

City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

July 5, 2023

Attn: Members of the Planning and Housing Committee

**RE: PH5.3 Our Plan Toronto: Recommendations on Seventy Employment Area Conversion Requests and Chapter 7 Site and Area Specific Policy Review – Final Report
4016 and 4020 Finch Avenue East
Conversion Request No. 052**

Dear Chair and Members of the Planning and Housing Committee,

Weston Consulting is the authorized planning agent acting on behalf of 2609462 Ontario Inc., the landowner for the property located at 4016 and 4020 Finch Avenue East in the City of Toronto (herein referred to as the 'Subject Property'). The landowner is seeking to redesignate the Subject Property from *General Employment Area* to *Mixed Use Areas* to facilitate future redevelopment, including an **expanded restaurant use, additional commercial space** and the introduction of residential uses. A formal Employment Areas Conversion Request was submitted to the City of Toronto on December 17, 2020.

We have reviewed the Final Report of the Chief Planner and Executive Director, City Planning, dated June 16 2023; the Final Assessments and Recommendations on Requests to Convert Land Designated Employment Areas; and Official Plan Amendment 663, within the context of Conversion Request No. 52 pertaining to the Subject Property. We respectfully disagree with the Staff recommendation to refuse the above-noted conversion request, and we request that the Committee support approval of the conversion request to facilitate a mixed-use development, and that the Subject Property be redesignated *Mixed Use Areas* in the Official Plan accordingly.

Background

On December 17, 2020, Weston Consulting submitted a Letter to the City of Toronto as part of the City's Municipal Comprehensive Review process requesting that the Subject Property be redesignated from *General Employment Area* to *Mixed Use Areas*. In a Report dated December 21, 2021, City Staff released a Preliminary Assessment of the Conversion Request, and noted that additional analysis was required to inform further assessment. In support of the Conversion Request, a Land Use Compatibility Study was prepared by RWDI in July 2021 and subsequently amended in August 2022 in response to a third-party peer review conducted by Cambium.

The proposed Conversion Request would facilitate the introduction of residential uses on the Subject Property and an expansion of the existing large-scale restaurant use. We are of the opinion that a redesignation of the Subject Property to permit a mixed-use development would improve an underutilized site, enlarge the size of existing employment uses and increase job numbers, and offer opportunities for transit-oriented intensification within 300 metres of the proposed Finch-Kennedy GO Station.

Site Context

The Subject Property is located within the City of Toronto's Milliken Employment District, which is bounded by Steeles Avenue East to the north, Finch Avenue East on the south, Kennedy Road to the west, and Midland Road to the east. The Subject Property is currently occupied by a single-storey restaurant use known as the Fishman Lobster Clubhouse. The existing building is located towards the Finch Avenue East frontage, with surface parking situated towards the rear of the property. The Subject Property has a frontage of 63 metres along Finch Avenue East and a lot area of 8,154 square metres (0.81 hectares). The Subject Property is located along the southern periphery of the Milliken Employment District, is located along a Major Street (Finch Avenue East) and immediately north of low-rise residential uses to the south, and is located approximately 70 metres east of Kennedy Road.

Response to Staff Recommendation

It is our opinion that the redesignation of the Subject Property from General Employment Areas to *Mixed Use Areas* is desirable, appropriate, compatible with adjacent land uses, and represents an improvement of current site conditions, for the reasons set out below:

- The Subject Property is not presently occupied by a traditional employment use, but rather, by a single restaurant tenant (approx. 1400 sq.m) with accessory surface parking, which in our opinion, constitutes significant underutilization of the site;
- It is our understanding that the existing restaurant use on the Subject Property does not meet the amended *Planning Act* definition for "area of employment", and as such, an Official Plan Amendment has been proposed to authorize the continued commercial use on the Subject Property; we are of the opinion that a mixed-use development on the Subject Property would achieve alignment with this Provincial direction;
- The mixed-use development envisioned on the Subject Property would expand the gross floor area of the existing restaurant use, which would be integrated within the base building of the high-rise tower;
- The Subject Property is subject to Site and Area Specific Policy (SASP) 104, which permits business and trade schools, libraries, fraternal organizations, long-term care facilities, recreational uses, and places of worship. We note that SASP 104 contemplates sensitive uses on the Subject Property through permissions for long-term care facilities, and that residential uses would be considered appropriate and consistent with the overall vision for the district;
- The Subject Property is located within 300 metres of the planned Finch-Kennedy GO Station, offering opportunities for transit-oriented intensification, and achievement of the minimum density target of 150 residents and jobs combined per hectare, per the Growth Plan; and
- A Land Use Compatibility Study prepared by RWDI concluded that the proposed development would be compatible with adjacent employment uses.

We respectfully disagree with the Staff recommendation, including the manner in which Staff evaluated the conversion request as a combined entity with other nearby conversion requests within the Milliken Employment District. Understanding that Staff must assess both the individual and cumulative impact of conversion requests, we do not believe the characteristics of the Subject Property and the nature of the conversion request are comparable to other conversion requests in the area, many of which have been advanced on properties currently designated as *Core Employment Areas*, and which accommodate multiple commercial and industrial tenants.

Emerging Planning Policy Framework

On April 6, 2023, the Province of Ontario released a proposed Provincial Planning Statement, which is intended to replace the Provincial Policy Statement and Growth Plan with a new policy framework which all land use planning decisions shall conform with. The Provincial Policy Statement proposes to permit landowners of employment areas to submit conversion requests at any time, as the Municipal Comprehensive Review process is not proposed to be carried forward. Furthermore, it is our understanding that through Bill 97, which received Royal Assent on June 8th, the definition of “area of employment” in the *Planning Act* has been amended to explicitly exclude commercial and institutional uses, including retail and office space not associated with the primary employment use. The Province has indicated that the intention of this change is to protect land uses that cannot be located within *Mixed Use Areas*, such as heavy industrial, manufacturing and warehousing uses.

It is our understanding that Official Plan Amendment 668, which will also be considered by the Planning and Housing Committee on July 5th, will authorize the continuation of institutional and commercial uses that were lawfully established before the *Planning Act* amendments come into effect. It is our understanding that the new definition of “area of employment” will come into force on a day to be named by proclamation of the Lieutenant Governor.

We appreciate that City Staff’s assessment of our Conversion Request was informed by relevant provincial and municipal policies in effect at the time the Municipal Comprehensive Review process was initiated. However, in light of the scoped definition of “area of employment” and the evolving landscape with respect to the employment area conversion process, we are of the opinion that it would be appropriate to reconsider the Conversion Request within this emerging context.

