

221-237 Finch Ave West and 43 Finchurst Drive Official Plan Amendment & Zoning By-law Amendment Applications – Decision Report – Approval

Date: May 16, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 18 - Willowdale

Planning Application Number: 24 200736 NNY 18 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law, with a Holding provision (H) to permit the development of an 11-storey building with a height of 36.0 metres, and a 5.0-metre mechanical penthouse, for a total of 41 metres at 221, 223, 225, 227, 229, 231, 235 and 237 Finch Avenue West and 43 Finchurst Drive.

The ground floor features retail and live-work units along Finch Avenue West, and the floors above contain residential units. The development is comprised of 578 dwelling units (including 13 live-work), 519 square metres of retail space, and 2,568 square metres of residential amenity space.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 221, 223, 225, 227, 229, 231, 235 and 237 Finch Avenue West and 43 Finchurst Drive substantially in accordance with the draft Official Plan Amendment included as Attachment 6 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 221, 223, 225, 227, 229, 231, 235 and 237 Finch Avenue West and 43 Finchurst Drive substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 to this Report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.

4. City Council request that the owner make reasonable commercial efforts to convey off-site parkland to the City equal to the value of the on-site parkland dedication, in fulfillment of the parkland dedication requirements pursuant to Section 42 of the Planning Act, with the off-site parkland dedication to be acceptable to the General Manager, Parks and Recreation and free and clear of any above or below grade encumbrances, with the exception of any encumbrances as may be otherwise approved by the General Manager, Parks and Recreation, to be conveyed prior to the issuance of the first above grade building permit and;

- a) in the event that the off-site parkland dedication is less than the value of the on-site parkland dedication, then the owner will pay cash-in-lieu of parkland to make up for the shortfall in parkland dedication, prior to the issuance of the first above grade building permit;
- b) in the event that the owner is unable to provide an acceptable off-site parkland dedication to the City, the owner will be required to satisfy the parkland dedication requirement through the payment of cash-in-lieu; and
- c) the value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services and payment will be required prior to the issuance of the first above grade building permit.

5. City Council approve the acceptance of an off-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition.

6. City Council direct that should the cost of acquiring the land for the off-site dedication, including the purchase price, less reasonable real estate commissions of up to 5 percent, land transfer tax, and typical closing adjustments incurred, to the satisfaction of the General Manager, Parks and Recreation, be less than the value of the parks levy calculated upon the submission of an application for the first above-grade building permit, the difference will be paid as cash in lieu to the City prior to the issuance of the first above-grade building permit for the development.

7. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation (P&R). The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, P&R, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

The easterly portion of the subject site (221-231 Finch Avenue West) was originally the subject of Official Plan Amendment, rezoning, and Site Plan Approval applications submitted on April 19, 2013 (File Nos. 20 13 153614 NNY 23 OZ & 20 13 153633 NNY 23 SA). These applications sought approval for a six-storey, 128-unit mixed-use building with ground-floor retail. The proposal was later revised on November 19, 2014, to a four-storey, 91-unit apartment building, eliminating the need for an Official Plan Amendment.

The rezoning and Site Plan Approval applications were approved on December 9 and 10, 2015, and By-law 1362-2015 was enacted on December 10, 2015, rezoning the lands to RM6(230). The decision document can be found here: [2015.NY10.38](#)

Subsequently, on November 14, 2022, new applications for an Official Plan Amendment, rezoning, and Site Plan Approval were submitted to permit the development of three four-storey townhouse blocks across the combined site (File Nos. 20 22 238620 NNY 18 OZ). At the applicant's request, all files were closed on May 2, 2024, in anticipation of the submission of a new application.

For the current application, a pre-application consultation (PAC) meeting was held on October 10, 2023.

On January 23, 2025, the Planning and Housing Committee adopted the recommendations contained in the staff report titled Housing Action Plan: Avenues Policy Review Report. The report presented the results of the Avenues Policy Review which was initiated through the Housing Action Plan (HAP) 2022-2026, through which Council directed City Planning to review the Official Plan policies to ensure alignment with housing demands in areas that can accommodate residential growth. The report recommended an Official Plan Amendment to update the Avenues policies in Section 2.2.3 of the Official Plan and changes to Map 2 to expand the Avenues, necessary to implement the new vision and policy framework. This portion of Finch Avenue West was already designated as an *Avenue* prior to this change, but the added City Council decision and the accompanying policy framework highlights the intent of City Council to channel new development along these *Avenues*.

