



Canadian Fuels
ASSOCIATION
canadienne des carburants

The new CPPI.

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November 16, 2013

Re: November 21, 2013 Planning and Growth Management Committee

City of Toronto Planning & Growth Management Committee:

Chair: Councillor Peter Milczyn

Members: Councillors Josh Colle; John Fillion; Frances Nunziata; Karen Stintz; Adam Vaughan

Toronto City Clerk, P&GM Secretariat Contact

Attention: Nancy Martins, Administrator, Planning and Growth Management Committee,

City Hall, 100 Queen Street West, 10th Floor, West Tower, Toronto, ON M5H 2N2,

E-mail: pgmc@toronto.ca

This letter provides input from the Canadian Fuels Association to the Proposed Official Plan Amendment, pertaining to Economic Health and Employment Lands Policies and Designations, which is to be reviewed at the Nov. 21, 2013 Planning and Growth Management Committee meeting.

The Canadian Fuels Association is a national association, and its members provide Canadians with a reliable supply of dependable fuels that are essential to a strong Canadian economy. Member companies are involved in refining, distribution and marketing of fuel products and our industry supplies 95 percent of Canada's transportation fuels.

In the Toronto area, Canadian Fuels members are Husky Energy Inc., Imperial Oil Ltd. (Esso), Shell Canada Products and Suncor Energy Products Partnership (which markets under the Petro-Canada brand name). In Toronto, members have certain office functions, approximately 220 service stations, and significant fuel storage and distribution terminals that service the Greater Toronto Area and some significant portions of southern Ontario.

These terminals are located in the Core Employment Area north-east of Keele St. and Finch Ave. W. The Shell Terminal is located on the east side of Keele St., just north of Finch Ave. W., and the Imperial Oil and Suncor Terminals are located on the north side of Finch Avenue W., between Dufferin St. and Keele St., (see Attachment 2, Maps 4 and 5 of the City of Toronto Planning Staff report to the October 21, 2012 Planning and Growth Management Committee).

We strongly support the work of the City in regards to the Proposed Official Plan Amendment, which has as one of its policy directions to ***“preserve “core” areas of Employment Areas for industrial uses”***. The City report also outlines a critical dimension of preserving employment areas, that: ***“The flow of goods and the movement of trucks are of paramount importance to businesses”***.

We bring to your attention that the Finch Ave. W. corridor is a vital transportation spine for two major Employment Districts identified in the Official Plan (Emery Village and Dufferin-Finch), located in the northern part of the city, east and west of Highway 400, (see Attachment 1). These Employment Districts have a wide range of manufacturing and support activities with a large employment base.

These two Employment Districts are linked by an 8.6 Km section of Finch Avenue W., between Islington Avenue and Dufferin Street, which forms a key transportation corridor for industrial truck movement, located right in the centre of both of these two key Employment Districts, providing vital access to Highway 400. Easy access to Highways 400 and 401 is essential for the fuel distribution terminals operations, as well as the many other industries in both of these Employment Districts.

The March 2010 TransitCity Environmental Project Report outlines a proposal for a dedicated LRT right of way along Finch Ave. W., as well as bicycle lanes, including between Dufferin to Islington. **It is critical that the planning and development of transit systems ensures that the needs for industrial truck movement along the Finch Avenue West corridor are well taken into consideration and will not be compromised**, as Finch Ave. W. is vital to the continued existence and success of these large Core Employment Areas. Failure to do so, undermines the City’s intention to protect employment in these areas. **This preliminary LRT / bike lane proposal along this section of Finch Ave. W. seems inconsistent with the proposed Official Plan statement that “The flow of goods and the movement of trucks are of paramount importance to businesses”**.

Section 2.2.4.5 of the Proposed Official Plan Amendment includes the statement: ***“Measures will be introduced and standards applied on roads within Employment Areas that give priority to the movement of trucks and transit vehicles”***.

We therefore recommend including wording in the Official Plan to indicate that ‘roadway design and transit vehicle movement should ensure that the needs for industrial truck movement within and connecting Core Employment Areas are well taken into consideration, and will not be compromised’.

