shall designate, protect and plan for all *employment areas* in *settlement areas* by:

- a) planning for *employment area* uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
- b) prohibiting residential uses, commercial uses, *public service facilities* and other institutional uses;
- c) prohibiting retail and office uses that are not associated with the primary employment use;
- d) prohibiting other *sensitive land uses* that are not ancillary to uses permitted in the *employment area*; and
- e) including an appropriate transition to adjacent non-*employment areas* to ensure land use compatibility and economic viability.

4. Planning authorities shall assess and update *employment areas* identified in official plans to ensure that this designation is appropriate to the planned function of *employment areas*. In planning for *employment areas*, planning authorities shall maintain land use compatibility between *sensitive land uses* and *employment areas* in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.

5. Planning authorities may remove lands from *employment areas* only where it has been demonstrated that:

- a) there is an identified need for the removal and the land is not required for *employment area* uses over the long term;
- b) the proposed uses would not negatively impact the overall viability of the *employment area* by:
 - 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with policy 3.5;
 - 2. maintaining access to *major goods movement facilities and corridors*;
- c) existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and
- d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

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Employment Land Policy



Section 2.8.2.5 recognizes that municipal planning authorities have the capacity to remove employment lands outside the Municipal Comprehensive Review Process (MCR), provided that certain conditional **tests** are met. The subsequent work addresses tests A thru D.

Provincial Planning Statement, 2024 Ontario

3.5 Land Use Compatibility

1. *Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* is only permitted if potential *adverse effects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

3.6 Sewage, Water and Stormwater

1. Planning for *sewage and water services* shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services and municipal water services* and existing *private communal sewage services and private communal water services*;
 - b) ensure that these services are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible and financially viable over their life cycle;
 3. protects human health and safety, and the natural environment, including the *quality and quantity of water*; and
 4. aligns with comprehensive municipal planning for these services, where applicable.
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of *municipal water services and municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply; and
 - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.
2. *Municipal sewage services and municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. For clarity, *municipal sewage services and municipal water services* include both centralized servicing systems and decentralized servicing systems.

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Provincial Planning Statement, 2024 Ontario

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process or identified in provincial standards; or
- b) works subject to the *Drainage Act*; or
- c) for the purposes of policy 4.1.4.a), underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a).

Dynamic beach hazard: means areas of inherently unstable accumulations of shoreline sediments along the *Great Lakes - St. Lawrence River System and large inland lakes*, as identified by provincial standards, as amended from time to time. The *dynamic beach hazard limit* consists of the *flooding hazard limit* plus a dynamic beach allowance.

Ecological function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An *employment area* also includes areas of land described by subsection 1(1.1) of the *Planning Act*. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above.

Endangered species: means a species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Energy storage system: means a system or facility that captures energy produced at one time for use at a later time to reduce imbalances between energy demand and energy production, including for example, flywheels, pumped hydro storage, hydrogen storage, fuels storage, compressed air storage, and battery storage.

Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard limit* is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential emergency service: means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Fish: means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat: as defined in the *Fisheries Act*, means water frequented by *fish* and any other areas on which *fish* depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas.

Flood fringe: for *river, stream and small inland lake systems*, means the outer portion of the *flow plain* between the *flowway* and the *flooding hazard limit*. Depths and velocities of flooding are generally less severe in the *flood fringe* than those experienced in the *flowway*.

Flood plain: for *river, stream and small inland lake systems*, means the area, usually low lands adjoining a watercourse, which has been or may be subject to *flooding hazards*.

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There is an identified need for the removal and the land is not required for employment area uses over the long term

Economic/Market Justification:

1. The subject lands are situated within an area that has undergone extensive transition over the past 30 years.
2. The Queensway is a commercially-loaded road that has, and continues to see intensification, including both grade-related housing (townhomes) and mid-to-high rise residential towers. Similar development projects to the east of Kipling Avenue, have proven to be very successful and have brought about new economic growth not only in terms of construction jobs, but new population-serving employment. This population serving employment (including retail, restaurants, auto sales, auto repair and auto services) would benefit for greater, *local* residential capacity to support both workforce and sales (customer) conditions.
3. Under its current designation, the subject lands have languished as an under-utilized asset, failing to attract high-yield employment activities consistent with its “employment” land use and zoning entitlements. These uses favour manufacturing, transportation, construction and auto-related uses.
4. The City of Toronto has explicitly identified the need for more **purpose-built rental** housing as a means to address the ongoing housing crisis. The City has identified the needs of 20,000+ new rental homes in Toronto over next decade.

Toronto is facing two housing crises – one where there is a lack of deeply affordable and supportive housing for low-income marginalized and vulnerable residents; and a more recent one in which rising rents have made it increasingly unaffordable for middle income earners, key workers and professionals to live in the city. This was noted by the City’s Perspective on the Rental Housing Roundtable report in 2023. Urgent action across the entire housing continuum is required to prevent more residents, specifically renters, from experiencing housing instability and potentially homelessness; to avoid Toronto’s social service sector facing a deepening key worker staffing crisis; and to allow Toronto’s businesses to attract the workforce and labour supply they need to grow.