Conclusion

In our opinion, we have satisfied the employment conversion criteria set out in the City of Toronto’s Official Plan, the Provincial Policy Statement, and the Growth Plan, and we believe the mixed-use redevelopment of the Subject Property would enhance existing non-residential uses, optimize an underutilized site, and achieve provincial and municipal priorities around transit-oriented development. In light of the evolving policy landscape around the definition and conversion of employment areas, we believe the Conversion Request should be reconsidered, and that the members of the Planning and Housing Committee redesignate the Subject Property as *Mixed Use Areas* accordingly.

Yours truly,

Weston Consulting

Per:



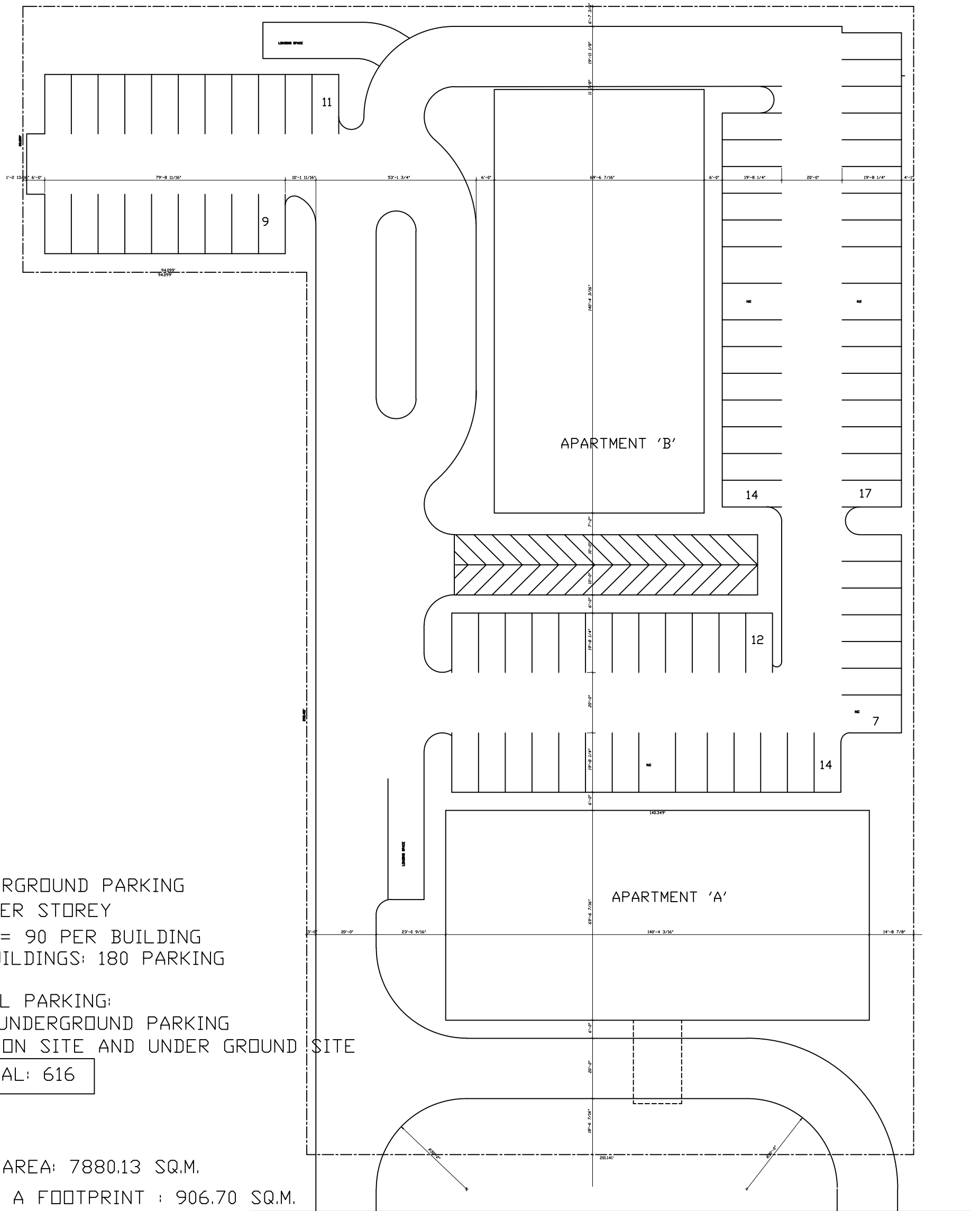
Jane McFarlane, BAH, BES, MCIP, RPP
Vice President

Enclosed :

Appendix A – Architectural Plans for Mixed Use Development at 4016 and 4020 Finch Avenue East

Appendix B – Employment Area Conversion Request – 2020.12.17

Appendix A – Architectural Plans for Mixed Use Development at 4016 and 4020 Finch Avenue East



UNDERGROUND PARKING
 30 PER STOREY
 30x3= 90 PER BUILDING
 2 BUILDINGS: 180 PARKING

TOTAL PARKING:
 180 UNDERGROUND PARKING
 436 ON SITE AND UNDER GROUND SITE

TOTAL: 616

LOT AREA: 7880.13 SQ.M.
 BLDG A FOOTPRINT : 906.70 SQ.M.
 BLDG B FOOTPRINT : 906.70 SQ.M.

RESIDENTIAL:
 FLOOR AREA OF 1 FLOOR: 861 SQ.M.
 8 RESIDENTIAL UNITS PER FLOOR
 264 UNITS PER BUILDING
 TOTAL: 528 RESIDENTIAL UNITS

BLDG A 33 STORIES TOTAL FLOOR AREA: 28413 SQ.M.
 BLDG B 33 STORIES TOTAL FLOOR AREA: 28413 SQ.M.
 TOTAL RESIDENTIAL AREA IN 2 BUILDINGS: 56826 SQ.M.
 GROUND FLOOR & 2ND FLOOR
 TOTAL COMMERCIAL AREA: 1813.4 SQ.M.