Sincerely,



Eric A. Bristow

Director Government & Stakeholder Relations, Canadian Fuels Association

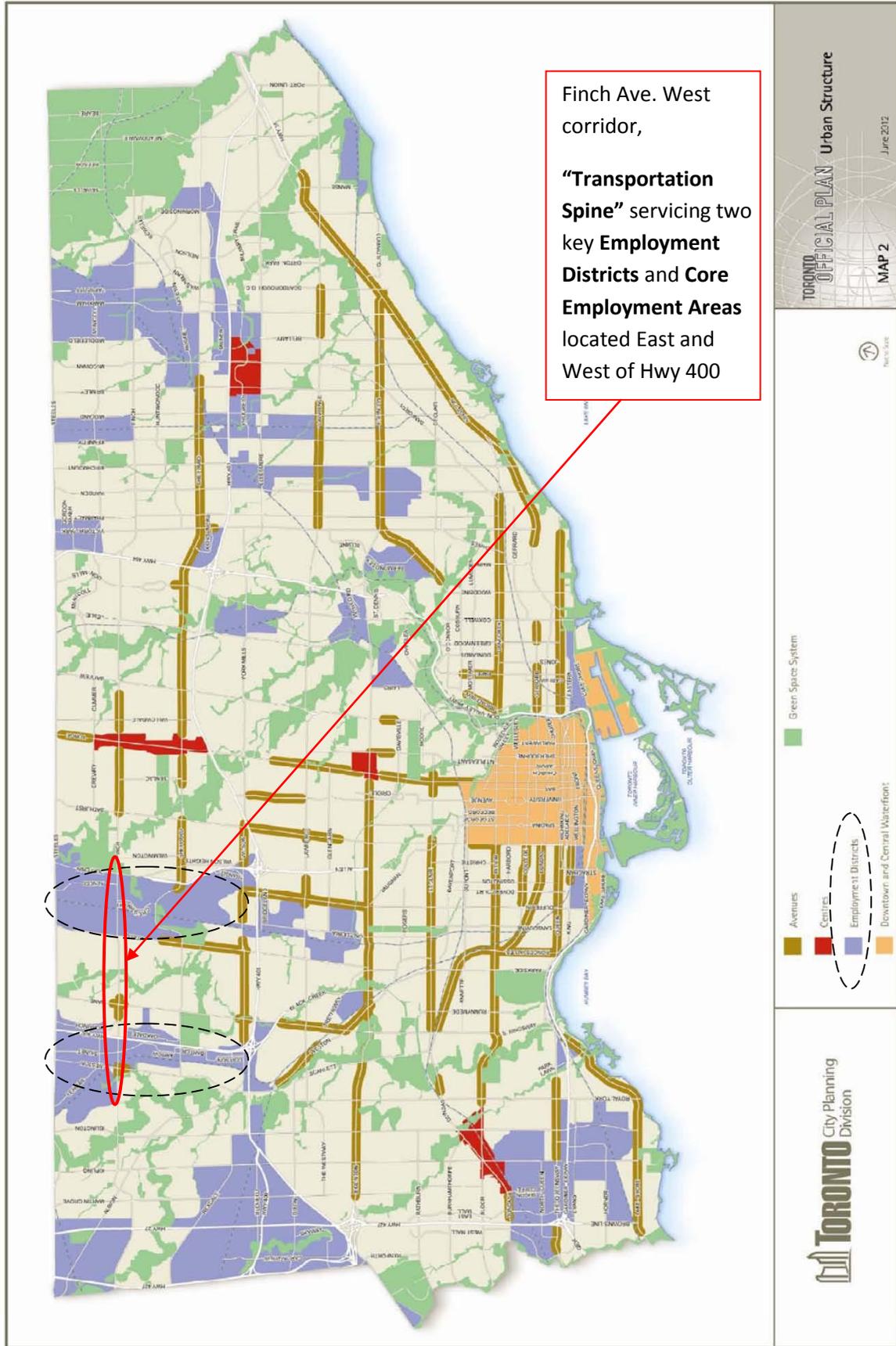
