



## REPORT FOR ACTION

**1285, 1295, 1315 and 1325 Finch Avenue West, and 30 Tangiers Road – Zoning By-law Amendment and Draft Plan of Subdivision Applications – Preliminary Report**

Date: June 26, 2020

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: Ward 6 - York Centre

**SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the applications located at 1285, 1295, 1315 and 1325 Finch Avenue West, and 30 Tangiers Road. The proposed development includes lands designated *Mixed Use Areas* and *Core Employment Areas*, and consists of multiple tall buildings up to 14 storeys, with residential, office and retail uses. A total of 818 residential units are proposed, all with condominium tenure. Staff are currently reviewing the applications. The application has been circulated to appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the applications with the Ward Councillor.

**RECOMMENDATIONS**

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The Chief Planner and Executive Director, City Planning recommends that:

1. Staff schedule a community consultation meeting for the applications located at 1285, 1295, 1315 and 1325 Finch Avenue West, and 30 Tangiers Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.
3. Should the current proposal be determined to include any non-permitted uses on lands designated as *Core Employment Areas*, or the applicant amends the proposal to include any non-permitted uses on lands designated as *Core Employment Areas*, that staff be directed to review the application concurrently and in the context of the Municipal Comprehensive Review as a request to convert employment lands.

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

## **DECISION HISTORY**

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### **Finch Avenue West and Sheppard Avenue East - Planning Study Approach**

In December of 2015, City Council requested the Chief Planner and Executive Director, City Planning, to initiate a planning study along the Finch Avenue West corridor, focussed on the area around Keele Street and Finch Avenue West.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG8.9>

### **Keele Finch Plus Study**

In December of 2016, City Council received for information the results of Phase 1 of the Keele Finch Plus Study. The report included the results of research, technical assessment, and public input. Emerging issues to guide future phases of the Study were included.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY18.33>

In July of 2018, North York Community Council directed City Planning to develop a Secondary Plan for the Keele Street and Finch Avenue West area based on a series of directions and a preferred concept. North York Community Council also directed City Planning to utilize the directions and preferred concept as a basis for evaluating development proposals in the study area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY32.19>

The proposal falls within the boundary of the Keele Finch Plus Study and recommended Secondary Plan. The Secondary Plan is not yet in force. The proponent has been involved throughout the Keele Finch Plus Study.

### **Pre-Application Consultations**

A total of 5 pre-application consultations between 2016 and 2019 were held between the City and proponent, as well as discussions with Metrolinx regarding a direct connection to the future Finch West subway/LRT station. The proponent received preliminary comments during and after the pre-application consultations from the City on the proposals. The City provided comments to guide the evolution of the proposal and a future application. These comments included (but are not limited to) a requirement to provide a public street and public parkland, conform to either the Tall Building Design Guidelines or the Mid-rise Design Guidelines, provide appropriate transition, perform technical studies to address known concerns related to noise, air quality and safety, and to address concerns related to the operational needs of Downsview Airport (e.g. restrictions related to flight paths). There was awareness of

interest to develop this site throughout the Keele Finch Plus Study process and the proponent made their intent public through online posting of development concepts. There was also discussion of the proposal with the BIA, Councillor and members of the public.

## **ISSUE BACKGROUND**

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### **Application Description**

The site is located to the southeast of the intersection of Keele Street and Finch Avenue West. This area is underneath the flight paths of Downsview Airport. The Finch West subway station on Line 1 is in close proximity, and the site is adjacent to a planned Light Rail Transit (LRT) station on the Finch West LRT line, which is now under construction. The surroundings consist of low to mid-rise buildings containing retail, commercial and office uses, along with light, medium and heavy industrial uses.

The applicant proposes to amend City of Toronto By-law 569-2013 and former City of North York By-law 7625 for the property at 1285, 1295, 1315 and 1325 Finch Avenue West, and 30 Tangiers Road to permit a multi-building development consisting of residential, retail and office uses. The proposal includes a new public street oriented generally east-west along the southern portion of the site. The proposed new public street leads to a proposed public park at the southwest portion of the site. The development is proposed to be completed in 3 phases:

- Phase 1 is proposed to include a new east-west oriented public street, public park and an office building of 13 storeys (45.5 metres) at the intersection of Tangiers Road and the new public street (Building D in Attachment 3);
- Phase 2 is proposed to include a residential building of 14 storeys (45.5 metres) that abuts the office building (Building C), and a mixed use residential and retail building of 14 storeys (46 metres) at the corner of Finch Avenue West and Tangiers Road (Building B); and
- Phase 3 is proposed to include a mixed use residential and retail building that is proposed at 14 storeys (46 metres) (Building A).

The proponent has indicated that their intention is for phase 3 to be revised for a taller building in the future if Downsview Airport ceases operations and no longer governs the limit of structure height. Further information from the applicant on the phasing will be required.

The proposed development consists of 56,833.1 square metres of residential space containing 818 condominium units, along with 10,229.6 square metres of office space and 3,238.6 square metres of retail space. The proposed floor space index (FSI) is 4.25 (gross) and 5.49 (net). The total number of parking spaces proposed is 821, of which 636 are for residential uses, 136 for office uses, and 49 for retail uses. A total of 574 long-term and 88 short-term bicycle parking spaces are proposed.