No.	REVISIONS	DATE	BY
<small>CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON COMPLETION OF THE WORK. DRAWINGS ARE NOT TO BE SCALED.</small>			

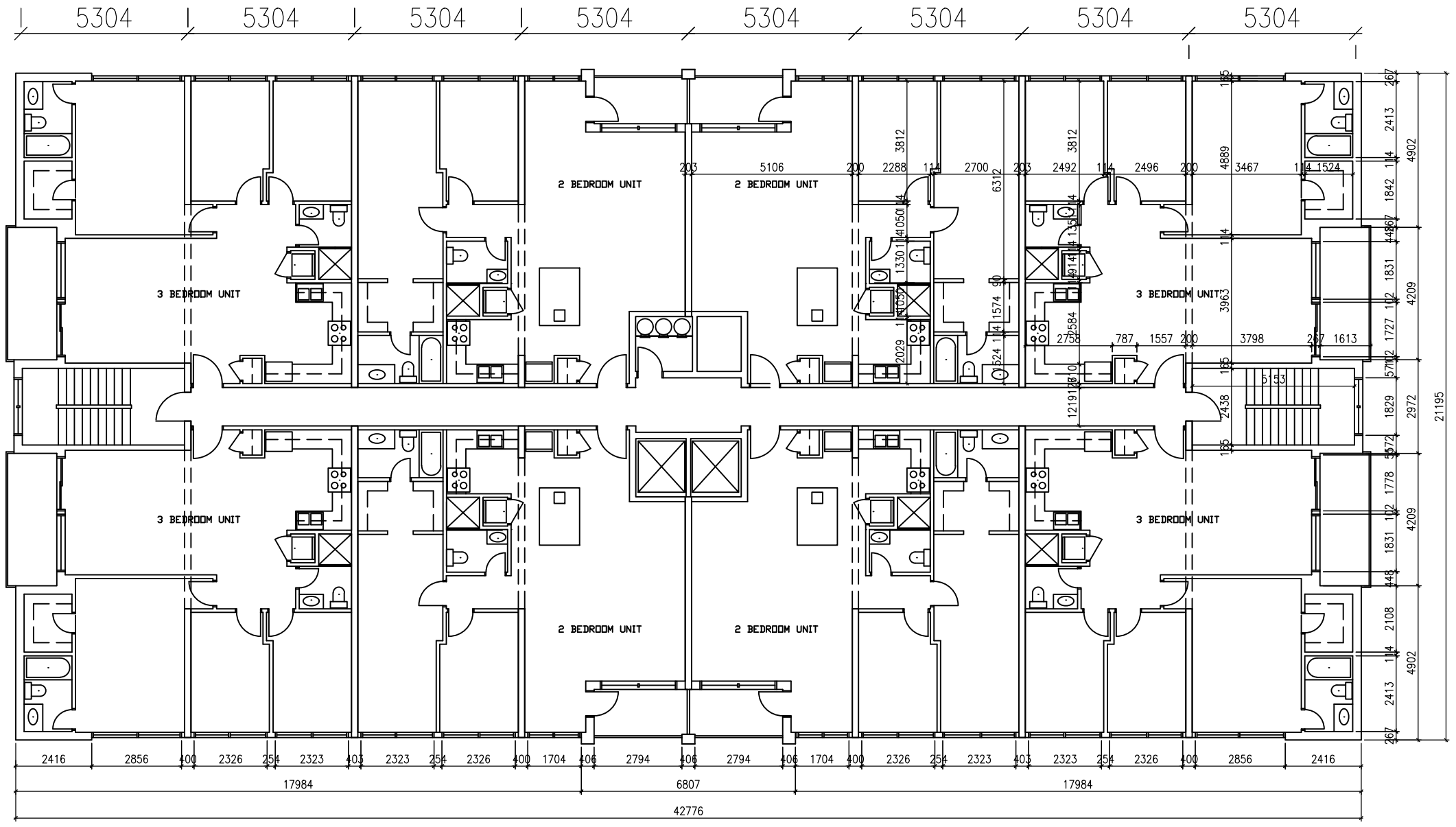
DWG.

SITE PLAN

PROJECT
 4020 FINCH AVE E
 SCARBOROUGH/ON

BATTAGLIA
 ARCHITECT INC.
 1050 McNICOLL AVE., UNIT 14
 SCARBORO , ONT. M1W 2L8
 TEL: (416) 492-7772

SCALE
 1/4" = 1'-0"
 DRAWN BY
 JB.
 DATE
 JUNE 28, 2022
 PROJECT NO.
 2049
 DRAWING NO.
 A1



TYPICAL FLOOR
 8 UNITS PER FLOOR
 FLOOR AREA: 861 SQ.M.

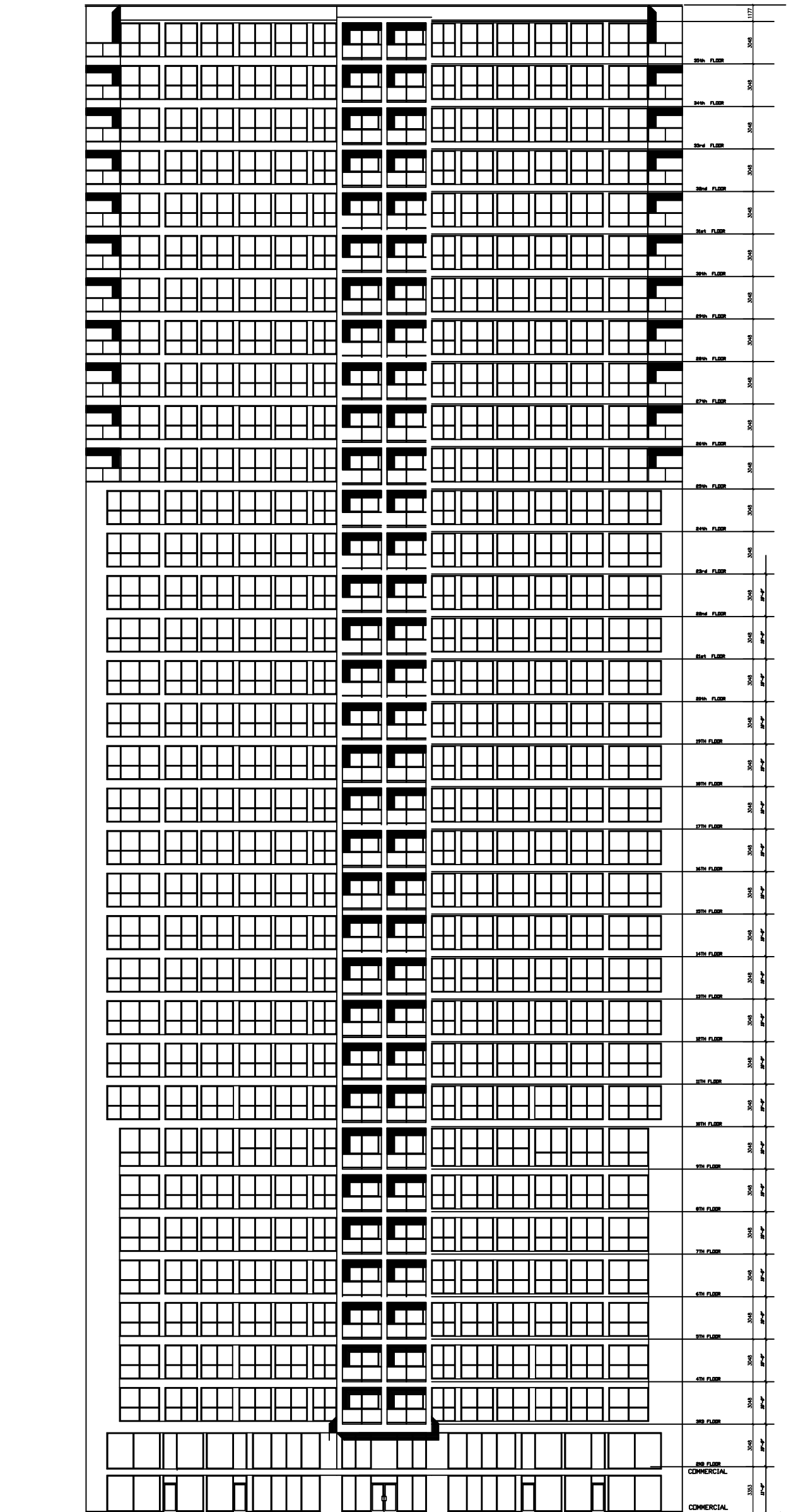
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DRAWN BY	HM
DATE	JUNE 28, 2022
PROJECT NO.	2049
DRAWING NO.	A2