Toronto Housing Secretariat – May 30, 2024 Report to Planning & Housing Committee

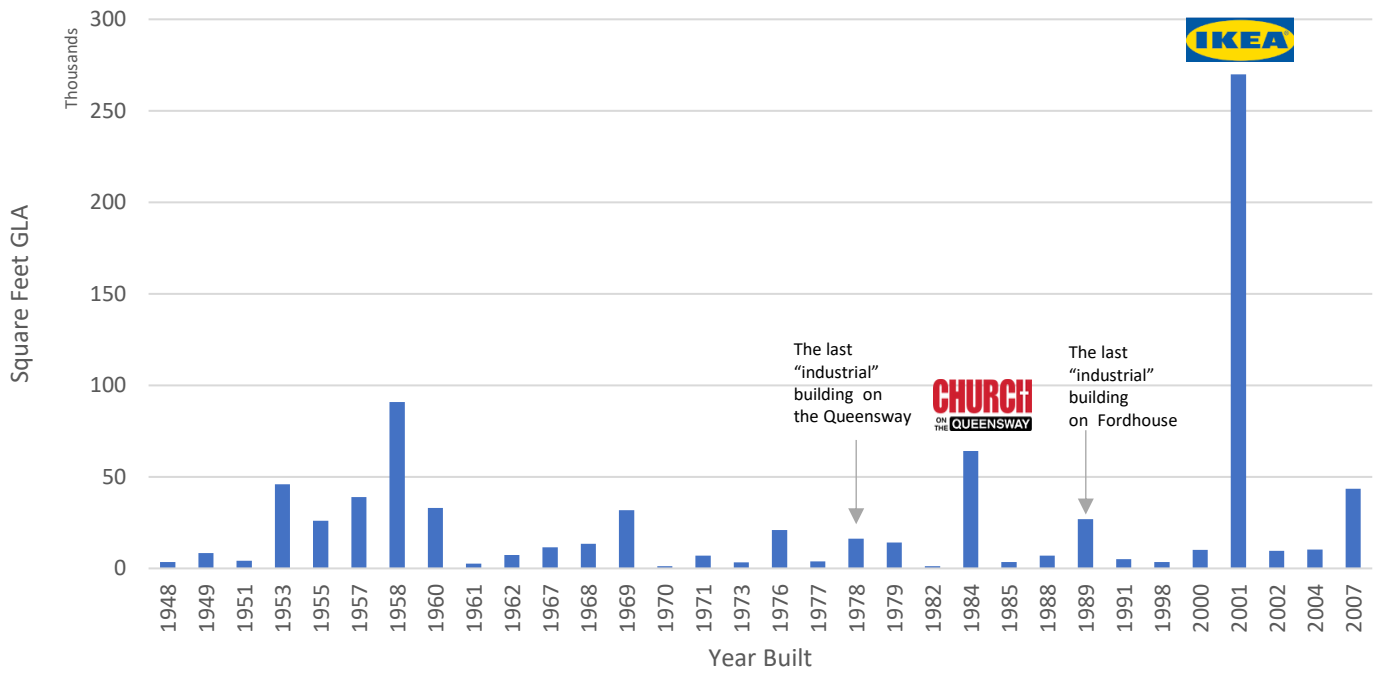
PPS, 2024 - Policy Test 2.8.2.5.A

There is an identified need for the removal and the land is not required for employment area uses over the long term

Economic/Market Justification:

- 5. The lands within the vicinity of the subject lands (within a 300-meter radius) began to develop in the late 1940s/early 1950s.
- 6. With the exception of 76 Fordhouse Boulevard (part of the subject lands built in 1978), there has been no “industrial” buildings added to the area since 1973.
- 7. Under the prevailing and legacy land use policies which have sought to preserve and advance industrial development, no new industrial development has actually materialized in decades.
- 8. There has been no new construction within 300 meters of the subject lands since 2007.*
- 9. Along the Queensway there has been zero new industrial construction since the 1950s.

Figure 10: Age of Buildings within 300m of Subject Lands (SF)



Source: Costar

* Excludes sites on the south side of QEW (i.e. Evans Avenue).