Detailed project information is found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 1 of this report, for three dimensional representations of the project in context.

## **Provincial Policy Statement and Provincial Plans**

Land use planning in the Province of Ontario is a policy led system. Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

The Growth Plan (2019) contains policies pertaining to provincially significant employment zones (PSEZs). PSEZs are areas defined by the Minister of Municipal Affairs and Housing for the purpose of long-term planning for job creation and economic development. The conversion of *Employment Areas* within PSEZs can only occur during a municipally-initiated Municipal Comprehensive Review. PSEZs can consist of *Employment Areas* as well as mixed-use areas that contain a significant number of jobs. The site is located within a Provincially Significant Employment Zone (PSEZ), as identified in the Growth Plan (2019).

The Growth Plan (2019) includes policies to ensure land use compatibility between sensitive land uses (including residential uses) and *Employment Areas*. Policy 2.2.5.7 directs an appropriate interface between *Employment Areas* and adjacent non-employment areas to maintain land use compatibility. Policy 2.2.5.8 directs sensitive land uses and major office uses to avoid, or where avoidance is not possible, minimize and mitigate the adverse impacts of the development on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

## **Municipal Comprehensive Review and Growth Plan (2019) Conformity Exercise**

At its meeting on June 15, 2020, the Planning and Housing Committee considered the recommended work plan for the upcoming Municipal Comprehensive Review (MCR) and Growth Plan conformity exercise. The drawings included in the current proposal lack details that would make it clear as to what uses are being proposed on *Core Employment Areas* designated lands. This report recommends that if it is determined

that the proposal includes uses that are not permitted within *Core Employment Areas*, or if the applicant revises the plans to propose uses that are not permitted within *Core Employment Areas*, that Staff are to be directed to review the proposal in the context of the MCR to ensure alignment with the process and outcomes of the MCR. Additional information on the MCR work plan can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>.

## **Toronto Official Plan Policies and Planning Studies**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The current application is located on lands shown as *Mixed Use Areas* and *Core Employment Areas* on Map 16 of the Official Plan (see Attachment 5). This proposed new public street is currently located within land designated as *Core Employment Areas* in the Official Plan.

*Mixed Use Areas* designated lands will absorb most of the anticipated increase in retail, office and service employment in Toronto, as well as much of the new housing. The proportion of commercial and residential uses will vary widely among *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single or mixed use buildings, as well as parks and open spaces and utilities.

The appropriate mix of uses and intensity within *Mixed Use Areas* is dependent on its context. Policy 2.2.4.5 and Policy 2.2.4.6 of the Official Plan provides direction regarding land use compatibility in situations where sensitive land uses, including residential uses, are proposed outside of/and near to *Employment Areas* or within influence areas of major facilities. In these circumstances, the proposal for sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from *Employment Areas* and/or major facilities as necessary to:

- Prevent or mitigate adverse effects from noise, vibration, and emissions, including dust and odour;
- Minimize risk to public health and safety;
- Prevent or mitigate negative impacts and minimize the risk of complaints;
- Ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land use, including residential uses; and
- Permit the *Employment Areas* to be developed for their intended purpose.

*Core Employment Areas* designated lands are described in the Official Plan under section 4.6. For the most part, *Core Employment Areas* are geographically located within the interior of employment areas. Uses that would attract the general public into the interior of the employment lands and possibly disrupt industrial operations are not generally permitted in *Core Employment Areas*. *Core Employment Areas* permit all types of manufacturing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture.

Development within all *Employment Areas*, including *Core Employment Areas*, will contribute to the creation of competitive, attractive, highly functional *Employment Areas*, as described in Official Plan Policy 4.6.6. Among the policies in 4.6.6, all *Employment Areas* will achieve the foregoing by:

- Supporting, preserving and protecting major facilities, employment uses and the integrity of *Employment Areas*;
- Providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
- Integrating the development into the public street network and system of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;
- Mitigating the potential negative impacts from traffic generated by development within *Employment Areas* and adjacent areas;
- Mitigating the potential adverse effects of noise, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, air quality and/or odour studies;
- Providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas; and
- Providing a buffer and/or mitigating adverse effects, where appropriate to *Neighbourhoods*, *Apartment Neighbourhoods* and *Mixed Use Areas*.

The Official Plan also states in policy 4.6.7 that the policies of the Plan will be implemented in Zoning By-laws to create a gradation of zones that distinguish between employment uses on the basis of their potential operations and impacts to ensure a compatibility of uses within *Employment Areas*.

The Official Plan Conversion and Removal Policies for *Employment Areas* indicate that conversions can only occur by way of Municipal Comprehensive Review (MCR). The Local Planning Appeal Tribunal brought the Conversion and Removal Policies 2.2.4.14 to 2.2.4.18, inclusive of the Official Plan into effect on May 8, 2020.

## **Zoning By-laws**

The site is subject to both former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013. However, most of the site has yet to be brought into the harmonized City of Toronto Zoning By-law 569-2013.

