

NY32.19.5

North York Community Council

From: Ashley Moraes <ashley@horoskoplanninglaw.com>
Sent: July 3, 2018 5:38 PM
To: North York Community Council
Cc: Barry Horosko; David McKay; john@gallucci.ca; SViola@tmgbuilders.ca
Subject: NY32.19 - Keele Finch Plus - Interim Report
Attachments: Keele Finch Plus - Interim Report.pdf

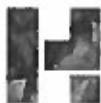
Hello,

Please see the attached correspondence on behalf of Barry Horosko in regards to the above referenced matter.

Regards,

Ashley Moraes

B.E.S.



H O R O S K O

P L A N N I N G L A W

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Please refer to Barry Horosko (Ext 339)
Email: barry@horoskolaw.com

July 3, 2018

Ms. Francine Adamo
Secretariat for North York Community Council
North York Civic Centre
5100 Yonge Street, Main floor
Toronto, Ontario
M2N 5V7

Attention: Francine Adamo

Dear Ms. Adamo:

**RE: NY32.19
KEELE FINCH PLUS – INTERIM REPORT**

We are the solicitors acting for Policy Investments Limited, Jerome Becker, Samuel Brown and Victor Direnfeld regarding the above referenced matter

Our clients own lands generally located at the southwest corner of Keele Street and Finch Avenue West, municipally addressed as 44 Romfield Drive. Our client's lands are designated Mixed Use in the Official Plan and are currently developed for 33 townhouses.

Our clients have been involved through the study process to date. Our clients are supportive of the continued Mixed Use designation proposed for their property and the intension for density to be located in proximity to the new Finch West subway station through the Nodes and Corridors concept as shown on Map 1. However, upon further review, they have concerns with other aspects of the direction proposed by staff.

Given the extent of our client's concerns, as outlined below, we request that North York Community Council defer their decision on the Interim Report and direct City staff to meet with the landowners to resolve the concerns noted below.

Concerns with the Direction

Built Form

Given the location of the lands in proximity to the Finch West subway station and the future Finch LRT, it is our clients opinion that the heights proposed should be increased to reflect the transit supportive neighbourhood envisioned by the Province for a Major Transit Station Area. Our clients believe that increased height (and thus density) should be increased within 500 m of the intersection of Keele Street and Finch Avenue West.

We do understand that height limits are limited today because of the Downsview Airport flight path. We agree with staff at a minimum that should the flight path be removed, increased heights be permitted.

As an interim phase, further detailed analysis should be undertaken as to actual limits related to the operational constraints of Downsview Airport.

We therefore request that tall buildings be permitted within 500 m of the Finch West subway station, subject to the City's design criteria for tall buildings and the resolution of the Downsview Airport flight path.

Proposed Public Park

Maps 2 and 3 depict a "potential new park" to be located on our clients lands. It is unclear as to which map depicts the full extent of the park, as the limits do not appear to align on the two maps. Based on Map 3, we estimate that this potential new park is approximately 20% of our clients lands. In addition, both maps depict potential pedestrian connections through our clients lands.

We question the basis for the additional parkland, as shown given the estimated at 112 ha of parkland in the area (by City staff in the Community Services and Facilities Background Study). On what basis was the parkland shown based upon an anticipated future population for the area? It does not appear that these calculations have been undertaken or at least provided, to justify the parkland shown on the maps.

Further, we question the need for the location and size of the park in this location given the above total amount of parkland as well as the fact that the park is being located in a Major Transit Station Area and thus reducing available land for intensification without consideration for that intensification to occur elsewhere on our clients lands. By locating this size of park on our clients lands it places undue burden on our clients above their statutory requirement to provide parkland for the future redevelopment of their properties.

Lastly, it must be clear in the future policies that any over-dedication of parkland be cost recovered, reimbursed or otherwise compensated for, especially when the burden of providing said parkland is being carried unreasonably by a landowner.

Roads

While our clients lands are not impacted directly by new public roads as shown on Map 2, we question how these new roads are to be implemented, especially where roads are proposed through private lands (in many cases through individual homes). Is the City expecting proponents of development to obtain these roads for the City? Is the City going to be expropriating these rights-of-way in the future? In our clients opinion, the lack of clarity on implementation for the proposed road pattern (and many of the changes proposed for the area) by staff is concerning.

In conclusion, we believe that the recommendation proposed by staff needs further consideration by the landowners and City staff. We believe that a number of our clients concerns can be addressed through an open and co-operative dialog and will result in a vision which is clear, concise and can be implemented. We therefore request a deferral of the directions report to allow these discussions to occur.

