

NY32.19.4

**North York Community Council**

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**From:** Adam Layton <alayton@evansplanning.com>  
**Sent:** July 3, 2018 4:49 PM  
**To:** North York Community Council; Matt Armstrong; Councillor Perruzza  
**Cc:** abdul@ctndevelopments.com; michael@ctndevelopments.com; Murray Evans (evansplanning@sympatico.ca)  
**Subject:** North York Community Council Meeting -Keele Finch Plus Interim Report (Item NY32.19)  
**Attachments:** Keele Finch Plus Study Response Letter - Interim Report - July 3, 2018.pdf

Good afternoon Mr. Armstrong,

On behalf of our Client, we are pleased to provide the attached comments letter with regard to the Keele Finch Plus Interim Report (Item 32.19) being considered by North York Community Council at its meeting on Wednesday, July 4, 2018.

Please do not hesitate to contact me should you wish to discuss this matter further.

Best Regards,

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**Adam Layton**  
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Urban Planners • Project Managers

July 3, 2018

City of Toronto  
City Planning Division  
55 John St, 22nd Floor  
Toronto, Ontario  
M5V 3C6

Attn: Mr. Matt Armstrong, Planner, Strategic Initiatives

Dear Mr. Armstrong,

RE: 'Keele Finch Plus' Planning Study  
Workshop Conceptual Options  
1234655 Ontario Inc.  
1295 and 1315-1325 Finch Avenue West, and 30 Tangiers Road

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Evans Planning Inc. has been engaged by 1234655 Ontario Inc. (the 'Owner') in order to assist with the redevelopment of the property located at 1315-1325 Finch Avenue West. The lands are legally described as *Part of Lot 20, Concession 3, West of Yonge Street*. The property is located on the south side of Finch Avenue West, approximately 45 metres east of the intersection of Keele Street. The property has an irregular shape with an approximate area of 1.14 hectares and possesses approximately 95.71 metres of frontage along Finch Avenue West and 25.5 metres along Tangiers Road.

The subject property currently supports a 5-storey commercial office building and an associated parking lot. Access to the parking facility is provided from Tangiers Road.

Our Client has also assembled the adjacent lands located at 1295 Finch Avenue West and 30 Tangiers Road for the purposes of a comprehensive redevelopment (the 'Subject Property').

The properties at 1295 and 1315-1325 Finch Avenue West are currently designated as *Mixed-Use Areas* on Toronto Official Plan Land Use Plan Map 16. This designation permits a broad range of commercial, residential, and institutional uses. These lands represent the majority of the lands within the southeast quadrant of Keele Street and Finch Avenue West to have this designation. The property at 30 Tangiers Road is designated *Employment Areas*.

The Owner has previously prepared concept plans and met with City Staff to discuss the potential redevelopment of the property. The most recent meeting was held on May 4, 2018, and included representatives of the City's Community Planning, Engineering, Urban Design, Real Estate, and Strategic Initiatives, Policy & Analysis departments.

The redevelopment of the subject property is contemplated to consist of:

- A new east-west oriented road extending from Tangiers Road.
- Four interconnected mixed-use towers oriented along the Finch Avenue West frontage
- A mixed-use tower internal to the property adjacent to the future road
- A new office building located at the intersection of the future e-w road and Tangiers Road

As identified within previous Staff Report for the Keele Finch Plus Study in October 2016, the area is extremely well served by higher-order transit, including the newly operational Finch West subway station and Bus terminal, and the planned Finch Avenue West Corridor light rail transit line for which construction has been initiated.

The Growth Plan for the Greater Golden Horseshoe identifies that the area within 500m of a rapid transit station is to be considered a major transit station area, and is to achieve a target of 200 residents and jobs combined per hectare for those areas served by subways. The subject property is located within 100 metres of the existing Finch West subway station and is thus located within such a major transit station area.

Further, the Big Move Regional Transportation Plan identifies that the intersection of Keele Street and Finch Avenue West as a Mobility Hub, which includes the area within an 800 metre radius of the intersection of two or more rapid transit lines. It is intended that these 'Hubs' support transit integration and higher density development.

We have reviewed the Staff Report titled '*Keele Finch Plus – Encouraging Growth and Community Building – Interim Report*' dated June 15, 2018, and provide the following comments:

**1. Proposed Land Use (Map 5)**

We note that the Potential Land Use Plan (Map 5) identifies our Client's lands as 'Office/warehouse commercial', which differs from the existing *Mixed Use Areas* designation contained within the City of Toronto Official Plan.

While the Report provides that the land uses identified within Map 5 and Attachment 6 of the Report are broad categories meant only to indicate general intent, we remain concerned with this identification as part of the 'Preferred Option' presented to Community Council for endorsement as the basis of the future Secondary Plan. The Report further provides that an assessment of the noise, air quality and safety within the area is ongoing, and may result in refinement to the permitted uses within the *Mixed Use Areas* designated parcels.