Under Zoning By-law 7625, as amended, the site is zoned Industrial-Commercial Zone (MC(H)). This zoning permits a variety of commercial, retail, office, manufacturing, and institutional uses. Residential uses are not a permitted use. The site is subject to a holding provision (H), which places a maximum size limit on retail and service shops of 0.5 floor space index (FSI) or 5,000 square metres, whichever is lesser, and a limit on office uses of 0.5 FSI or 5,000 square metres, whichever is lesser. The H exists for two reasons: to ensure that the primary purpose of the area (industrial and other employment uses) is not adversely impacted by significant office and retail development, and to ensure that retail in other areas of the city are not adversely impacted by significant retail developments in the MC(H) zone. Other permitted uses have a maximum floor space index of 1.0. The minimum required front yard setback is 9.0 metres, and no more than 50% of that setback may be paved surface. Side yard setbacks vary from 3.0 metres to 7.5 metres depending on a series of factors. The minimum rear yard setback is 7.5 metres. There are no lot area or lot frontage minimums.

The maximum permitted height on site is governed by Schedule 'D' to by-law 7625 "Downsview Airport Hazard Map". The maximum height shown for this site in Schedule D is 15.24 metres.

A portion of the site to the southeast is zoned Employment Industrial (E) (x318) in Zoning By-law 569-2013. Exception 318 refers to Schedule D (described above) as prevailing. The E zone permits a variety of employment uses, including laboratories, warehouses, light manufacturing, and offices. Residential uses are not permitted. The minimum lot frontage is 20.0 metres, and side and front yards setback minimums are 3.0 metres. The entire front yard setback must be covered in soft landscaping, except that portion used for a driveway. The minimum rear yard setback is 7.5 metres.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

## **Design Guidelines**

The following design guideline(s) will be used in the evaluation of this application:

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities Guidelines;
- Bird Friendly Guidelines; and
- Pet Friendly Guidelines.

The proposal will also be evaluated against the design directions endorsed by Community Council in July of 2018 through the Keele Finch Plus Study, and through further results of that Study, including the proposed Secondary Plan. It is worth noting that the City may opt to evaluate the buildings against the Mid-rise Performance Standards, particularly if future iterations of the proposal includes reduced proposed height.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

## **Streetscape**

As a component of the Finch West LRT project being led by Metrolinx, the streetscape along Finch Avenue West in front of the site will be redesigned and rebuilt. The streetscape in this area should also be informed by the DUKE Heights Business Improvement Area's (BIA) streetscape master plan. The proponent will need to work with Metrolinx on any revisions to the Finch West LRT streetscape design, and to consider the BIA's streetscape master plan.

## **COMMENTS**

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### **Reasons for the Application**

Amendments to former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013 are required to permit the proposal. Amendments include permitting residential uses, as well as amendments to the height, FSI and other aspects of the proposal which differ from what the Zoning By-law allows.

The proposal may also require an Official Plan Amendment for conversion of Employment Areas, if the proponent's application includes uses that are not permitted within *Employment Areas*.

The Plan of Subdivision Application is required to create the development block, a public park and a public street.

### **ISSUES TO BE RESOLVED**

The applications have been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

### **Provincial Policies and Plans Consistency/Conformity**

Planning Staff will evaluate the applications to determine their consistency with the PPS 2020. In particular, the land use compatibility Policies in section 1.2.6 of the PPS. It is also yet to be determined whether the proposal is consistent with policy 1.3.2.4 and 1.3.2.5 regarding land use conversion.

Planning Staff will evaluate the application to determine its conformity with the Growth Plan (2019). In particular whether the proposal conforms with Growth Plan policies 2.2.5.7.c and 2.2.5.8 regarding land use compatibility and an appropriate interface between employment and non-employment areas. Further, it is yet to be determined whether the proposal conforms with policies 2.2.5.9 and 2.2.5.10 regarding land use conversion.

## **Official Plan Conformity**

Planning Staff will evaluate the application to determine its conformity with the Official Plan. This includes conformity with policies related to Mixed Use Areas and Core Employment Areas land use designations. Conformity with the Built Form and Public Realm policies and Community Services and Facilities policies will also be evaluated.

Staff will review how the proposal conforms to the policies in section 2.2.4 regarding Compatibility/Mitigation, including avoiding adverse effects, minimizing the risk of complaints, and ensuring that the Employment Area can develop for its intended purpose. The introduction of sensitive uses on the edge of *Core Employment Areas* requires appropriate separation, buffering and design to ensure that the influence of the sensitive uses is mitigated.

It is not clear to staff what uses are being proposed on the *Core Employment Areas* portion of the site. For example, the existing property lines and existing zoning are missing from the proposal. As such, it is not yet clear whether a conversion is part of this application. If a conversion is part of this application, then the Conversion Policies of the Official Plan will apply (e.g. 2.2.4.14 to 2.2.4.16), as well as those of the Growth Plan.

## **Proposed Keele Finch Secondary Plan**

Secondary Plans establish local development policies to guide growth and change in a defined area of the City. In July of 2018, North York Community Council endorsed a series of directions and a preferred concept for the development of a new Secondary Plan for the Keele Street and Finch Avenue West area. Community Council further directed City Planning to evaluate development proposals in the area against the Directions and Preferred Concept. The proposal will be evaluated against the Directions and Preferred Concept, as well as evaluated against the Secondary Plan, which is proposed, but not yet in force. It is noteworthy that at the time of the July 2018 report, some aspects of the Study were still underway. For example, appropriate land use directions were not yet determined as an evaluation of noise, air quality, and safety was ongoing.