The report was adopted by City Council at its meeting on February 5, 2025. A link to the final report including the proposed Official Plan Amendment is here: [Agenda Item History - 2025.PH18.5](#)

[Official Plan Amendment 778](#) has been appealed to the Ontario Land Tribunal (Case Number [OLT-25-000221](#)) and is not in effect.

THE SITE AND SURROUNDING LANDS

Description

The subject site is located at the southeast corner of Finch Avenue West and Finchurst Drive. It is a rectangular parcel covering approximately 6,059 square metres (0.61 hectares) with frontages of 135.9 metres along Finch Avenue West and 43.5 metres along Finchurst Drive. The site's depth ranges between 43.4 and 46.4 metres.

The site is an assembly of nine properties, municipally designated as 221, 223, 225, 227, 229, 231, 235, and 237 Finch Avenue West, along with 43 Finchurst Drive. Each property features a detached house with driveway access, seven of which access Finch Avenue West, and two from Finchurst Drive.

Currently, the six most easterly houses are vacant. The houses vary in height from one to one-and-a-half storeys, with setbacks ranging from 4.7 to 9.9 metres along Finch Avenue West and 7.5 to 8.5 metres along Finchurst Drive. [See Attachment 2 for the Location Map.](#)

Surrounding Uses

North: Directly north is Finch Ave West which is lined with detached dwellings, an optometry office and a 4-storey mixed use building with retail at the ground floor and residential above.

South: Immediately south are the rear yards of four detached houses along Bevdale Road (86-92 Bevdale Road) as well as the side yard of a detached house along Finchurst Drive (41 Finchurst Drive).

East: Directly to the east there is a 2-storey detached house building form that has been converted into a law office (219 Finch Avenue West), with the rear yard comprised of surface parking. Beyond this there are 1-2 storey detached dwellings (173 to 217 Finch Avenue West).

West: Immediately west of the subject site is Finchurst Drive. West of Finchurst Drive on the south side of Finch Avenue are four detached houses (46 Finchurst Drive and 245-249 Finch Avenue West).

THE APPLICATIONS

Description

The application proposes an 11-storey building with a height of 36.0 metres, and a 5.0-metre mechanical penthouse on top, for a total of 41 metres at 221, 223, 225, 227, 229, 231, 235 and 237 Finch Avenue West and 43 Finchurst Drive.

The ground floor features retail and live-work units along Finch Avenue West, and the floors above contain residential units. The development is comprised of 578 dwelling units (including 13 live-work), 517 square metres of retail space, and 2,568 square metres of residential amenity space.

Density

The total gross floor area (GFA) is 37,503 square metres, with 36,985 square metres allocated to residential use and 517 square metres to non-residential use, resulting in a Floor Space Index (FSI) of 6.19 times the area of the lot.

Residential Component

The proposal includes 578 dwelling units: 229 bachelor units (39%), 176 one-bedroom (30%), 86 two-bedroom (15%), and 74 three-bedroom units (13%) and 13 live-work units (2.2%).

Non-Residential Component

A total of 2,568 square metres of amenity space is proposed—1,207 square metres of indoor space (equal to 2.0 square metres per unit) and 1,361 square metres of outdoor space (2.35 square metres per unit). Indoor amenities are located on Level 1 and the mezzanine; outdoor amenities are provided at grade and in a rooftop area.

Access, Parking and Loading

The proposal currently includes a total of 327 underground vehicular spaces and 423 bicycle spaces. The site also includes three pick-up/drop-off stalls (PUDO), one Type “C” loading space and one Type “G” loading space. Vehicular access is from Finchurst Drive at the site’s southwest corner, via a rear driveway serving the PUDO area, loading and underground ramp.

Additional Information

See the attachments of this Report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), site plan (Attachment 9), elevations (Attachment 10), and 3D massing views of the proposal (Attachment 11). Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/221FinchAveW

Reasons for Application

An Official Plan Amendment is required to increase the permitted height and density listed in the Central Finch Area Secondary Plan.