BATTAGLIA
 ARCHITECT INC,
 1050 MCNICOLL AVE., UNIT 14
 SCARBORO, ONT. M1W 2L8
 TEL: (416) 492-7772

PROJECT
 4020 FINCH AVE E
 SCARBOROUGH/ON

DWG.
 FLOOR PLAN

No.	REVISIONS	DATE	BY
CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MUST BE KEPT IN THE ARCHITECT'S OFFICE. ALL DIMENSIONS ARE NOT TO BE SCALED.			



ELEVATION ALONG FINCH AVE. EAST

No.	REVISIONS	DATE	BY
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DWG.

MAIN ELEVATION

PROJECT
4020 FINCH AVE E
SCARBOROUGH/ON

BATTAGLIA
ARCHITECT INC.
1050 McNICOLL AVE., UNIT 14
SCARBORO , ONT. M1W 2L8
TEL: (416) 492-7772

SCALE
1/4" = 1'-0"

DRAWN BY
HM

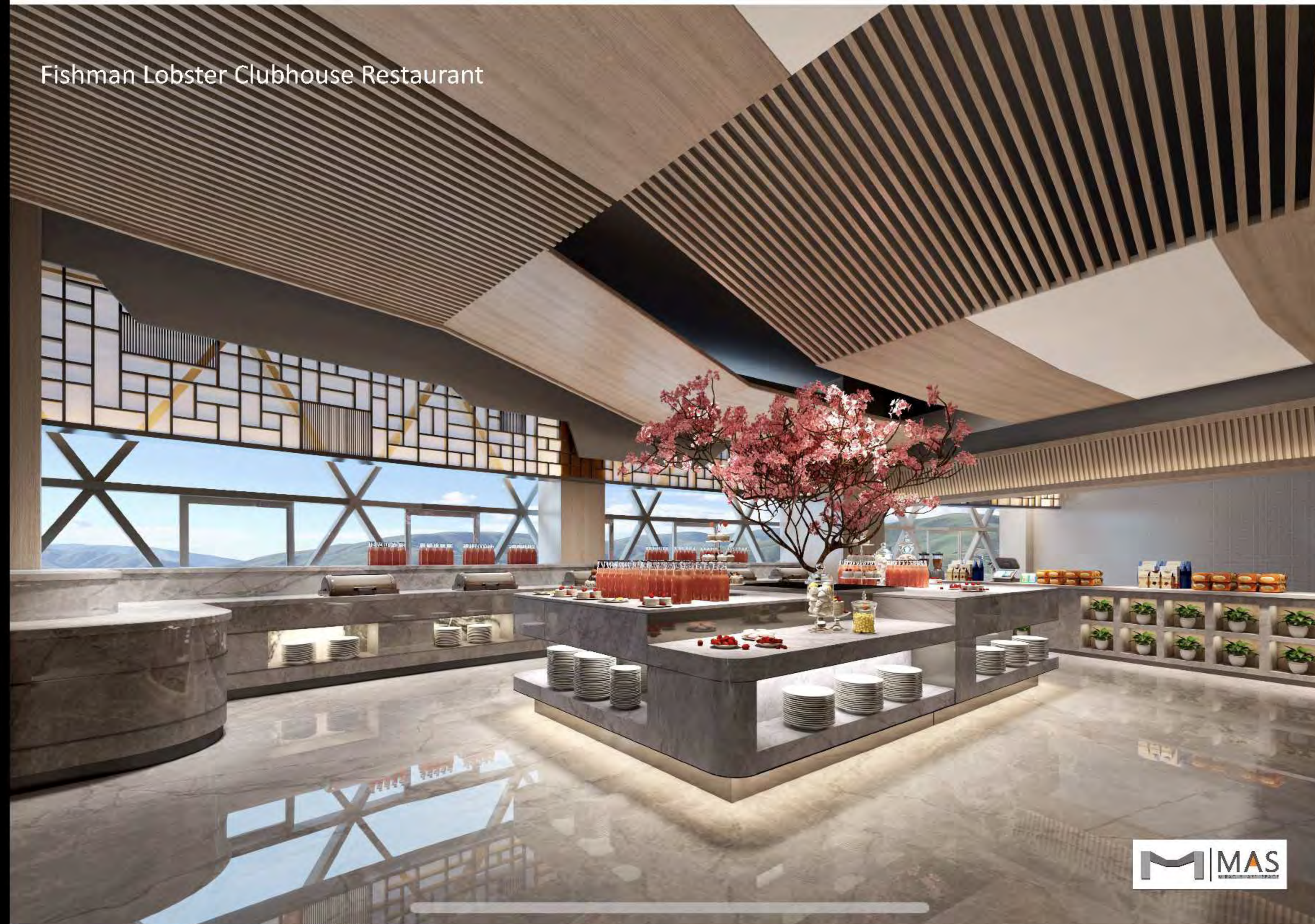
DATE
JUNE 28, 2022

PROJECT NO.
2049

DRAWING NO.
A3



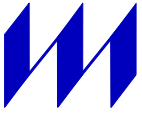
Fishman Lobster Clubhouse Restaurant



Fishman Lobster Clubhouse Restaurant



Appendix B – Employment Area Conversion Request – 2020.12.17



WESTON CONSULTING

planning + urban design

City of Toronto
Metro Hall
55 John Street, 22nd Floor
Toronto, On M5V 3C6

December 17, 2020
File 9851

Attn: Kerri A. Voumvakis, Director,
Strategic Initiatives, Policy & Analysis, City Planning Division