Staff note that the proposal has included some regard for the endorsed Directions and Preferred Concept and proposed Keele Finch Secondary Plan, such as a new east-west oriented public street, new park space to the southeast of Keele Street and Finch Avenue West, and greater development intensity within the Keele-Finch Node near to rapid transit stations. However, there are aspects of the proposal that do not conform to the Directions and proposed Secondary Plan, including land use permissions, land use compatibility, transition, and built form. A connection from the proposed public street to Keele Street is also missing from the proposal. This evaluation is preliminary, and is ongoing as more analysis is undertaken.

## **Land Use**

The suitability of the proposed land use will be evaluated based on the planning framework for the area including Provincial policies, plans and guidelines, the City's

Official Plan policies, the Keele Finch Plus Directions and Preferred Concept and proposed Keele Finch Secondary Plan. The site is located within a Provincially Significant Employment Zone in close proximity to medium and heavy industrial uses. The immediate context is commercial, consisting of retail and office uses. No residential uses exist east of Keele Street today, including the site, and no residential uses are permitted in the existing zoning.

Most of the site is designated *Mixed Use Areas* in the Official Plan today, except for a portion of the site to the southeast which is designated *Core Employment Areas*. However, the proposed land use policies of the Keele Finch Secondary Plan include land use designations '*Mixed Use Areas A*', '*Mixed Use Areas B*', and '*Core Employment Areas A*', which apply to the site. The *Mixed Use Areas A* designation, which covers the western portion of the site, contemplates residential on site, subject to the policies of the proposed Plan, including the land use and compatibility policies. The *Mixed Use Areas B* designation (which includes an easterly portion of the site along Tangiers Road) does not permit residential uses. An office corridor is envisioned along Tangiers Road to ensure an appropriate transition and gradation of uses from residential uses to the west of the site to heavy industrial uses to the east of the site. Staff will continue to evaluate the appropriateness of the mix of uses on the site, including their amount and location.

Air quality, noise and safety considerations were evaluated through the Keele Finch Plus Study. The results of that work lead to the identification of known issues, and informed the vision, proposed land use permissions, and proposed transition policies of the Secondary Plan. The proposal does not meet the intent of the proposed Secondary Plan, and does not address nor mitigate the known noise, air quality and safety issues. An appropriate land use transition between the proposed uses and medium and heavy industrial uses to the east, north and south has not been achieved in the proposal. Staff will work with the proponent on revisions to the proposal to ensure appropriate transition as described in the Growth Plan and in section 2.4 of the Official Plan, as well as the relationship of proposed uses with *Core Employment Areas*.

## **Public Realm and Built Form**

The suitability of the proposed site organization, public realm and built form, including building placement and setbacks, height and massing will be evaluated based on the planning framework for the area including Provincial policies and plans, the City's Official Plan policies (e.g. the policies of section 3.1.1 on The Public Realm and 3.1.2 on Built Form), the Keele Finch Plus Directions and Preferred Concept, proposed Keele Finch Secondary Plan, and City Design Guidelines. As per the Planning Act, it is a matter of provincial interest that development support public transit and be oriented to pedestrians, while also being well-designed, encouraging a sense of place, and provision of public spaces that are of high quality, safe, accessible, attractive and vibrant.

Staff are of the opinion that the public realm and circulation, and context plan need revision. A revised public realm structure is needed that addresses issues including the following:

- Location and configuration of new public streets, private streets and driveways;
- Location and configuration of the new public park and open space;
- Location and configuration of other connections, including pedestrian connections and mid-block connections;
- Safety and accessibility of the public realm and proposed improvements to circulation;
- The location of loading and servicing entrances and their interface with public spaces (e.g. they should be away from parks and main pedestrian routes);
- View terminus and other structural organization elements;
- The location of outdoor amenity spaces.

Staff are of the opinion that the built form of the proposal requires significant revisions. The proposed location and siting of buildings should be coordinated with the public realm framework. Main built form issues include the proposed building type and form, which reflect neither tall buildings nor mid-rise buildings in City guideline documents. The proposed buildings are not acceptable from a mass, height and bulk perspective. The proposal does not achieve a form that supports a good public realm with adequate sunlight on public spaces with appropriate sky view. Staff will work with the proponent on these revisions.

A summary of the initial built form issues includes the following:

- Excessive massing, height, and bulk;
- No base building for tall buildings;
- Tall building floorplates that exceed the maximum described in the Tall Building Design Guidelines (the proposal includes floor plates exceeding 2,100 square metres);
- Meeting the minimum separation distanced between tall buildings; and
- Adequate regard for City urban design guidelines.

The applicant has submitted a Sun/Shadow Study and a Pedestrian Level Wind Study in support of the application. These studies are currently being reviewed by City Staff. On a preliminary basis, Staff have identified that the evaluation of sitting conditions has not been adequately considered in the wind study.