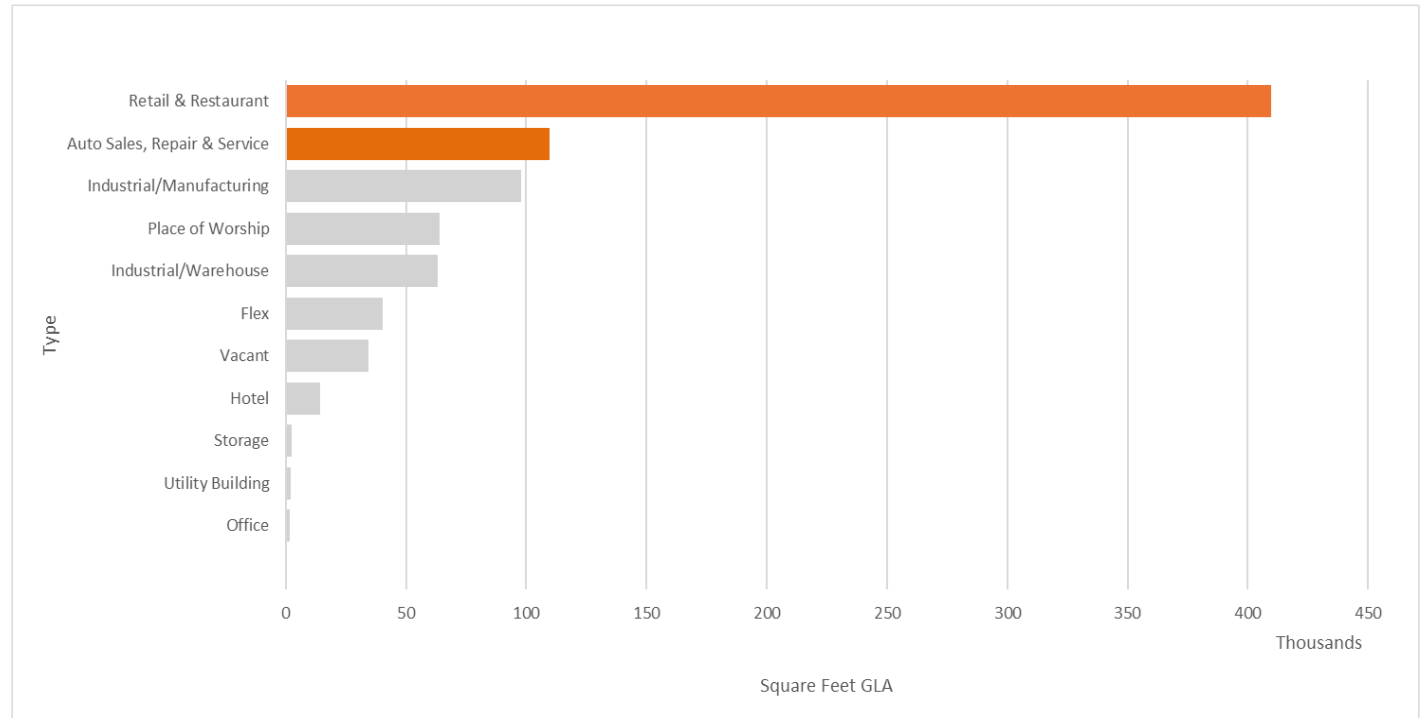
PPS, 2024 - Policy Test 2.8.2.5.A

There is an identified need for the removal and the land is not required for employment area uses over the long term

Economic/Market Justification:

- 10. The subject lands are embedded within an area which are no longer operating as “an employment area.
- 11. Manufacturing, transportation and other “employment land” type uses have largely receded (read: disappeared) from the Queensway. The Queensway is a commercially loaded road.
- 12. Manufacturing, transportation and other employment land uses have however remained stable on other neighbouring and adjoining streets such as Atomic Avenue, Vansco Road and North Queen.
- 13. Within 400 metres of the subject lands, the majority of functioning real estate is actually occupied by enterprises engaged in retail, restaurant and automotive-related commercial activities. By and large, these businesses serve consumer and household interests, not other business suppliers.

Figure 11: Composition of Business Establishments within 300m by Square Foot



PPS, 2024 - Policy Test 2.8.2.5.B(1)

The proposed uses would not negatively impact the overall viability of the employment area by avoiding, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5.

urbanMetrics has identified 50 businesses within 300 metres of the subject lands, including businesses currently operating on the subject lands. The distribution of these businesses are summarized in the accompanying figure.

As stated, most of the businesses in the area are structurally positioned to serve residents and households needs. The addition of 1796 residential units on the subject lands would be net positive (or neutral) on at least 38 (80%) of the 47 enterprises currently operating on site in proximity to the subject lands.

For the purposes of this policy test, we have carried out site inspections of 9 business enterprises identified as Flex, Industrial/Manufacturing and Industrial/Warehouse within 300 meters to determine which, if any would be negatively impacted by the introduction of residential uses. These nine business are evaluated on the following page.

Figure 12: Composition of Business Establishments within 300m by Establishment Number

Retail & Restaurant	17
Auto Sales, Repair & Service	14
Flex	5
Industrial/Manufacturing	4
Industrial/Warehouse	3
Vacant	2
Utility Building	1
Storage	1
Place of Worship	1
Hotel	1
Office	1
Grand Total	50

PPS, 2024 - Policy Test 2.8.2.5.B(1)

The proposed uses would not negatively impact the overall viability of the employment area by avoiding, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with Policy 3.5.



Map Key	Enterprise Name	Type*	Impact(s)
1	Allwood Cabinetry Manufacturing	Mfg	None
2	Canadian Linen Supply Service	Mfg	None
3	Imar Steel	Mfg	None
4	MMG Magnetics	Mfg	None
5	CC Washer Manufacturing	Mfg	None
6	Norstar Corporation	WDS	None
7	Grand Express	WDS	None
8	Canadian Linen Supply Service (Corp)	Flex	None
9	Unknown Enterprise	Flex	None

MFG – Industrial/Manufacturing
 WDS – Industrial/Warehouse, Distribution, Storage

Figure 13 - Impact Assessments

- Subject Lands
- 300 m Distance
- Non-res Uses within 300 m
- Employment Uses within 300 zone

Based on our review of nine (9) local businesses that fall within the definitions of conventional “employment uses” there would be **no impact** on their continuity of function from a compatibility perspective.

The proposed uses would not negatively impact the overall viability of the employment area by ... maintaining access to major goods movement facilities and corridors.

The redevelopment of the subject lands would have **no impact** on the ability for existing companies to operate or connect with markets.

While the subject lands have visibility from a major goods movement corridor (the Queen Elizabeth Expressway) the development of the lands would not require local companies to alter shipping or regular delivery routes to connect customers and markets.

Businesses within the South Etobicoke Employment Area which depend on rail-spur access will not be impacted by any change in land use on the subject lands.