Dear Ms. Voumvakis,

**RE: Employment Lands Conversion Request – Submission Letter
4016 – 4020 Finch Avenue East
City of Toronto (Scarborough District)**

Weston Consulting is the planning consultant for the owner of the property located at 4016 and 4020 Finch Avenue East in the City of Toronto (herein referred to as the 'subject property'). This letter has been prepared in part of the City Council's approved work plan for the Growth Plan Conformity and Municipal Comprehensive Review of the Toronto Official Plan. The owner is seeking an employment land conversion to facilitate future redevelopment of the subject property, with a mixture of uses, including residential.

City of Toronto MCR Process

The City of Toronto is in the process of updating and amending its Official Plan policies to ensure conformity with the Province's A Place to Grow Plan, Growth Plan for the Greater Golden Horseshoe, 2019 ('Growth Plan'). As mandated by the *Places to Grow Act*, the Minister of Municipal Housing and Affairs has established a deadline in achieving the municipal conformity on or by July 1, 2022. Inclusive of the Growth Plan conformity exercise, is concurrent evaluations of employment land conversions requests. The MCR process allows the City of Toronto to properly guide and evaluate population and employment growth. The City of Toronto MCR Commencement date of August 4, 2020 enables City Staff to start receiving and reviewing requests for Employment Land conversion requests.

A key component of the MCR process involves consultation with various stakeholder groups and receiving comments to help inform the process. It is our Client's intention to be involved in the MCR process and to have this correspondence included as part of the written record for the subject property.

Description of the Subject Property and Surrounding Context

The subject property is located with the City of Toronto's Milliken neighbourhood, generally located on the north side of Finch Avenue, approximately 80 metres east of the intersection of Kennedy Road and Finch Avenue East. The subject property is legally described as PT LT 70 RCP 9828 SCARBOROUGH PT 4 64R8033 & PT 2 64R9541; TORONTO, CITY OF TORONTO.

The subject property currently supports a single storey large scale restaurant use, known as the *Fishman Lobster Clubhouse*. The existing building is generally located towards the front property line along Finch Avenue East, with surface parking located towards the rear of the property. The property has a lot frontage of 63 metres and a lot area of 8,154 square metres (0.81 hectares).

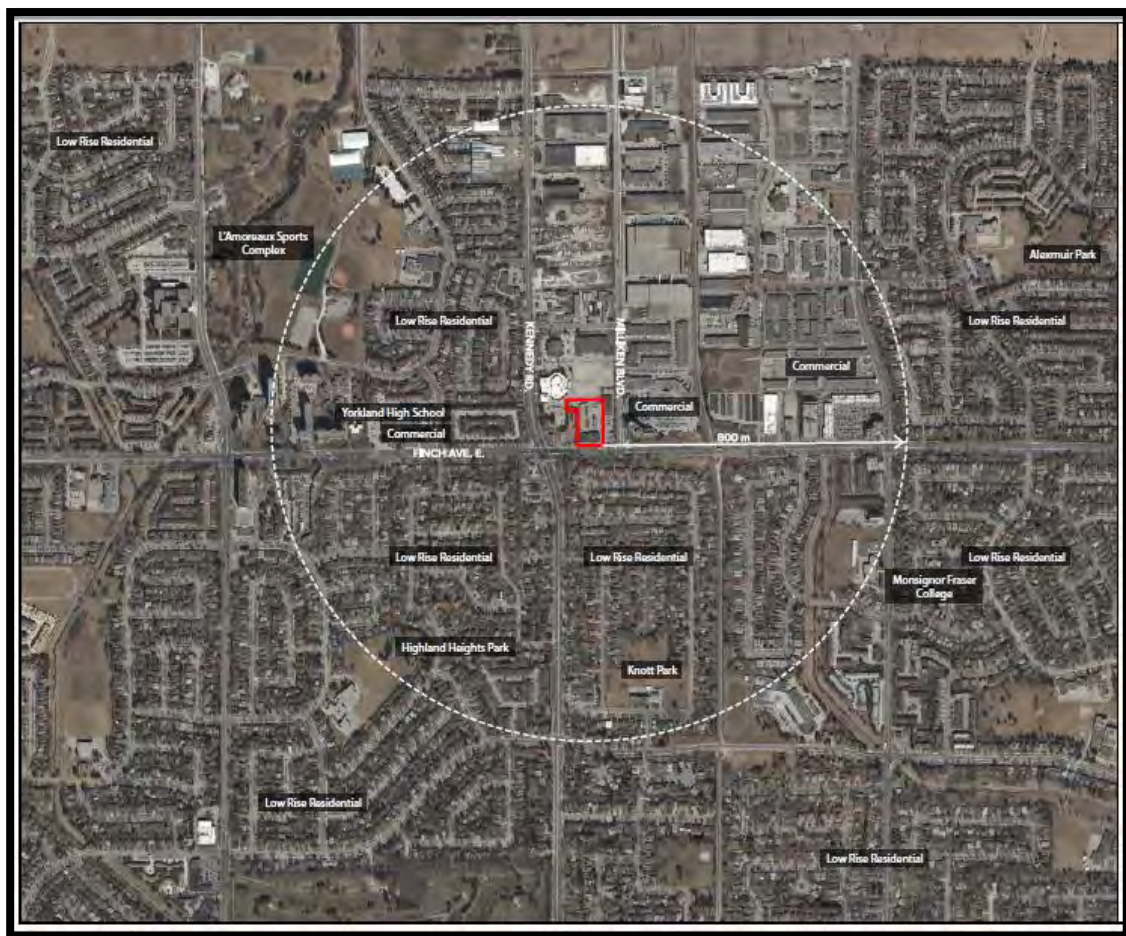


Figure 1: Air Photo of the subject property and surrounding area

There is a gas station and Tim Hortons / convenient store to the west of the subject property. To the east is a 4 storey office building and an institutional building to the north. There are residential neighborhood to the south, which consists predominantly of semi-detached dwellings and row houses.