A Zoning By-law Amendment is needed in order to establish site-specific provisions for height, density, setbacks, stepbacks and other development standards.

APPLICATION BACKGROUND

The current application was submitted on August 19, 2024 and deemed complete on January 17, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/221FinchAveW.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law amendments.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to applicable provincial plans.

Official Plan

The Official Plan Urban Structure Map 2 locates the site along an *Avenue* and Land Use Map 16 designates the site as *Mixed Use Areas*. The Official Plan directs future growth to areas that are well served by transit and the existing road network. These key corridors are identified as *Avenues*. The *Mixed-Use Areas* land use designation supports this vision by accommodating a broad range of commercial, residential, and institutional uses—either within single-use or mixed-use buildings—as well as parks, open spaces, and essential utilities. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Secondary Plan

The site is located within the area covered by the Central Finch Area Secondary Plan (the "Secondary Plan") which was adopted by the former City of North York in the early 1990's. The objective of the Secondary Plan is to permit and encourage development

and redevelopment within the Central Finch Area to form a mixed-use area and enhance the function of Finch Avenue as a major arterial road. The site is designated *Mixed Use Area 'B'* as shown on Land Use Areas Map 22-1, which permits detached and multiple-unit residential uses, public parks and recreational facilities, and places of worship. The Secondary Plan aims to establish a mixed-use area between Bathurst Street and Willowdale Avenue, primarily accommodating small office and multiple-unit residential buildings fronting onto Finch Avenue. A vibrant, interesting and active street frontage is to be achieved through the provision of a mix of commercial and residential uses addressing the street.

The Secondary Plan envisions this segment of Finch Avenue developing in a manner that minimizes the impact of new development on the abutting low density residential lands. To buffer from the effects of development or redevelopment in the Central Finch Area, the Secondary Plan encourages measures such as the provision and maintenance of suitable opaque fencing and landscape strips large enough to accommodate trees along the property lines.

Areas designated *Mixed Use Area 'B'* within the Secondary Plan allow that sites with at least 30 metres of frontage on Finch Avenue, mixed residential-commercial development is limited to a density of 1.5 times the lot area and a maximum of 4 storeys or 13 metres, whichever is less, provided commercial uses do not exceed 0.75 times the lot area.

The Secondary Plan encourages the consolidation of lots, the reduction of the number of driveways directly accessing Finch Avenue, and the sharing of access and access routes through surface parking areas.

A copy of the Central Finch Area Secondary Plan can be found at this link: 22 - Central Finch Area [Secondary Plan](#)

Zoning

The subject site is regulated by the former City of North York Zoning By-law 7625 and is not yet subject to the City wide Zoning By-law 569 2013, which was enacted on May 9, 2013, and is now substantially in force. By-law 7625, as amended by By-law 1362-2015, zones part of the site RM6(230) and the remaining part of the site R4 as described below.

The six easterly lots (221–231 Finch Avenue West) are zoned RM6(230) which permits an apartment building up to 4 storeys (13.0 metres) with a maximum of 91 dwelling units and 7,650 square metres of residential GFA (FSI of 1.90). A minimum of 97 vehicular parking spaces and 69 bicycle parking spaces are required. Setbacks are 0.94 metre from the front lot line (after a 2.76 metres road widening), 8.1 metres from the east, 12.0 metres from the south, and 0 metres from the west lot line.

The three westerly properties (235–237 Finch Avenue West and 43 Finchurst Drive) are zoned R4, which permits detached dwellings and accessory buildings; specified home occupations (e.g., tutoring, music and fine arts instruction); public recreational facilities (parks, community centres, clubs); and institutional uses (schools, places of worship,

plus accessory uses such as day nurseries and community halls). R4 standards require a minimum 15.0 metres frontage and 550 square metres lot area (with municipal water and sanitary service), a maximum height of 8.0 metres (flat roof) or two storeys (8.8 metres for other roofs), and setbacks of 7.5 metres along Finch Avenue West, 1.8 metres on both sides, and 9.5 metres to the rear.