Based on our review of local business conditions and the available transportation network, we see **no impact** on the goods movements in and out of the surrounding employment areas.

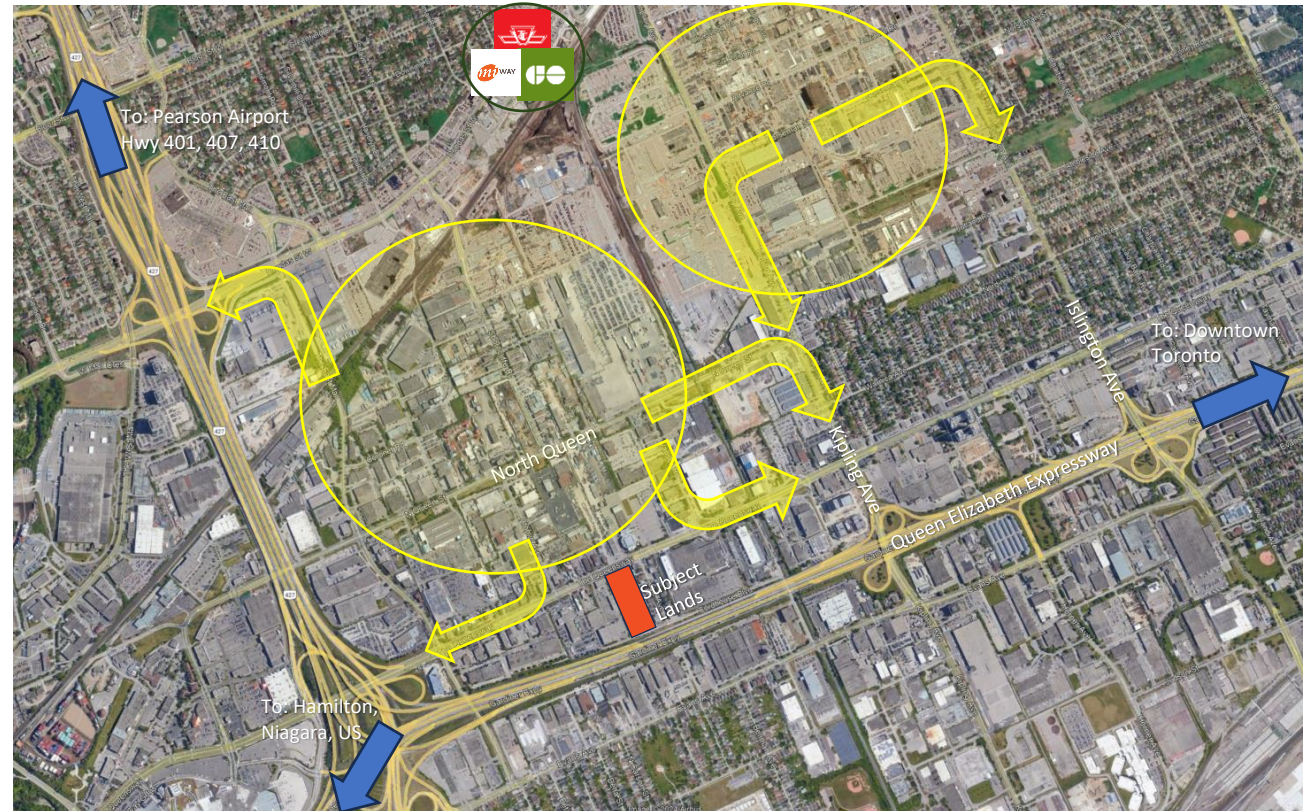


Figure 14 - Goods Movements

PPS, 2024 - Policy Test 2.8.2.5.C

Existing and planned infrastructure and public service facilities are available to accommodate the proposed use.

The subject lands are being developed in tandem with a community hub and daycare centre. The proposal includes provisions for upwards of ±47,000 square feet (± 4'400 sm) of new community-focused space.

The subject lands are serviced by public transit (bus) and are located a short distance from subway and commuter rail facilities at Kipling and Mimico.

The availability and provision of hard service infrastructure including roads, sewers, water are addressed elsewhere in the application submission (Technical Service Reports).

The availability and provision of public service facilities such as schools, hospitals and recreation services are addressed elsewhere in the application (refer to the Planning Justification Report).



PPS, 2024 - Policy Test 2.8.2.5.D

The municipality has sufficient employment lands to accommodate employment growth to the horizon of the approved plan.

The existing designation on the subject lands are incongruent with the prevailing land use conditions along the Queensway. They also no longer fit the policy definition ascribed in the Provincial Planning Statement, 2024.

The Queensway is a mixed-use corridor, dominated by commercial-retail uses, and increasing mid-rise and high-rise residential uses. The Queensway has seen, effectively zero new conventional employment land construction in more than thirty years. Any new non-residential development has been driven by businesses looking to capitalized on local and regional consumers, particularly large box stores and auto dealerships.

The subject lands currently support 3 businesses with a combined total on-site employment base of less than 25 jobs. The subject lands will be redeveloped as a mixed-use site comprising upwards of 54,000 square feet. Our estimates suggest that this would yield approximately 140 jobs, which is 5.5x the existing conditions.

In reviewing the definition of Employment Area per the Provincial Policy Statement, virtually all of the lands along the Queensway – both east and west of the subject lands – would not be consistent with the policy by virtue of the retail and service commercial orientation.