Provincial Policy Context

Major Transit Station Areas

The Growth Plan defines Major Transit Station Areas (MTSA) as “*Areas including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*”

In accordance with the recent updates to the Province of Ontario’s Growth Plan, a focus in directing intensification and density, complimenting a mixture of uses in a compact built form is emphasized. These principles of compact development in the form of intensification are relevant and applicable to lands within *Strategic Growth Areas*. Within the Growth Plan, Strategic Growth Areas are considered MSTAs.

As you are aware, the City of Toronto Smart Track Transportation Plan contemplates the implementation of an additional GO Transit Station, located at the intersection of Metrolinx’s existing Stouffville Line rail corridor, where it intersects Finch Avenue East. Through the City’s Smart Track Plan, “Finch-Kennedy” Station is a planned mode of high order transit, located with 300 metres of the subject property. This planned high order transit station is identified within the City’s “*Proposed MTSA Prioritization Phase 2*”. At this point in time, we understand that City Staff have yet to prepare a study or the delineation of the Finch – Kennedy MTSA boundary.

The Growth Plan generally defines MTSA boundaries, as areas within an approximate 500 to 800 metres radius of a transit station. In this scenario, the subject property is located within 300 metres of the planned location of Finch- Kennedy Station. Below is a graphic identifying the location of the proposed Finch-Kennedy Station, in relation to the subject property, a 500 metres radius (blue), and an 800 metre radius (pink).

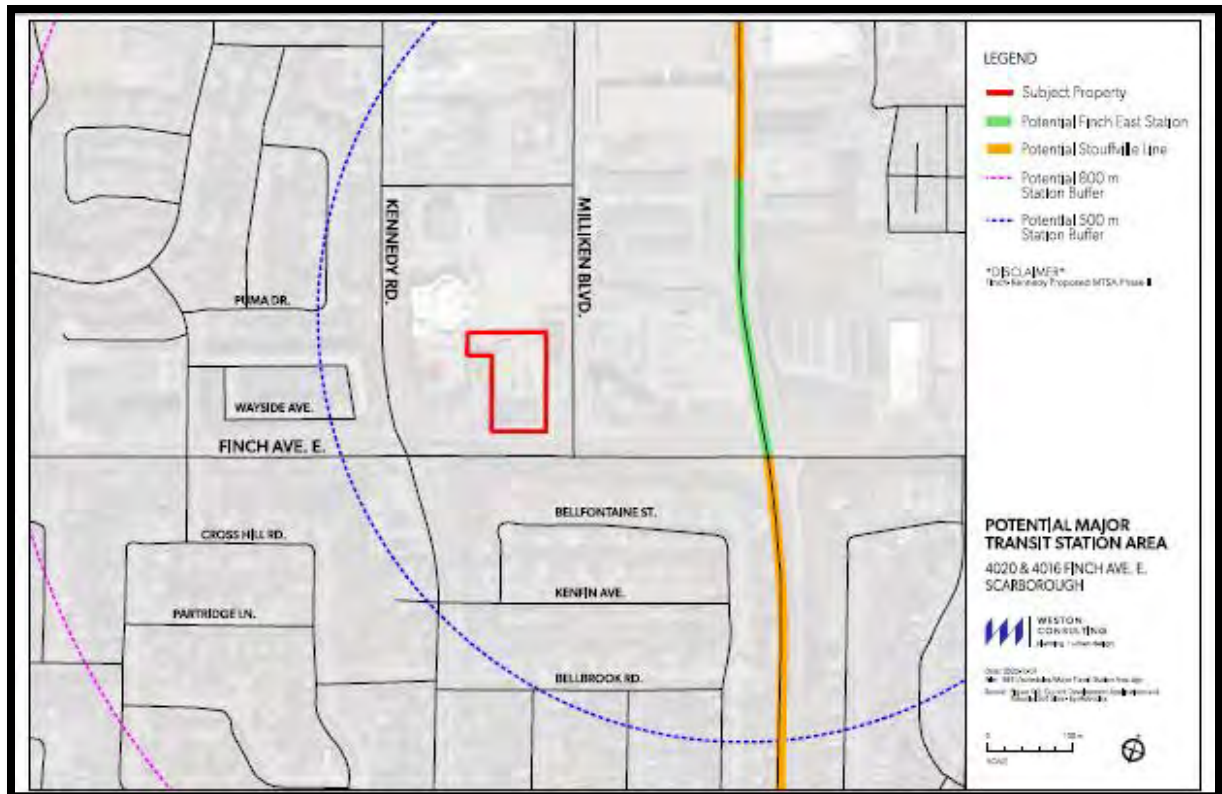


Figure 2: Potential Major Transit Station Area

Growth Plan Policy 2.2.4.3.C states that “MTSA on priority transit corridors or subway lines will be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.” We recognize the majority of lands surrounding the planned transit station, remain employment, however the growth plan directs intensification and residential growth to key strategic grow areas. Considering the current use of lands and the location of lands along a major arterial road in Finch Avenue East. We believe the subject property should firstly, be included in the boundaries of the Finch-Kennedy MTSA and secondly, represent a great opportunity for a mixed-use form of intensification, at location proximate to high order transit.

Provincially Significant Employment Zones

The Ministry of Municipal Affairs and Housing contains mapping of Provincially Significant Employment Zones (PSEZ). These are areas of high economic output, and located to provide stable, reliable employment across the region. The subject property is located with the City of Toronto’s PSEZ Zone 6. Generally, this PSEZ is bounded by Finch Avenue East to the south, Kennedy Road to the west, Midland Road to the east, and Steeles Avenue to the North.

The Growth Plan provides direction to development and growth of communities within the Greater Golden Horseshoe (“GGH”). Section 2.2.5 of the Growth Plan identifies policies related to employment uses and criteria of employment land conversions, in regard to PSEZ’s.

Policy 2.2.5.9 states *“The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:*

- a) There is a need for the conversion;*
- b) The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c) The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
- d) The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*
- e) There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.”*

Given the subject property’s location, within 300 metres of planned high order transit, its location along a major arterial road, and its current ancillary employment use, it is our opinion that there is a need for an employment land conversion. This subject property is not required over the long term for employment purposes. The site currently is not utilized as a traditional employment use, such as warehousing, industrial, and manufacturing uses. Rather the site is utilized as a restaurant use, serving as ancillary to the surrounding area. We are of the opinion that the use of lands with a mixed-use land category would be appropriate, given the proximity to the planned Finch – Kennedy GO Station and in context of the existing use of the subject property.