Please see Attachment 4 of this Report for the Zoning By-law Map.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Mid-Rise Building Design Guidelines (2024)
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-unit Buildings
- Retail Design Manual
- Toronto Accessibility Design Guidelines
- Toronto Complete Streets Guidelines
- Streetscape Manual User Guide

Toronto Green Standard

The Toronto Green Standard (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 TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Mid-Rise Building Design Guidelines

On December 4, 2024, Planning and Housing Committee adopted the recommendations in the staff report titled Housing Action Plan: Mid-Rise Building Design Guidelines. The Guidelines apply city-wide and are intended to help implement the policies in the Official Plan by achieving the appropriate design for current and new mid-rise building applications. The Mid-Rise Building Design Guidelines (2024) replace the Mid-Rise Building Performance Standards (2010) and Addendum (2016).

The report presented updated Mid-Rise Building Design Guidelines and recommended that the updated guidelines be applied by staff in the evaluation of mid-rise development applications. The updated guidelines are the result of an initiative by City Planning to review the Mid-Rise Building Performance Standards (2010), to remove barriers and facilitate mid-rise developments across the city, and in particular along *Avenues*, in a manner that is compatible with the adjacent neighborhoods through appropriately scaled and massed mid-rise buildings.

The updated guidelines presented to the Planning and Housing Committee include key changes to the performance standards for mid-rise buildings including height increases of up to 14 storeys (45 metres) in height proportional to the adjacent right-of-way width,

removing the front and rear angular plane requirements, new setback/step-back requirements, to result in a simplified built form that facilitates increased gross floor area and additional residential units.

A copy of the report, including the updated guidelines, can be found [at this link here](#).

PUBLIC ENGAGEMENT

Community Consultation (CCM)

On March 24, 2025 a virtual community consultation meeting took place. Please see Attachment 8 for a summary of the community consultation.

The issues raised through this community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

A second Community Consultation Meeting is scheduled for May 8, 2025, hosted by the Ward Councillor to give the local residents a further opportunity to understand the project and provide additional feedback.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Planning Statement ("PPS") (2024). Staff find the proposal consistent with the PPS (2024).

The PPS (2024) supports the creation of complete communities with an appropriate range and mix of housing by introducing new housing options and densities within previously developed areas. Housing policy 2.2.1 supports development which results in a net increase in residential units and optimizes proximity to existing public services, infrastructure and transit networks. The subject site is located near a variety of public services within a 15 min walk, such as multiple bus routes, Edithvale Community Centre, schools (TDSB, and TCDSB), Ester Shiner Civic Stadium, North York Civic Soccer Fields, and multiple public parks (Stafford, Ancona, Edithvale and Charlton Park).

Section 2.4 of the PPS states: “Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.” The City has addressed this directive through the *Avenues* designation, which is discussed in greater detail below. The subject site is located on Finch Avenue West, between Yonge Street and Bathurst Street, within an area designated as an *Avenue*.

Given the existing and planned context, Staff find the proposal consistent with the PPS (2024).

The proposed zoning bylaw includes a Holding (H) provision to ensure that the existing utility infrastructure can adequately support the development or whether any municipal infrastructure upgrades are required, as well as to ensure that any mitigation strategies, if required, are provided.

Official Plan

This application has been reviewed against the Official Plan policies, including the Secondary Plan, described in the Policy and Regulation Considerations Section of this report.

The site is designated as *Mixed Use Areas* on Land Use Map 16 of the Official Plan. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan promotes flexibility for future development in these areas to accommodate increases in population and jobs along transit lines.

The site is also subject to the Central Finch Area Secondary Plan originally adopted by the former City of North York in the early 1990’s and consolidated into the City of Toronto Official Plan. The Secondary Plan permits a maximum height of 4 storeys or 13 metres and maximum density of 1.5 times the lot area for the site.

While the proposed height and density exceed the Central Finch Area Secondary Plan’s limits, staff consider this level of intensification appropriate given the site’s *Mixed Use Area* designation and its location along an *Avenue*. Both Provincial and City policies target these areas for reurbanization and growth.