Further evaluation of the planned and built context, and built form is ongoing and further concerns may be identified.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

The applicant has submitted an Arborist/Tree Preservation plan which is under review by Staff. Staff have thus far noted that the plan submitted identifies 7 private trees to be removed, of which 2 are healthy. Revisions to the proposal to protect the 2 healthy trees are encouraged. Staff note that the submitted Arborist/Tree Preservation plan is missing key details that prevent a complete review at this time.

## **Housing**

The proposal will be evaluated against housing policies in the Provincial Policy Statement, Growth Plan, Official Plan, proposed Keele Finch Secondary Plan, as well as against City guidelines. At a high level, a variety of unit sizes and types is desirable to house a diverse population of all ages and incomes. This is achieved in part by ensuring a full range of housing opportunities, including rental housing, affordable housing, social housing, shared housing and supportive living situations, and other forms.

The proposal includes a total of 818 residential units of only one tenure and type: market-rate condominium. No affordable housing is proposed. Of the 818 residential condominium units, 630 (77%) are proposed as 1 bedroom units, 106 (13%) are proposed as 2 bedroom units, and 82 (10%) are proposed as 3 bedroom units.

The City's Growing Up: Planning for Children in New Vertical Communities document offers guidance at the neighbourhood, building, and unit level to improve the liveability of mid-rise and tall buildings for families and children. The proposal will be evaluated against these Guidelines. Staff note that the proposal has not met the minimum unit mix in the Guidelines of 10% 3 bedroom and 15% 2 bedroom units. Further, the average unit sizes proposed are significantly lower than the low end of the range provided in the Guidelines. Staff will continue to review the proposal and whether the proposal meets the intent of the Guidelines at all three scales.

## **Archaeological Assessment**

An archaeological resource assessment identifies and evaluates the presence of archaeological resources (also known as archaeological sites). Whether a property has archaeological resource potential can be confirmed at the searchable database TO maps. An archaeological assessment may also be required if a property is identified on the City of Toronto's Inventory of Heritage Properties as part of the Heritage Impact Assessment process. An archaeological resource assessment identifies and evaluates the presence of archaeological sites and resources. The site is identified as an area of archaeological potential and a Stage 1 Archaeological Assessment for the subject site has been submitted. City Staff are reviewing the results.

## **Community Services and Facilities**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible

communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Through the Keele Finch Plus Study, a Community Services and Facilities Profile was completed. That document helped inform the policy directions of the proposed Keele Finch Secondary Plan.

The proposal is large and will have an impact on the capacity of the existing community services and facilities in the area. The proponent has submitted a Community Services and Facilities Study, which staff are reviewing. At this early stage, staff note that the proponent's submitted Study provides very limited assessment of each services sector's ability to support the proposed growth, and offers no conclusion as to how the proposed development seeks to address the proposed Keele Finch Secondary Plan policy directions with regards to community service facilities. Staff have provided the proponent with recommendations regarding the provision of community services and facilities. Staff will continue their review and will work with the proponent on the CS&F component of the proposal. This is particularly important as the site is within the York University Heights Neighbourhood Improvement Area (NIA).

### **Section 37 Community Benefits**

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title. Further discussion with the Ward Councillor, City Staff, residents and the applicant will be required to determine the extent and nature of Section 37 community benefits that the applicant will be required to provide, should the proposal be modified and approved in the future.

### **Infrastructure/Servicing Capacity**

The applicant has submitted a Functional Servicing Report, a Hydrogeotechnical Assessment, a Geotechnical Study, and other studies and reports as part of their development application. The Functional Servicing Report is intended to evaluate the effects of the development on the City's municipal servicing infrastructure and watercourses and to identify the need for any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing for the proposed development. Staff are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development, in addition to the potential cumulative impact of all proposed applications in the area of this application.

### **Transportation Impacts**

Staff are reviewing the Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of the development on the transportation

system, and to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

A potential right-of-way widening of 3.44 metres is required across the frontage of the property along Tangiers Road, and of 3.0 metres across the frontage of the property along Finch Avenue West. A new east-west oriented public street with a right-of-way of 20 metres is required through the property to service the property, break up the large block, and to form a portion of a larger street as identified in the proposed Keele Finch Secondary Plan.

The applicant proposes a total of 821 parking spaces, of which 636 are for residential uses, 136 for office uses, and 49 for retail uses. A total of 574 long-term and 88 short-term bicycle parking spaces are proposed, along with a shower facility. The adequacy and appropriateness of these proposed parking spaces will be evaluated by Staff.

At its nearest point, the proposal is located approximately 100 metres from the nearest entrance to the Finch West subway station on Line 1. The site is also adjacent to the planned underground LRT station on the Finch West LRT line. Staff support intensification in this location and encourage the proponent to work with the relevant authorities to seek a direct connection to these rapid transit lines.

Staff are reviewing the submitted studies and evaluating the transportation impacts of the proposal. Staff note that a detailed Transportation Demand Management Plan is needed. Directions from the Keele Finch Secondary Plan, including an east-west connection to the future Finch West LRT station, should be incorporated into the proposal.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, with financial incentives attached to higher levels of performance. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Staff are reviewing the TGS checklist submitted by the applicant for compliance with the Tier 1 performance measures. Among other suggestions, Staff have provided a comment to the proponent that this proposal may be a good candidate for a District Energy System.