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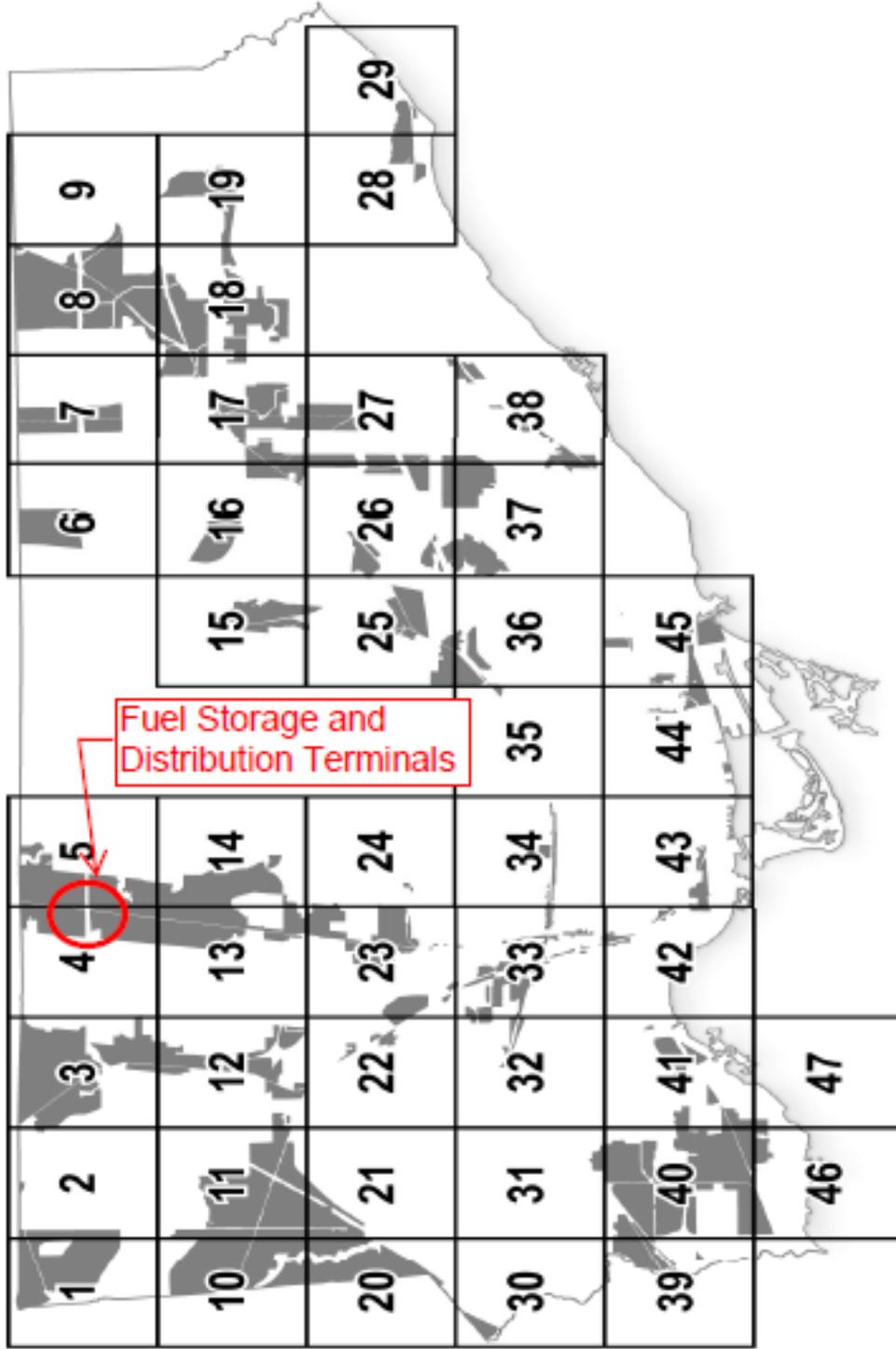
Cc: Jean Roy, Canadian Fuels, jean.roy23@sympatico.ca