From a land use compatibility standpoint, a conversion of the lands would not adversely impact the viability of the employment area. Abutting the subject property are lands which should be considered within the planned Finch – Kennedy MTSA, and a major arterial road (Finch Avenue East). A mixture of uses at this location would not negatively impact adjacent land uses. Through the further assessment of this employment conversion request, the appropriate assessment of impacts will continue to be considered and evaluated. The subject property is located in an area with nearby amenity areas and readily available in-ground infrastructure services, able to accommodate future redevelopment of the subject property.

Local Policy Context

City of Toronto Official Plan

The City of Toronto Official Plan Map 2 - Urban Structure identifies the subject property as being within an *Employment Area*. While, Map 19 - Land Use Plan designates the subject property as *General Employment Areas*. The City of Toronto Employment Areas are primarily areas for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. City goals and objectives include the retention of sufficient availability of lands, for both current and future needs, and for industrial

functions such as manufacturing and warehousing which are permitted only within Employment Areas.

The General Employment Area land use designation, generally permit the following uses: manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, rese, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks and copy shops, and restaurants. The existing land use policy regime subject property currently does not permit the use of residential uses.

The site is not presently utilized as a typical employment use, as promoted by Employment Areas. The proximity of the subject property relative to the planned Finch – Kennedy GO Station, is important considering the Growth Plans policies regarding MTSA’s growth and intensification. We are of the opinion that due to the site’s candidacy within a MTSA, its location along a major arterial road, its location along the periphery of an employment area, and its current use, this site remains an ideal candidate for employment land conversion.

Employment Area Conversion Criteria

Policies 2.2.4.14 to 2.2.4.18 of the City of Toronto Official Plan sets forth employment land conversion policies and criteria in evaluating requests for conversions. Below is the noted conversion policy criterion and response:

Criteria	Response
<p>Policy 2.2.4.14: The redesignation of land from an Employment Area designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an Employment Area is a conversion of land within an Employment Area and is also a removal of land from an Employment Area, and may only be permitted by way of a Municipal Comprehensive Review. The introduction of a use that may be permitted in a General Employment Area into a Core Employment Area or the redesignation of a Core Employment Area into a General Employment Area designation is also a conversion and may only be permitted by way of a Municipal Comprehensive Review.</p>	<p>This Employment Area conversion request is being requested by way of the City of Toronto’s Comprehensive Review process. In accordance with City of Toronto Official Plan Employment Area Policy 2.2.4.14.</p>
<p>Policy 2.2.4.15:</p>	<p>The Employment Area conversion of land request has been requested in accordance</p>

<p>The conversion of land within an Employment Area is only permitted through a City initiated Municipal Comprehensive Review that comprehensively applies the policies and schedules of the Provincial Growth Plan.</p>	<p>with the City of Toronto's Municipal Comprehensive Review process, with regard and adherence to the Province of Ontario's Growth Plan.</p>
<p>Policy 2.2.4.16: Applications to convert lands within an Employment Area will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the Planning Act and a concurrent Municipal Comprehensive Review under the Growth Plan for the Greater Golden Horseshoe. Applications to convert lands within an Employment Area received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a Municipal Comprehensive Review be initiated.</p>	<p>The request for Employment Land conversion has been submitted during the City of Toronto's Municipal Review of Employment policies and designations under Section 26 of the Planning Act. The timing of this request for employment conversion is concurrent with the City's Municipal Comprehensive Review under the Growth Plan for the Greater Golden Horseshoe.</p>
<p>Policy 2.2.4.17: The City will assess requests to convert lands within Employment Areas, both cumulatively and individually, by considering whether or not:</p> <p>a) There is a demonstrated need for the conversion(s) to:</p>	
<p>1) Meet the population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe; or</p>	<p>The request for employment land conversion will assist the City of Toronto with their population growth forecast of 3,650,000 by 2051. An employment conversion of the subject property would recognize the Growth Plan's policies relating to Major Transit Station Areas, being located within 500 to 800 metres of the planned Finch - Kennedy GO Station.</p> <p>An employment conversion of the subject property would recognize the subject property and surrounding area as a strategic growth area, as defined in the Growth Plan. This would assist the municipality achieving density of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network, as per Growth Plan policy 2.2.4.3.C.</p>

<p>2) mitigate existing and/or potential land use conflicts;</p>	<p>The subject property fronts onto a Major Arterial Road, Finch Avenue East – with residential uses located to the south.</p> <p>Mitigation measures of potential nearby land uses conflict shall be assessed, evaluated, and mitigated as recommended by appropriate technical consultants, including, but not limited to noise, air quality, vibration consultants. With the planned context of the Finch - Kennedy GO Station, and the surrounding area being considered as a potential MTSA boundary. The nearby employment uses are intended to evolve over time, through a period of land use transition.</p>
<p>b) The lands are required over the long-term for employment purposes</p>	<p>The subject property is currently occupied and utilized as a restaurant use, an ancillary use, from traditional employment uses, including industrial, manufacturing, etc. Although designated employment, these lands do operate or function as typical employment use.</p> <p>It is our opinion that the long-term employment use of the subject property is not required for the long term. A mixture of residential uses at this location is appropriate considering the proximity to planned high order transit.</p>
<p>c) The City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;</p>	<p>Considering the existing use of the subject property, we believe the request for employment land conversion, would not adversely impact the projected 1,980,000 employment jobs projected by the Growth Plan.</p>
<p>d) The conversion(s) will adversely affect the overall viability of an <i>Employment Area</i> and maintenance of a stable operating environment for business and economic activities with regard to the:</p>	
<p>1) Compatibility of any proposed land use with lands designated <i>Employment Areas</i> and major</p>	<p>The subject property is situated in close proximity to a large <i>Neighbourhood</i> area, and is along a Major Arterial Road, with a variety</p>