Although the proposal exceeds the level of intensification anticipated in the Central Finch Area Secondary Plan, it is consistent with recent Provincial and City policies that promote intensification along *Avenues*, as identified on Map 3 of the Official Plan. The development aligns with Official Plan Amendment 778, which directs growth and intensification to designated *Avenues* through higher-density, mixed-use developments with access to transit such as bus routes. The proposal supports this objective by introducing increased residential and commercial density on the site. In accordance with OPA 778, lands designated as *Mixed-Use Areas* along *Avenues* are directed to function as ‘main streets’ that contribute to complete communities. This includes providing active ground-floor uses that support walkability and daily needs. The proposed development meets this intent by incorporating commercial and live/work units at grade, enhancing street-level activity and access to essential services directly beside an existing TTC bus

stop. Although OPA 778 is under appeal, its approval by City Council reflects Council's intended direction, and staff have accordingly factored it into their review.

Chapter 3 of the Official Plan, Building a Successful City, provides policy direction regarding the public realm and built form. It emphasizes the design of sidewalks and boulevards as safe, attractive, and comfortable spaces, supported by coordinated tree planting, landscaping within setbacks, and clear pedestrian routes. New development is expected to be massed appropriately to reflect the existing and planned context, ensuring suitable transitions in scale to adjacent buildings and public spaces, while maintaining adequate access to light, privacy, and minimizing shadow impacts on streets, and open spaces. The Official Plan should be read in its entirety to understand its comprehensive and integrated policy framework for guiding decision-making and setting priorities. The following sections outline how the proposal aligns with the relevant policies discussed above.

Land Use

The site is located in a *Mixed Use Areas* designation in the Official Plan. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The site is designated as *Mixed Use Area 'B'* in the Central Finch Area Secondary Plan, permitting detached and multi-unit residential buildings, public parks, recreational facilities, and places of worship, as outlined in the Policy and Regulatory Considerations section of this report.

The proposal provides new housing, including live-work units that are appropriate for the area given the *Mixed Use Areas* designation.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a mid-rise mixed-use building which is expected to be a condominium, with a unit mix that meets the Growing Up Guidelines.

A total of 578 market rate condominium dwelling units are proposed, comprised of 229 bachelor units (39%), 176 one-bedroom (30%), 86 two-bedroom (15%), and 74 three-bedroom units (13%) and 13 live-work units (2.2%). The proposed unit mix meets the policy direction of the Official Plan to provide a full range of housing and achieves the unit mix objectives of the Growing Up Guidelines to provide a minimum of 15% two-bedroom units and a minimum of 10% three-bedroom units in new developments. The proposal provides a diverse unit mix in a mid-rise form along Finch Avenue West. The Zoning By-law Amendment will include an appropriate provision to capture the unit mix.

Community Planning staff will continue to work with the applicant through the Site Plan Control process to ensure applicable provisions of the Growing Up Guidelines are met such as unit split, unit size and amenity space.

Density, Height, Massing

While the proposed height and density exceed the permissions of the Central Finch Area Secondary Plan, Planning staff find the proposal aligns with current Provincial and City policy directions and meets the intent of the Mid-Rise Building Design Guidelines (2024).

The Official Plan requires new development in *Mixed Use Areas* provide appropriate transitions in scale through setbacks and step-downs, especially adjacent to lower-scale Neighbourhoods. The proposed building height of 36 metres (11 storeys) matches the width of the Finch Avenue West right-of-way, in accordance with Official Plan policies for mid-rise buildings. This height also complies with the updated Mid-Rise Guidelines, which states that mid-rise heights should match with the width of the Avenue right-of-way. The 5-metre mechanical penthouse is integrated into the building's overall massing to minimize visual impact from the street and adjacent properties. The proposal reflects the intent of the updated 2024 Mid-Rise Design Guidelines by promoting a mid-rise built form that accommodates intensification through flexible massing while maintaining access to sunlight, sky views, and pedestrian comfort.

The proposal provides ground-floor setbacks of 3.0 metres from Finch Avenue West with some architectural features articulating out to 1.5 metres (front yard), 3.17 to 5.06 metres from Finchurst Drive (west side yard), and 5.5 metres from the east property line. These setbacks provide appropriate setbacks to the adjacent streets and properties.

No balconies project from the first five storeys along Finch Avenue West or to the rear of the building. Stepbacks above the fifth storey on all sides provide appropriate transitions to adjacent properties, support a pedestrian-friendly scale, and reduce shadow impacts on the public realm.