Please keep us informed as this matter proceeds.

Yours very truly,
HOROSKO PLANNING LAW

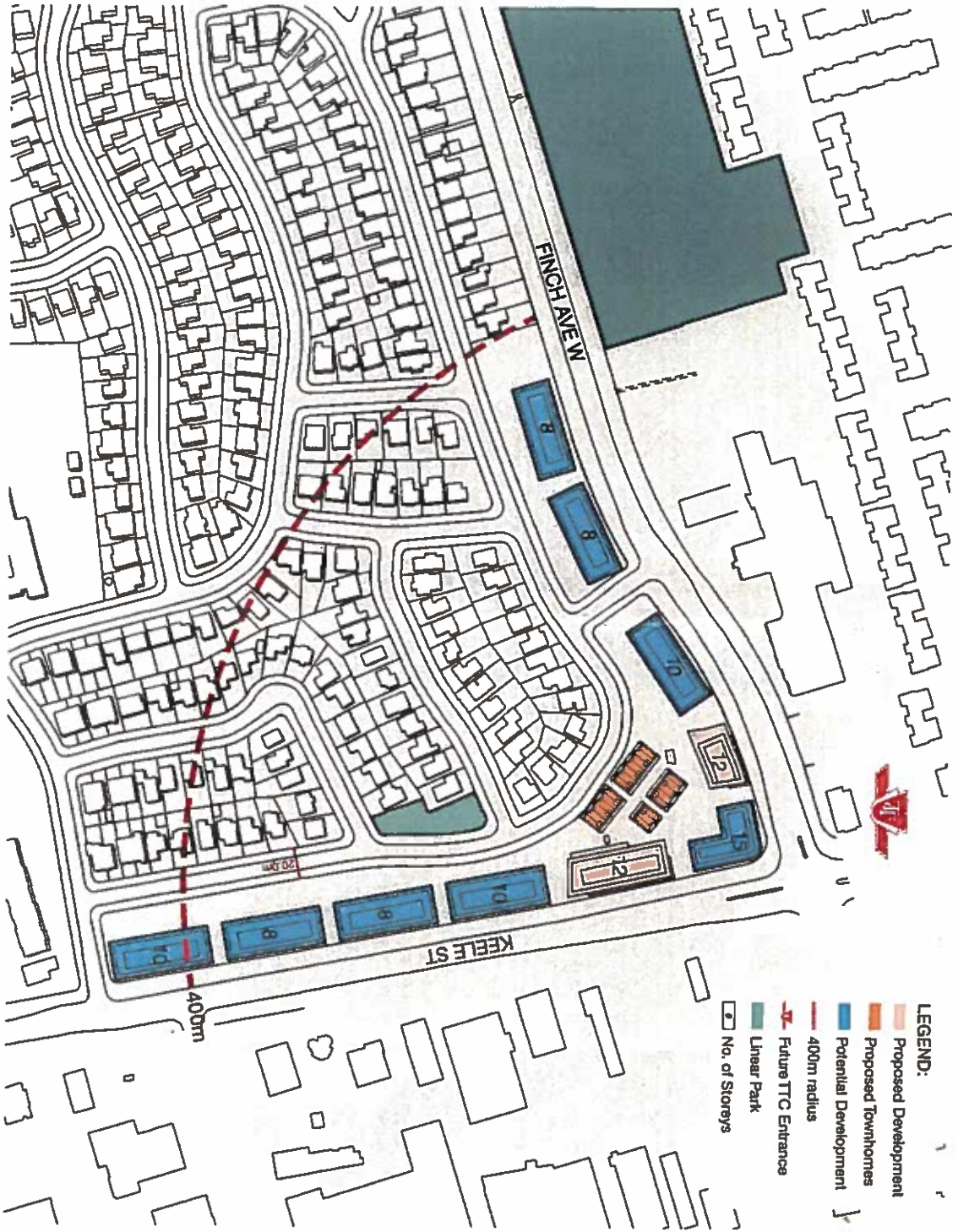


Barry A. Horosko


Encl.

cc. clients

D. McKay






 **1780 Lawrence Ave W**
1780 Lawrence Ave W, Toronto

 **147 Belfield Rd**
Directions from My Location




 **1780 Lawrence Ave W**
1780 Lawrence Ave W, Toronto

 **147 Belfield Rd**
Directions from My Location

Romfield Dr



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