Employment area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.

PPS, 2024 (Section 8: Definitions)

Notwithstanding the proposed change in land use, the introduction of residential apartments as part of a mixed-use project would provide market lift for existing business operators in the area. The provision of more customers would invariably lead to more local area job generation relative to existing conditions. Moreover, the proposed development would provide direct workforce and labour support to established businesses throughout South Etobicoke and the City as a whole.

In our opinion the application, as proposed would have no diminishing impact on the City of Toronto's capacity to grow its employment base.

Conclusion

urbanMetrics has undertaken an independent economic evaluation of the proposed land use change at 1543-1551 The Queensway and 66-76 Fordhouse Boulevard.

Based on our evaluation of the subject lands, we see no meaningful pathway to the realization of conventional employment uses such as manufacturing, warehouse/distribution and flex industrial uses.

The Queensway is – and continues to be – a commercially oriented arterial corridor. The ability to achieve better – more intensive, more diverse, more transit supportive outcomes are predicated on the ability to effectively integrate residential uses. This pattern of development has been pervasive on the east side of Kipling. The proposed development represents a logical extension of a land development pattern 25-years in the making.

To be clear, the uses found along the Queensway – including those immediately east and west of the subject lands are largely oriented to the consumptive needs of households, and not industrial-supply chains tied to local area manufacturing and other heavy industrial activities.

The redesignation of the subject lands represents good planning from an economic lens. urbanMetrics sees no reason to suggest that the introduction of a *mixed-use* designation, including the integration of affordable rental apartment units and condominiums would have deleterious impacts on industrial uses in South Etobicoke, nor would it diminish the aspiration employment and job growth forecasts ascribed by the City.

BOTTOM LINE: urbanMetrics sees **no negative impact** on local economic conditions as a result of a mixed-use proposal on the subject lands.



Appendix A: South Etobicoke Area of Employment 'Profile 6'

Hemson, 2022

Final Report

Prepared by Hemson for the City of Toronto

Future of Toronto Employment Areas and the Office Market

Appendix 2

April 7th 2022



In association with:



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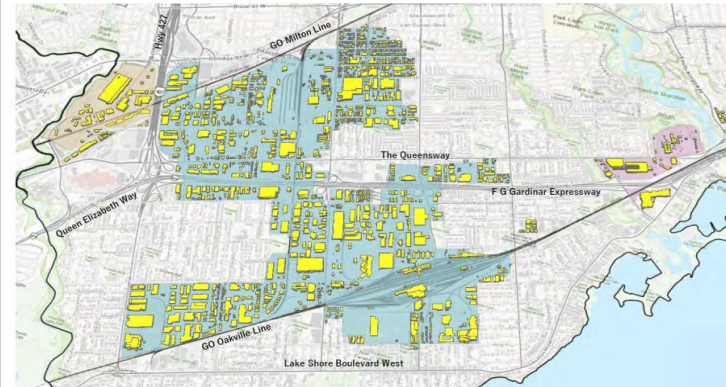
Profile 6
South Etobicoke Area of Employment

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South Etobicoke Area of Employment

Area Context:

South Etobicoke represents the second concentration of land designated employment areas in Toronto. Located in the south-west corner of the city, with excellent transportation access, it is a desirable location owing to its adjacency to the Queen Elizabeth Way and Highway 427. It also is quite accessible for workers, by road and by transit.



Source: City of Toronto 3D Massing



Key Map

Key Facts:

Total Land Area (Net Ha)	933.7 ha
Total Employment	43,028
Total Establishments	1,738
Rentable Building Area**(Industrial)	27.3 million sq. ft.
Vacancy Rate(2021)	3.7 %
Employment Density (Net jobs/ha)	51.6

** Source: CoStar Group, www.costar.com

Top Employers:

- Willowbrook Maintenance Facility
- Ontario Gov't. (Detention Centre)
- Purcator Courier
- SNC Lavalin
- Metro Canada Co.

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Appendix A

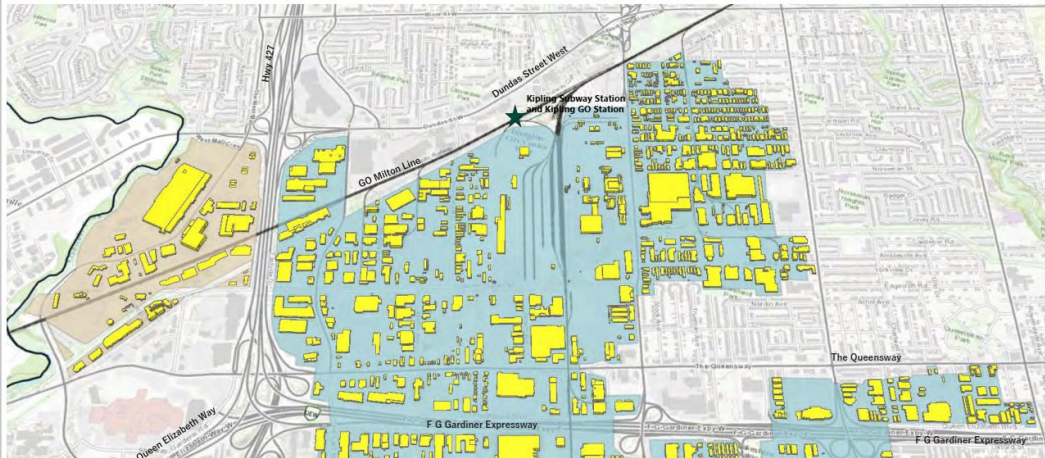
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South Etobicoke Area – North Portion