The building also provides stepbacks above the fifth floor creating a 5-storey streetwall along the Finch Avenue West and Finchurst Drive frontages. These stepbacks reduce the building's mass along the street, creating a more pedestrian-friendly scale. These stepbacks align with the Mid-Rise Guidelines, which recommend stepping back building mass above the streetwall to mitigate perceived height, create a more comfortable streetscape, and minimize shadow impacts on the public realm.

The building provides a rear yard setback at the ground floor that varies from 7.54 metres to 12.10 metres, consistent with the Mid-Rise Guidelines to provide a transition to the stable residential neighbourhood to the south. Within the rear yard setback, a 2.5 metres wide landscaped buffer is provided along the rear property line to accommodate soft landscaping and tree planting. The proposal provides for a transition toward the low-rise residential neighbourhood to the south through a combination of setbacks at grade, stepback above the 5th floor of the building, and landscaping, which align with the Mid-rise guidelines. Details on the landscaping will be secured through the Site Plan application process.

Setbacks and stepbacks are used in this proposal to achieve an appropriate public realm. The majority of the five-storey streetwall is set back 3.0 metre from Finch Avenue

West, with a couple of portions articulating out to a setback of 1.5 metres at the ground level.

Staff find that the proposed building height and massing conforms to the applicable policies of the Official Plan and are in keeping with the Mid-Rise Guidelines. While the application proposes a height greater than what the Secondary Plan contemplates, since it's passing the City has revisited the Avenues policies, revised the Mid-Rise Guidelines and provincial policy has been updated to encourage intensification along these corridors.

Public Realm & Streetscape

The Official Plan directs that development in *Mixed Use Areas* should frame streets and parks with appropriately massed buildings, while maintaining sunlight and comfortable wind conditions for pedestrians.

Along Finch Avenue West, the main building entrance, ground-level indoor amenity space, retail and live/work units are proposed, with direct entrances activating the street frontage and enhancing the public realm. Retail and indoor amenity spaces are accessible from pedestrian paths connected to a 2.1-metre-wide public sidewalk. This supports the Official Plan's goals for *Mixed Use Areas* and responds to the site's location on a corner.

Shadow Impact

Shadow impacts affect thermal comfort and the enjoyment of being outside as well as the provision of adequate light. Shadows are impacted by the size and shape of building footprints, building height, building setbacks, as well as the time of year and angle of the sun. The Official Plan contains a number of policies related to appropriate sun and shadow impacts, which seek to secure adequate light and limited shadows on public streets and open spaces. *Mixed Use Areas Policy 4.5 d* states "locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes".

The applicant submitted a shadow study which demonstrates that on March 21st and September 21st, there are adequate shadow impacts on the public realm and the proposal as adequately limited shadow impacts on *Neighbourhoods*. To the Neighborhoods to the south, shadows occur only at 6:18 p.m., lasting less than one hour on any individual property during the fall and spring equinoxes. Also during the equinoxes, Finchurst Drive experiences shadowing at 9:18 a.m., which clears by 12:18 p.m. Clarkhill Street sees minimal shadowing at 11:18 a.m., dissipating within the hour. Finch Avenue is shadowed from 9:18 a.m. to 2:18 p.m., with shadows moving east and fully clearing by 5:18 p.m.

The shadow impacts resulting from the proposed development maintain the intent of the Official Plan and policies and of the Mid-Rise Guidelines with respect to limiting shadowing impacts.

Wind Impact

Staff reviewed the Pedestrian Level Wind Study prepared by RWDI, dated December 20, 2024. The study indicates that wind speeds are expected to increase compared to existing conditions due to the project's height relative to its surroundings. It also highlights areas where pedestrian comfort and safety could be impacted.

Wind gusts near the northeast (along Finch Avenue West), northwest and southwest (along Finchurst Drive) building corners exceed comfort thresholds on windy days, creating uncomfortable conditions for standing or sitting, particularly during the spring, fall, and winter. While the applicant has updated the massing to include greater setbacks and stepbacks, and has limited balcony projections, a Wind Tunnel Study is still required to assess the revised massing and provide more detailed information on wind conditions. An updated wind study is needed for the Site Plan stage and any further mitigation efforts will be addressed then.

Wind conditions in the outdoor amenity space will be comfortable for sitting or standing in summer and fall but may be too strong for passive use during spring and winter. An updated wind study is needed. This will be addressed at the site plan stage.