### **Operational Needs of Downsview Airport**

The proposal is located under the take off and approach surface, and obstacle limitation surface of Downsview Airport. The proposed heights of the development are within centimetres of the height limit, which cannot be penetrated by any structure, temporary or otherwise (this includes a crane used for construction). Should the height be found to

be acceptable, Staff caution that there may be issues during construction based on current flight path restrictions.

### **Phasing and Future Height**

The proponent has indicated in the submitted Planning Rationale, that the proposal would be advanced in three phases, with the east-west oriented public street and office building (Building D) being constructed first. Staff will review the phasing plan and are supportive of the public street, public park and office building being part of phase 1.

The restrictions on height related to the operational needs of Downsview Airport may not exist at an undetermined date in the future. The Planning Rationale speaks to this date being prior to phase 3 of the project, and the proponent intends to apply for a taller building on that portion of the site (Building A). This proposal has not been submitted and is not under review at this time. However, potential additional height zones and related policy in the proposed Keele Finch Secondary Plan apply in this case.

### **Metrolinx and the Finch West LRT**

Metrolinx is leading the design, build, finance and maintain contract for the Finch West LRT project, which includes the design and construction of the transit line and streetscape. Coordination with, and input from, Metrolinx is required on this proposal.

### **Other Matters**

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

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Matt Armstrong, Planner  
Tel. No. 416-392-3521  
E-mail: [marmstr3@toronto.ca](mailto:marmstr3@toronto.ca)

## **SIGNATURE**

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Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

Attachment 1: 3D Model of Proposal in Context

Attachment 2: Location Map

Attachment 3: Site Plan

Attachment 4: Plan of Subdivision

Attachment 5: Official Plan Map

Attachment 6: Application Data Sheet

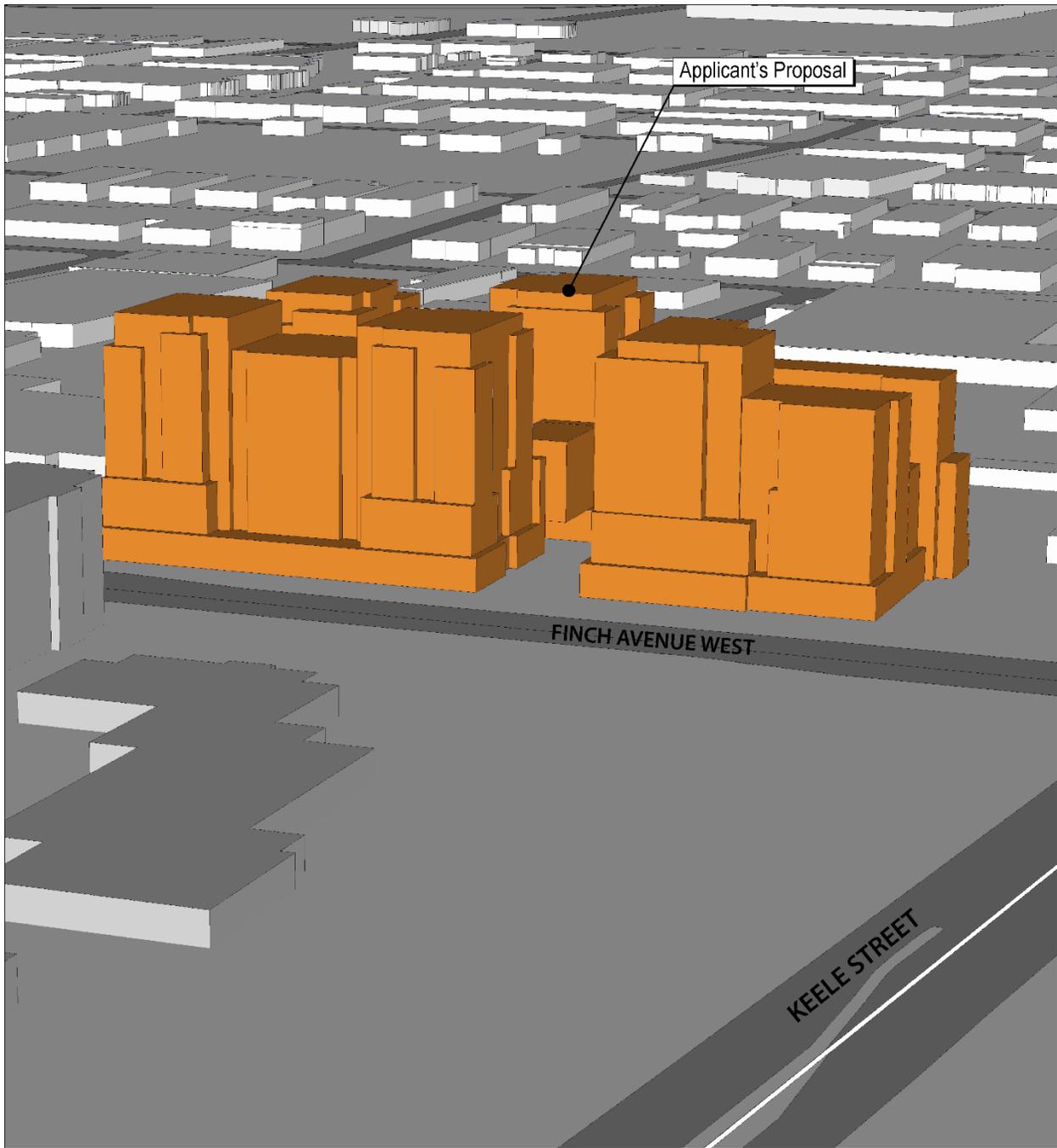
Attachment 1: 3D Model of Proposal in Context