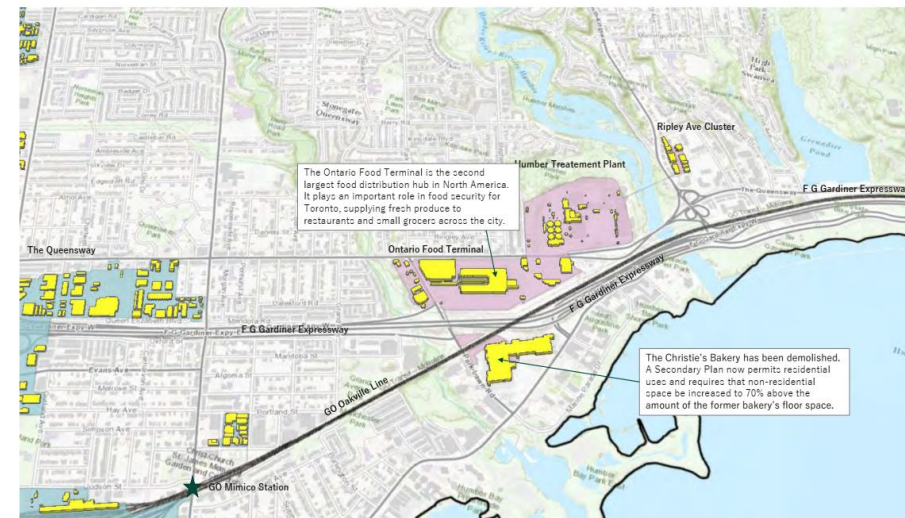


Function & Focus

- South Etobicoke appeals to a broad pool of firms including large manufacturing / distributors and smaller-scale local-serving businesses as well as last-mile fulfilment centres.
- The past couple of decades has seen the departure of some major traditional manufacturers. Replacement businesses have occupied the older buildings, or demolished and rebuilt.
- The film industry, production and support functions, have established a foothold in South Etobicoke.
- The area appeals to small, service-oriented industrial firms, last-mile fulfilment centres, and film production, among others.
- Total employment is over 43,000, an increase of over 5,000 since 2011.
- Jobs are concentrated in Transportation, Warehousing & Wholesale Trade (28% or 17% of all Toronto jobs in this industry) and Manufacturing (17% or 9% of all Toronto jobs).
- Interestingly, 12% of all Toronto jobs in Information & Cultural Industries are located in South Etobicoke, and 10% of all Professional, Scientific & Technical Services jobs are found here.
- There is over 27 million sq. ft. of industrial space with a healthy vacancy rate of 3.7%.

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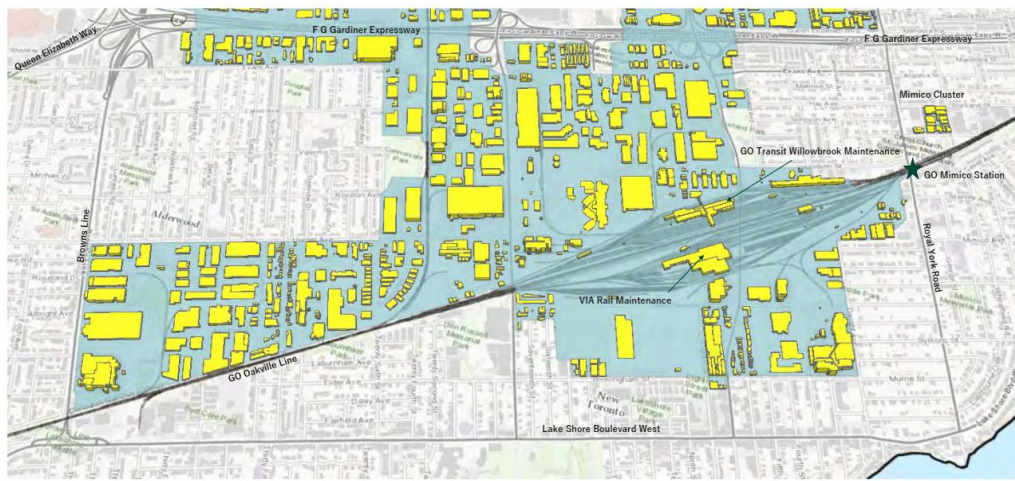
South Etobicoke Area – East Portion



- \$358 million has been invested in new buildings and alterations over the past five years.
- Currently, there is over 300,000 square metres of non-residential space in development.
- Of the 59% of South Etobicoke workers who live within the City of Toronto (25,500), 41% choose a low-carbon mode of travel to work: 34% use transit, while 7% walk or bicycle.
- 19% of those workers reside in Neighbourhood Improvement Areas.