Servicing

Solid Waste Management will provide on-site collection services with shared bins for all residents to this development for garbage, recycling and organics in the Type 'G' loading space, provided that the development is built in accordance with the "Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments" and Chapter 844, Solid Waste of the Municipal Code.

As set out in the site-specific zoning by-law, the site will be made subject a Holding (H) provision to ensure the site may be adequately serviced. The Holding (H) symbol may be removed once a revised Functional Servicing and Stormwater Management Report is submitted by the applicant which demonstrates that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

If the revised Functional Servicing and Stormwater Management Report identifies new municipal infrastructure or upgrades to existing municipal infrastructure are needed to support the development, the Holding (H) symbol may be removed once those upgrades or required improvements to municipal infrastructure identified in the revised Functional Servicing and Stormwater Management Report are constructed and operational, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The Holding (H) Symbol must be removed in order to proceed with the development of the site.

Road Widening

In order to satisfy the Official Plan requirement of a 36 metre right-of-way for this segment of Finch Avenue West, a 2.76 metre road widening dedication along the Finch Avenue West frontage of the site is required and is proposed to be conveyed to the City. This widening will be secured at the Site Plan Control stage.

Traffic Impact

A Transportation Impact Study dated July 2024, by WPE Engineering, was submitted in support of the proposed development. The consultant estimates in this study that the proposed development is expected to generate 174 and 259 two-way vehicle trips during the AM and PM peak periods, respectively. The consultant concludes that it is projected that the future road network in the vicinity of the development will have satisfactory operational characteristics and provide adequate capacity for the proposed development and that the development will not cause significant traffic concern. At the Site Plan stage further comments will be provided on the submitted traffic materials. The applicant is advised that upon further review of the Traffic Impact Study, some modification or signal timing optimization may be required and any costs associated with the proposed improvements will be the responsibility of the applicant and included in the Notice of Approval Conditions during the Site Plan Application.

To reduce traffic impacts and encourage other modes of travel, the Toronto Green Standard (TGS) requires quantifiable measures to reduce single-occupancy auto vehicle trips by 25 percent through a variety of multi-modal infrastructure strategies and Transportation Demand Management measures (performance measure AQ 1.1). A stronger TDM plan will be needed to better address the TGS requirements and encourage the use of sustainable transportation options to and from the site.

Prior to accepting the traffic impacts of the proposal, the Transportation Impact Study from WPE Engineering must be revised to address the above-noted issues. These issues will be addressed by the conditions for lifting the Holding (H) Provision. The proponent is advised that additional comments may be provided with respect to the traffic impacts of the proposal once a revised Transportation study is submitted for review and approval.

Access, Vehicular and Bicycle Parking and Loading

The proposal would have access from Finchurst Drive via the 6-metre-wide driveway to the rear of the site, providing access to the 2-level underground parking garage, one at-grade Type 'G' loading space, one Type C space and the temporary pick-up and drop-off spaces. The underground parking garage provides 318 vehicle parking spaces, including 285 resident parking spaces, 6 retail parking spaces and 27 visitor spaces. A total of 13 accessible parking spaces are provided, 11 residential and 2 non-residential. The underground parking also contains 346 long-term bicycle parking spaces. A total of 26 short-term bicycle parking spaces are provided at-grade, which is acceptable.

Parkland

In accordance with [Section 42\(3\) of the Planning Act](#), the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 10% of the development site as the site is less than five (5) hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement is 542.6 square metres.

In this instance and as per the Toronto Municipal Code Chapter 415-26, Parks and Recreation would accept the conveyance of lands off-site that would expand an existing park or create a new park as the required parkland dedication.

The off-site dedication shall comply with Policy 3.2.3.8 of the Toronto Official Plan. The size and location of the off-site conveyance would be subject to the approval of the General Manager, Parks and Recreation and would be subject to this Division's conditions for conveyance of parkland prior to the issuance of the First Above Grade Building Permit.

Should the parkland dedication requirement not be able to be satisfied through a suitable off-site parkland dedication, payment of cash-in-lieu would be accepted. The value of the cash-in-lieu of parkland dedication would be appraised through Real Estate Services. The appraisal would be conducted upon the submission of an application for the first Above Grade Building Permit and payment would be required prior to the issuance of said permit.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the Owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, PR, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

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 Official Plan, Chapter 3 provides direction for how developments should preserve, incorporate, and plan for trees on site.