View of Applicant's Proposal Looking Northeast



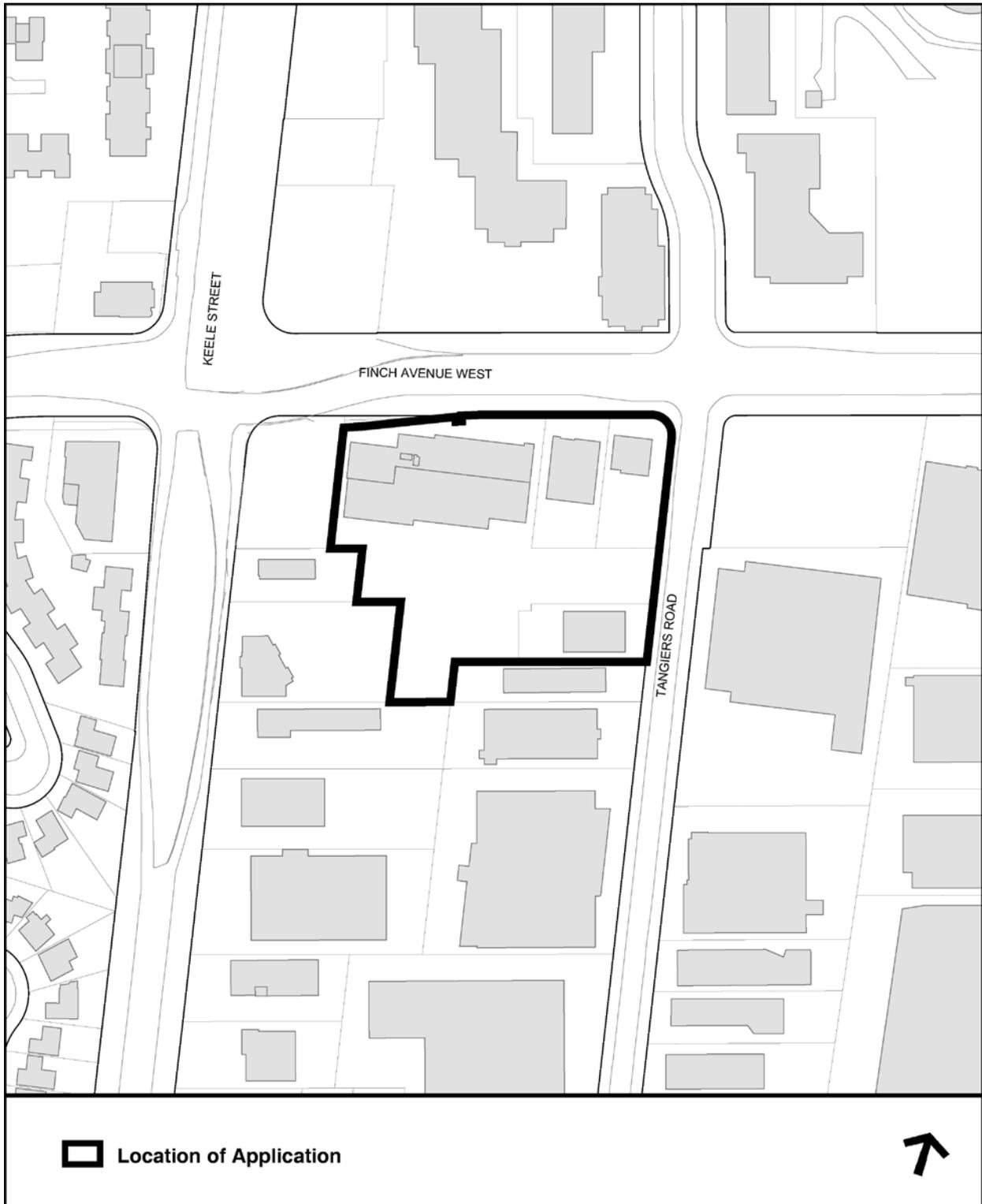
06/08/2020



**View of Applicant's Proposal Looking Southwest**

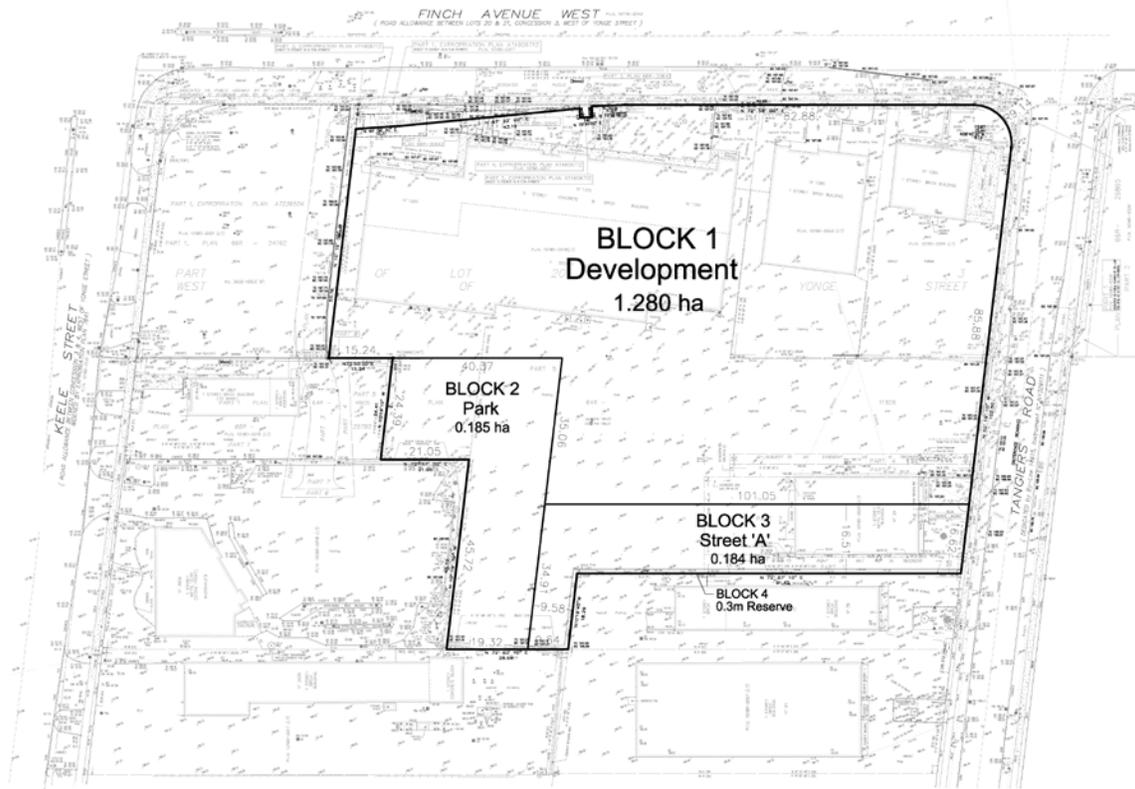
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06/08/2020

Attachment 2: Location Map





Attachment 4: Plan of Subdivision



Draft Plan of Subdivision



Attachment 5: Official Plan Map



1285, 1295, 1315 & 1325 Finch Avenue West & 30 Tangiers Road

Official Plan Land Use Map #16

File # 20 114224 NNY 06 0Z

- |  |  |
|--|--|
|  Location of Application  |  General Employment Areas |
|  Apartment Neighbourhoods |  Core Employment Areas    |
|  Mixed Use Areas          |  |
|  Neighbourhoods           |  |

↑  
Not to Scale  
Extracted: 06/03/2020

Attachment 6: Application Data Sheet

**APPLICATION DATA SHEET**

**Municipal Address:** 1285, 1295, 1315 & 1325  
Finch Avenue West, & 30  
Tangiers Road  
**Date Received:** February 10, 2020

**Application Number:** 20 114224 NNY 06 OZ & 20 114230 NNY 06 SB

**Application Type:** OPA / Rezoning, Rezoning

**Project Description:** Zoning Bylaw Amendment application to permit three 14-storey mixed use buildings and a 13-storey office building. The proposal includes a total of 818 residential units, and 3,239sqm of retail space. The proposed development has a combined Gross Floor Area of 70,301.30sqm and a Floor Space Index of 4.25. A 3 level shared underground parking structure would provide a total of 821 parking spaces.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
EVANS PLANNING INC	EVANS PLANNING INC	AAA Architects	WILLIAM AND NIKI TSIANOS