As noted previously, the majority of our Client's lands are within the *Mixed Use Areas* designation, and discussions regarding the potential redevelopment of the lands have been held with City Staff on the basis of the permissions currently provided with the City of Toronto Official Plan.

It is further provided within Attachment 5, that residential uses within the Keele Finch Node may be permitted east of Keele Street on sites designated *Mixed Use Areas* subject to the outcomes of the noise, air quality and safety assessment. The Potential Land Use Map (5) includes an overlay which provides that the potential land use is '*To be determined in part on outcomes of environmental evaluation*'.

We respectfully request that all maps or visuals within the Preferred Option be revised to reflect a deferral of any potential or preliminary land use designations or provisions until such time as the noise, air quality and safety assessment is completed.

Similarly, we request that the Secondary Plan Directions contained within Attachment 5 provide specific requirements with regard to what measures are to be satisfied for residential uses to be permitted on sites designated *Mixed Use Areas* east of Keele Street.

## **2. Public Realm Concept (Map 3)**

Given the uncertainty regarding the uses which may be permitted within the *Mixed Use Areas* east of Keele Street, we suggest that it is premature to provide a conceptual location for a new park between Keele Street and Tangiers Road, particularly in as detailed a plan as is shown on Map 3.

If such details must be included, we would request that flexibility regarding the size, form, and composition of any future parks be embedded within any Secondary Plan policies in order to ensure that proposed development can satisfy both the Provincial targets established for Major Transit Station Areas, as well as enhance the local community through the implementation of innovative public spaces.

## **3. Streets and Blocks**

We recognize the need to enhance and improve the existing road network within the area by increasing the connectivity and route options through the study area. As provided previously, the development concept envisioned by our Client has made provision for a new east-west public road through the subject property in order to further this goal.

We note the inclusion of a new north-south public road as well. Given the irregular alignment of property lines within the area, we would request that the road alignments remain conceptual, subject to detailed design through future development applications in order that one property owner is not unfairly burdened or impacted by the requirement to provide this new road.

Similarly, we request that any Secondary Plan contain policies which provide that density transfers be permitted in exchange for the provision of new public roads.

#### 4. Built Form (Map 4)

Given that the intersection of Keele Street and Finch Avenue West is established as a Transit Node, with an existing subway station with bus terminal, and future LRT station, we question the need to limit potential building height at the intersection of Keele and Finch.

As confirmed with Staff, a report titled '*Keele Finch Plus Downsview Airport Operational Needs Assessment*' dated November 2, 2016 was prepared by Arup as part of the background work in support of the KFP Study. The report provided an assessment of the height limitations for lands within the KFP Study Area, including a review of how airport operations may be impacted by the height limitations under Former City of North York Zoning By-law 7625. Figure 1 within Attachment 2 is sourced from the Arup report, and provides a general maximum building height based on current topography. The Arup report notes that greater building heights may be achievable in areas of lower topography, and that any buildings in excess of the heights indicated in the figure will require a detailed assessment.

Of particular note is that the report provided a specific evaluation of the property at 1315 Finch Avenue West as an example of how the method of calculating the airport height limits differed from that within the Zoning By-law. Specifically, this assessment provided that a maximum building height of 45.9 metres could be permitted at this property without negative impact on the operations of the airport. Notwithstanding this, a topographic survey undertaken by our Client has demonstrated that the ground elevation of the property is lower than provided within the Arup report, which may permit even greater heights than envisioned therein.

Accordingly, we suggest that specific height limitations for our Client's property be determined on the basis of an evaluation of the airport height limits rather than the width of the right of way.

We feel that on this basis, greater heights should be permitted on those lands nearest to the transit station(s) at the intersection of Keele Street and Finch Avenue West, with a transition to the mid-rise height as one progresses towards the outer edges of the study area.

Further, we would suggest that there are numerous urban design and built form interventions that can be incorporated into the Secondary Plan which would maintain the intent of maintaining a pedestrian scale and allowing sunlight to reach the street while permitting greater building height.

It remains the intent of our Client to proceed with the mixed-use redevelopment of the property in cooperation with the City.

Given the size and prominence of the subject property as well as its proximity to the existing and proposed transit opportunities at the intersection of Keele Street and Finch Avenue West, we suggest that there are opportunities inherent to the redevelopment of these lands which may be hampered based on the current



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structure of the Preferred Option and the Secondary Plan directions provided by Staff. We wish to continue our ongoing discussions with City Staff pertaining to the potential redevelopment of our Client's land, and request that we continue to be circulated as the Study and/or Secondary Plan progresses. Should you require any additional information, please contact the writer at your convenience.

Yours truly,

Adam Layton, RPP, MCIP

cc. 1234655 Ontario Inc.  
North York Community Council Chair Maria Augimeri and Members of Community Council  
Francine Adamo, Committee Administrator