<p>facilities, as demonstrated through the submission of a Compatibility/Mitigation Study in accordance with Policies 2.2.4.5, 2.2.4.7 and 2.2.4.8 and Schedule 3 for any proposed land use, with such policies read as applying to lands within <i>Employment Areas</i>;</p>	<p>of land uses. Given the adjacencies, the property is well situated to support other land uses that is within the character of the area along Finch Avenue E. A compatibility / mitigation study will be completed at a later date.</p>
<p>2) Prevention or mitigation of adverse effects from noise, vibration, and emissions, including dust and odour;</p>	<p>The conversion of the subject property would have minimal adverse impacts as there are already existing non-employment uses in the proximity to the subject property including residential uses across the street.</p>
<p>3) Prevention or mitigation of negative impacts and minimization of the risk of complaints;</p>	<p>The conversion of the subject property would have minimal adverse impacts as there are already existing non-employment uses in the proximity to the subject property including commercial uses to the west, institutional to the north and residential to the south.</p>
<p>4) Ability to ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines;</p>	<p>The subject property poses minimal environmental risk if converted and redeveloped, as it is not used for employment purposes.</p>
<p>5) Ability to provide appropriate buffering and/or separation of employment uses from sensitive land uses, including residential;</p>	<p>The subject property lends itself to 0.81 hectares of land area. It is understood that design of an alternative land use other than employment, would require adequate separation and buffering from surrounding employment uses to the north. Considering the size of the subject property, these mitigation design measures will be achieved.</p> <p>It is understood that with the delineation of the Finch – Kennedy GO Station MTSA, the local area will experience a period of transition from employment to residential mixed use over time.</p>
<p>6) Ability to minimize risk to public health and safety;</p>	<p>The redevelopment of the subject property, will be able to mitigate risks to public health and safety with the inclusion of appropriate building design, sufficient building separations, and adherence to Provincial and City land use regulations.</p>

7) Reduction or elimination of visibility of, and accessibility to, employment lands or uses;	<p>The conversion of employment lands, presents an opportunity to increase residential densities proximate to planned high order transit.</p> <p>The subject property fronts onto a major arterial road in Finch Avenue East. Accessibility to the site is supported by a full access driveway via Finch Avenue East. Accessibility traversing the employment area would not be considering the lands access from Finch Avenue would be maintained. Through robust planting, building separations, and technical building design merits – the lands would reduce and eliminate potential accessibility or visibility impacts.</p>
8) Impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;	<p>The employment conversion of the subject property will not impact the capacity and functionality of the transportation network and movement of goods. The conversion enclosed, intends to promote the utilization of public transit, specifically the usage of higher order transit with 300 metres of the subject property.</p>
9) Removal of large and/or key locations for employment uses;	<p>The proposed employment area conversion, does not contemplate the removal of key employment uses. As mentioned above the current usage of the subject property remains an ancillary employment use, in the form of a restaurant use. The existing use could be accommodated in a Mixed-Use land use/ zone category, while also achieving provincial policies of accommodating intensification near high order transit.</p>
10) Ability to provide opportunities for the clustering of similar or related employment uses; and	<p>The conversion of the subject property does not prevent the clustering of employment uses. The lands are fronted onto Finch Avenue East and generally distinctively separate from the interior employment area.</p>
11) Provision of a variety of land parcel sizes within the <i>Employment Area</i> to	<p>Given the distinction of the subject property in regard to the surrounding employment area.</p>

<p>accommodate a range of permitted employment uses;</p>	<p>The conversion of the subject property would not ultimately impact or adversely impact the variety of land parcel sized within employment areas.</p>
<p>e) The existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);</p>	<p>The subject property is located in an area with nearby amenity areas and readily available in-ground infrastructure services, able to accommodate future redevelopment of the subject property.</p>
<p>f) In the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;</p>	<p>This conversion requested is seeking permissions for a mixture of uses, inclusive of residential. We recognize the surrounding area supports an abundance of public amenities. The following uses are located within walking distance of the subject property (1000 metres):</p> <p><u>Parks:</u> Highland Heights Park, Knott Park, East Highland Creek Trail, and Kennedy Road Parkette.</p> <p><u>Recreational Centres:</u> L'Amoreaux Sports Complex, L'Amoreaux Tennis Centre, and</p> <p><u>Schools:</u> Lynnwood Heights Jr. Public School, Sir William Osler High School, and Monsignor Fraser College.</p>
<p>g) Employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors, ports and airports to facilitate the movement of goods;</p>	<p>In this scenario, the surrounding employment areas, are generally supported by major arterial roads rather highways and typical movement of goods.</p> <p>The nearby rail corridor (Stouffville Line) is owned, operated and maintained by Metrolinx. This rail corridor is used exclusively used for the movements of people, rather than the movements of goods. The conversion request would assist in providing residential density at a location proximate to planned high order transit.</p>

h) The proposal(s) to convert lands in an <i>Employment Area</i> will help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto; and	The proposal for employment area conversion will maintain a diverse economic base. This will be achieved by providing a mix of uses, in proximity to planned high order transit. It is estimated that the same amount of jobs as currently exists on the property can be achieved in a mixed use development scenario.
i) Cross-jurisdictional issues have been considered.	Cross jurisdictional issues have been considered.
<p>Policy 2.2.4.18: When assessing proposal(s) to convert lands within <i>Employment Areas</i>, the City will:</p>	
a) Notify all major facilities whose influence area(s) includes any portion of the lands proposed to be converted; and	Understood, the applicant has no objective for City Staff to notify all major facilities of the enclosed land conversion request.
b) Notify all facilities that store, distribute or handle propane whose required separation distances by law and/or regulation may include any portion of the lands proposed to be converted.	Understood, the applicant has no objective for City Staff to notify all facilities which store, distribute or handle propane whose required separation distances by law and/or regulation may include any portion of the lands proposed to be converted.

Concluding Remarks

This correspondence is being submitted to request that consideration be given to redevelop the subject property with mixture of uses. Based on the information presented in this submission, and the locational and policy context of the subject property, it is our opinion that:

- The sites proximity being located within 300 metres to planned higher order transit would enable the City of Toronto to implement the MTSA delineation of this site.
- We understand the City of Toronto is presently evaluating the potential of a Finch – Kennedy MSTA. In conformity with the Growth Plan`s density targets of achieving a density of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network, this site would be an ideal candidate for inclusion.
- Considering the existing use, and the subject property`s access confined to Finch Avenue, the site functions independent of the surrounding employment areas.

- Consistent with the Growth Plan's policy directives regarding achievements of intensification proximate to high order transit and the existing use and separation from the surrounding employment areas, we believe the request for employment area conversion is appropriate.

We kindly request to be notified of any future reports and meetings and will continue to monitor the MCR process as well. Thank you for the opportunity to provide this letter and we would be open to future discussions regarding the development of the subject property should there be any opportunities for this.

We reserve the right to provide additional comments throughout this process. Should you have any questions, please contact the undersigned (ext. 225) or Andrea Patsalides (ext. 297).

Yours truly,

Weston Consulting

Per:



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