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South Etobicoke Area – South Portion

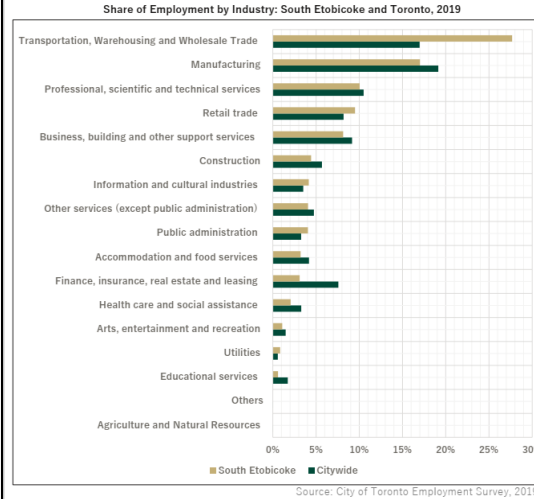


Outlook

- The outlook remains positive as this area is well suited to labour-intensive uses across a range of industries, benefiting from highway access and accessibility to Downtown Toronto.



Share of Employment by Industry: South Etobicoke and Toronto, 2019

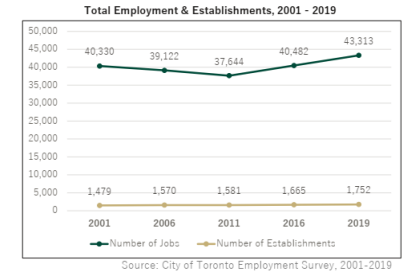


Source: City of Toronto Employment Survey, 2019

Toronto Employment Survey data is confidential and has been provided solely for the purpose of this Study. Aggregated information is available in the [TES Bulletin](#) or on request from City of Toronto Planning, Planning Research and Analytics.

NAICS Categories	Number of Jobs
Transportation, Warehousing and Wholesale Trade	11,910
Manufacturing	7,320
Professional, scientific and technical services	4,320
Retail trade	4,090
Business, building and other support services	3,500
Construction	1,910
Information and cultural industries	1,790
Other services (except public administration)	1,750
Public administration	1,750
Accommodation and food services	1,380
Finance, insurance, real estate and leasing	1,340
Health care and social assistance	890
Arts, entertainment and recreation	470
Utilities	370
Educational services	260
Agriculture and Natural Resources	0
Others	0
Total	43,030

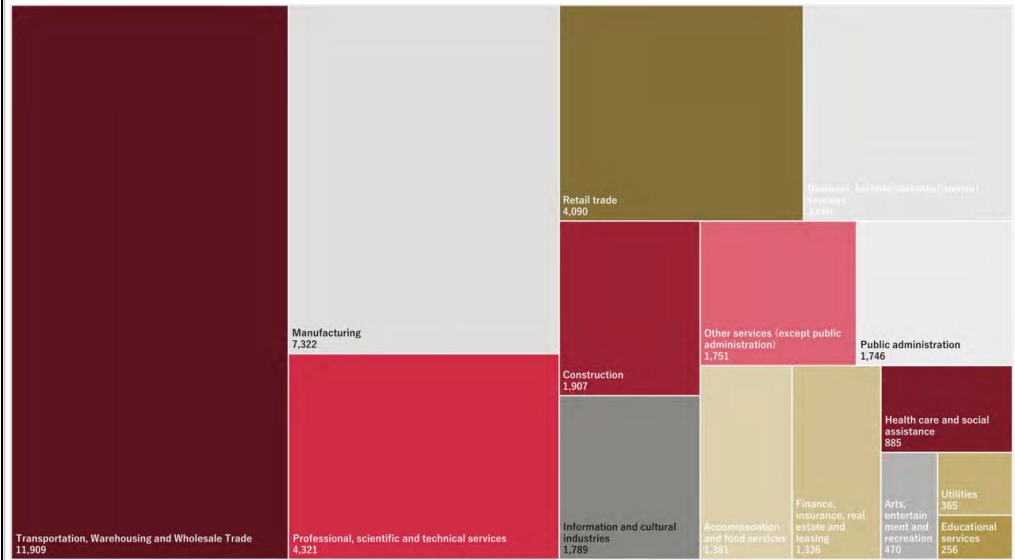
Source: City of Toronto Employment Survey, 2019



Appendix A

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Total Employment by Industry (NAICS), 2019



*NAICS: "North American Industry Classification System, v 3.0 2017
Source: Toronto Employment Survey, 2019



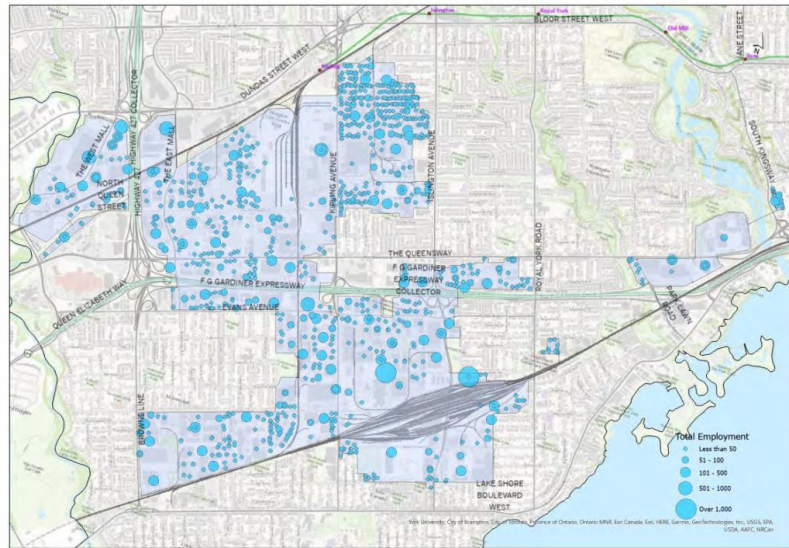
Total Establishments by Industry (NAICS), 2019