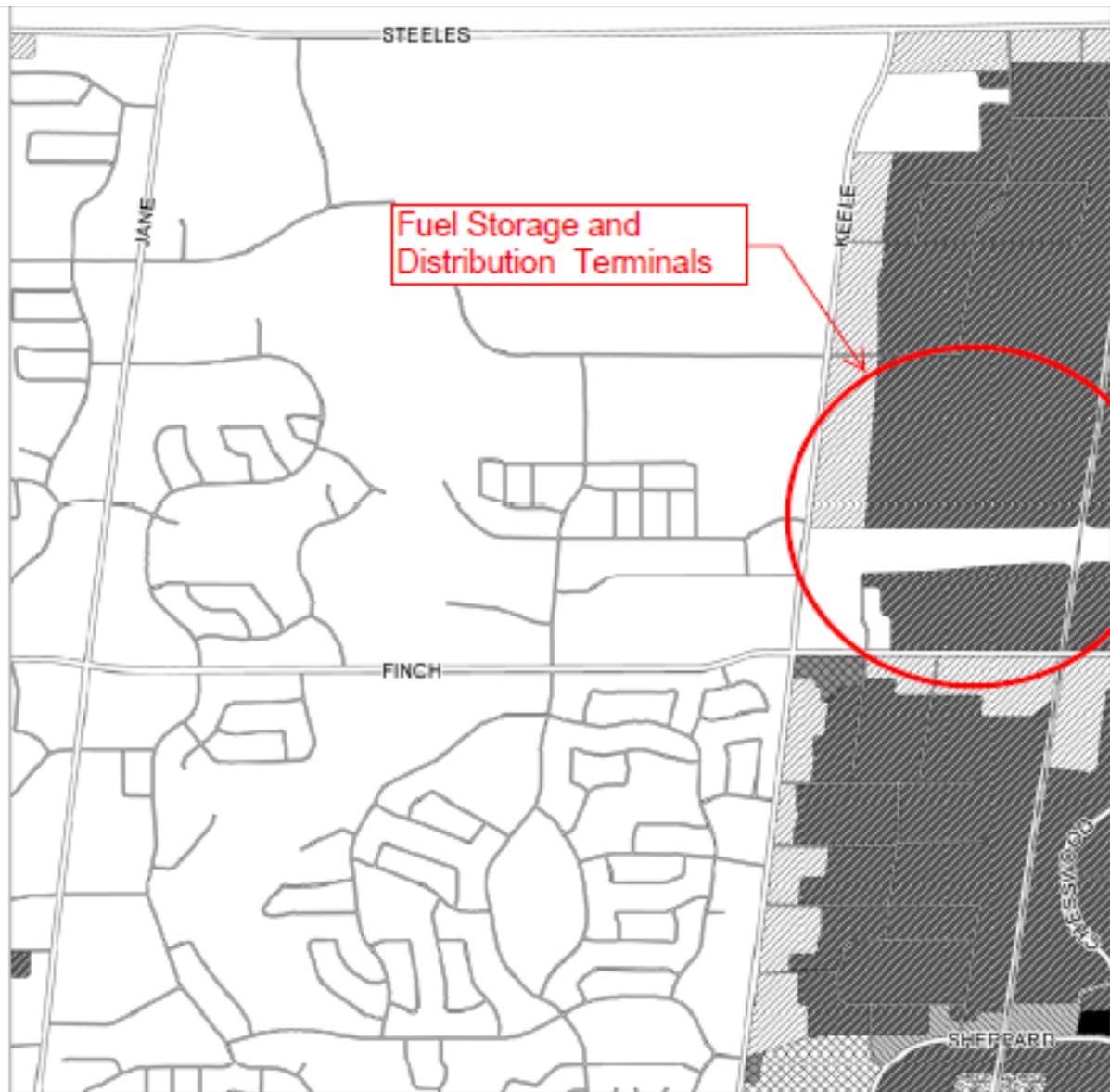
ATTACHMENT 1

Map 1: Official Plan Urban Structure Map



ATTACHMENT 2

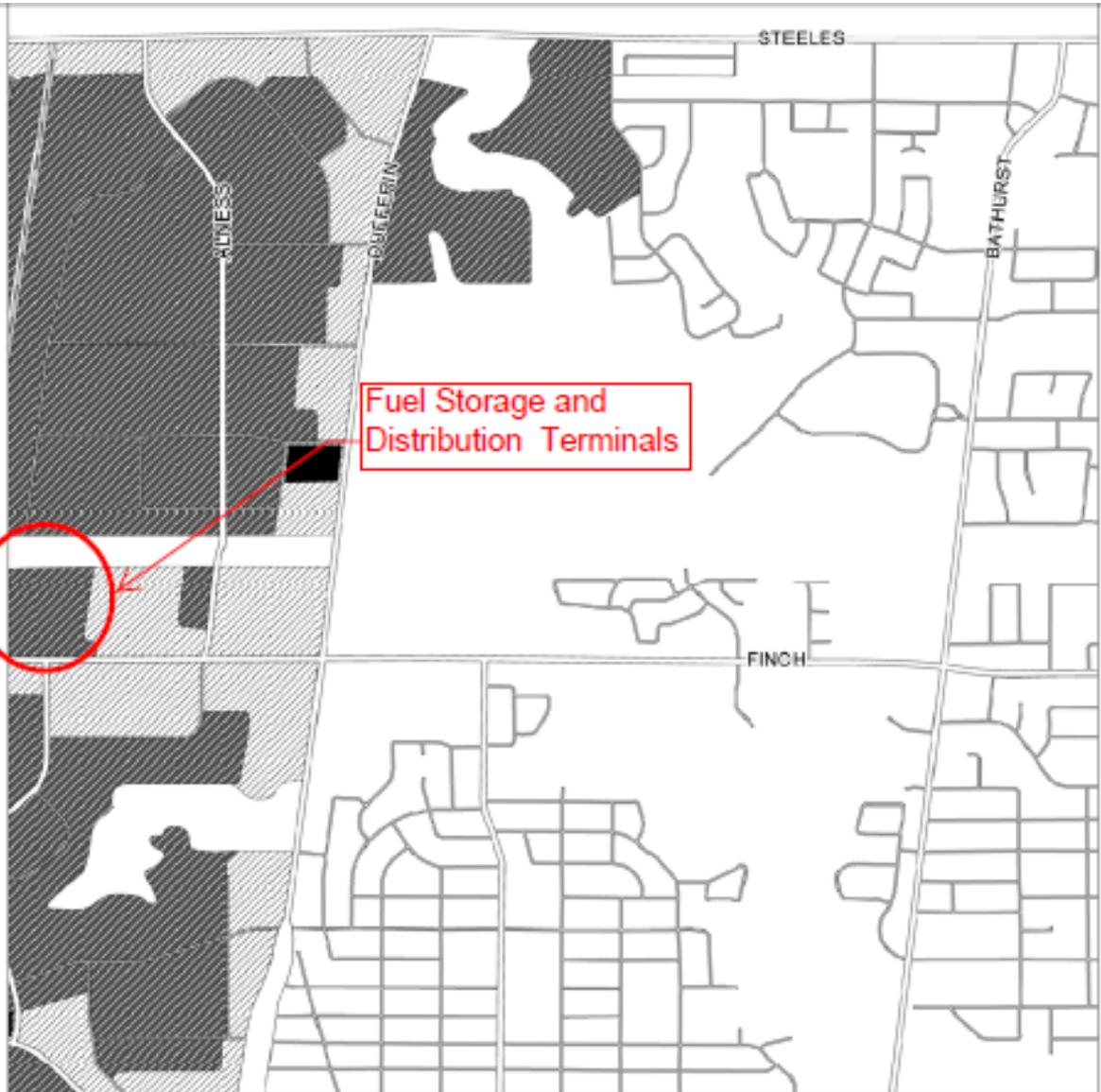




Proposed Designations for Current Employment Areas

Official Plan Review/Municipal Comprehensive Review - Draft for Public Consultation Purposes





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Official Plan Review/Municipal Comprehensive Review - Draft for Public Consultation Purposes



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Not to Scale
11/08/2012