**EXISTING PLANNING CONTROLS**

Official Plan Designation:	Mixed Use Areas & Core Employment Areas	Site Specific Provision:	none
Zoning:	7625: MC(H), M2 569: E 1.0 (x318)	Heritage Designation:	none
Height Limit (m):		Site Plan Control Area:	yes

**PROJECT INFORMATION**

Site Area (sq m): 16,515      Frontage (m): 156      Depth (m): 112

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	4,068		7,980	<b>7,980</b>
Residential GFA (sq m):			56,833	<b>56,833</b>
Non-Residential GFA (sq m):	9,200		13,467	<b>13,467</b>
<b>Total GFA (sq m):</b>	<b>9,200</b>		<b>70,301</b>	<b>70,301</b>

Height - Storeys: 5 14 **14**  
 Height - Metres: 46 **46**

Lot Coverage Ratio (%): 48.32 Floor Space Index: 4.25

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	56,206	589
Retail GFA:	3,193	46
Office GFA:	9,939	328
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			818	<b>818</b>
Other:				
<b>Total Units:</b>			<b>818</b>	<b>818</b>

<b>Total Residential Units by Size</b>					
	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:			630	106	82
<b>Total Units:</b>			<b>630</b>	<b>106</b>	<b>82</b>

**Parking and Loading**

Parking Spaces: 821 Bicycle Parking Spaces: 662 Loading Docks: 10

**CONTACT:**

Matt Armstrong, Community Planner  
 416-392-3521  
 matt.armstrong@toronto.ca