*NAICS: "North American Industry Classification System, v 3.0 2017
Source: Toronto Employment Survey, 2019



Employment and Establishments in South Etobicoke Area

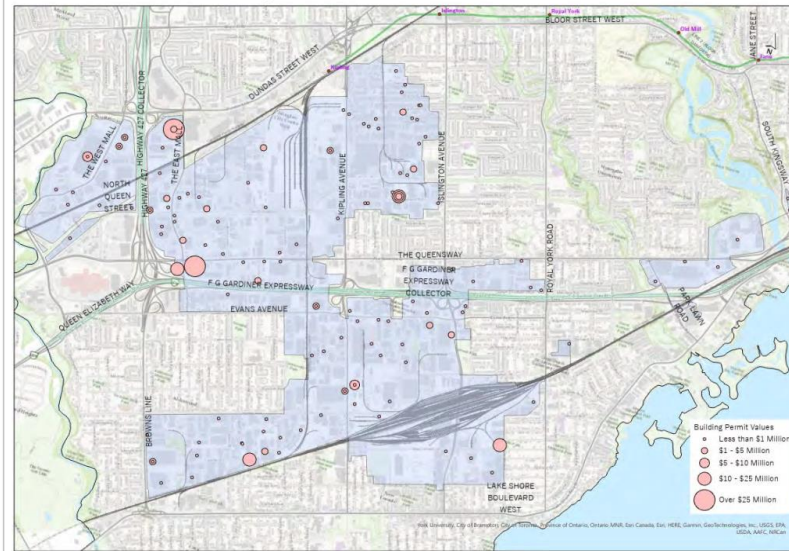


Total Employment by Size of Establishment, 2019

Source: City of Toronto Employment Survey



Value of Non-Residential Building Permits, 2016-2019 in South Etobicoke Area



Value of Non-Residential Building Permits, 2016 - 2021

Source: City of Toronto, Building Permits



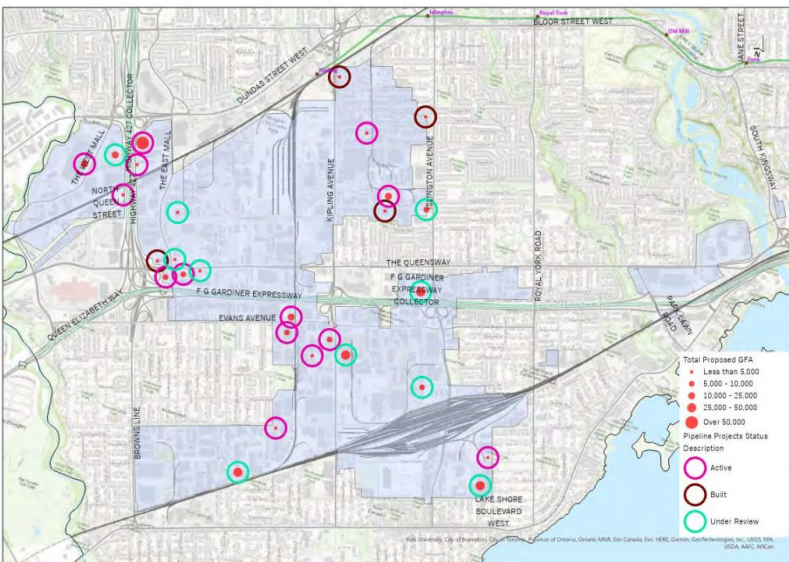
Total Non-Residential Investment (\$000s):

- \$357,931
- New Building: \$167,159
- Interior Alterations: \$73,065
- Additions: \$25,445
- Multiple Projects: \$83,978
- Demolition: \$8,284

Appendix A

9	11
11	12

Non-Residential Development Proposals by Status, Q2-2021

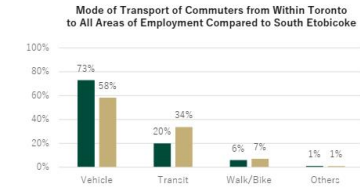
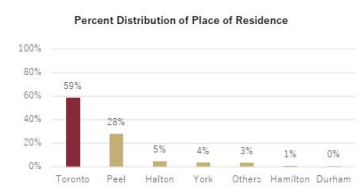
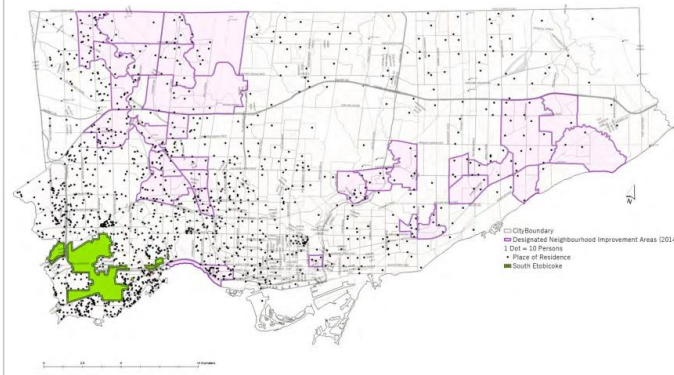


Non-Residential Development Proposals by Status

Source: City of Toronto Development Pipeline



Place of Residence for Workers in South Etobicoke Area



Source: Statistics Canada, Place of Work Status- 2016 Census





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