The Arborist Report and Tree Preservation Plan submitted by the applicant identifies the removal of 33 trees in total, including five (5) City street trees and 28 private trees. As a requirement listed in the applicable tree by-law(s), compensation via tree planting, or cash-in-lieu payment is required for the removal for any tree regulated by MCC 813. Although Urban Forestry may accept cash-in-lieu of planting, the intent of tree removal compensation is to replace tree canopy loss on site.

The setbacks proposed by the application allow for access to soil volume to facilitate tree planting opportunities on-site, particularly along the Finch Avenue West boulevard, the outdoor amenity area and along the rear landscape buffer. The application proposes to plant a total of 19 new City street trees and 13 new private trees as compensation for the proposed tree removals. These new trees will be secured through the Site Plan Control process.

Where it is not possible to retain a tree that qualifies for protection under the City of Toronto's Tree By-laws, or where construction activity will encroach upon a regulated tree's minimum tree protection zone causing injury, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the tree(s) in question to Urban Forestry.

Holding Provision

This report recommends the adoption of a Zoning By-law Amendment that is subject to a Holding (H) provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision.

Holding Provision Conditions

The zoning by-law for the lands include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:

1. The zoning by-law for the lands include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:
 - (i) the owner or applicant, at their sole cost and expense has submitted a revised *Functional Servicing and Stormwater Management Report* to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
 - (ii) if the *Functional Servicing and Stormwater Management Report* accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - (a) the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted *Functional Servicing and Stormwater Management Report*, to support the development, in a

financial secured agreement, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; or,

(b) the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory *Functional Servicing and Stormwater Management Report* in (i) above are constructed and operational, all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services; and

(iii) all necessary approvals or permits arising from (1)(ii)(a) or (1)(ii)(b) above are obtained, where required all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services.

2. The City has received, reviewed and accepted an updated Transportation Impact Study ("TIS") with a stronger Travel Demand Management (TDM) Plan and associated measures, drawings and plans as required, to accommodate the proposed development, all to the satisfaction of the General Manager, Transportation Services and Chief Planner and Executive Director, City Planning; and

(i) Should the above identify the need for modifications or improvements to existing transportation related infrastructure and/or new municipal infrastructure is required, the Owner shall make satisfactory arrangements with Transportation Services, including providing financial securities and payments, all to the satisfaction to the General Manager, Transportation Services.

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 Version 4. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The development achieves a minimum of 30 cubic metres of soil per tree, as required by the performance measures of Tier 1 of the Toronto Green Standard. Adequate soil volume levels are needed to support the growth and health of tree canopy on-site. Tier 1 performance measures such as cycling infrastructure and electric vehicle parking infrastructure are to be secured through the applicable zoning by-law standards. Additional applicable TGS performance measures will be secured through the Site Plan Approval process.

CONTACT

Julia Covelli, Planner, Tel. No. 416-338-9070, E-mail: julia.covelli@toronto.ca

SIGNATURE

David Sit, MCIP, RPP
Director, Community Planning
North York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Secondary Plan
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment
- Attachment 8: Summary of Public Engagement

Applicant Submitted Drawings

- Attachment 9: Site Plan
- Attachment 10: Elevations and/or Ground Floor Plan
- Attachment 11: 3D Massing Model

APPLICATION DATA SHEET

Municipal Address: 221 FINCH AVE W **Date Received:** January 17, 2025

Application Number: 24 200736 NNY 18 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan Amendment and rezoning applications to permit a mixed-use development in the form of an 11-storey mid-rise residential building with ground floor retail fronting Finch Avenue West.

Applicant	Agent	Architect	Owner
JOE TANG			2845578 ONTARIO INC.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use	Site Specific Provision:
Zoning:	Former City of North York By- Law No.7625	Heritage Designation:
Height Limit (m):	11 metres	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 6,059 Frontage (m): 136 Depth (m): 43

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			3872	3872
Residential GFA (sq m):	108		36985	36985
Non-Residential GFA (sq m):			517	517
Total GFA (sq m):	108		37503	37503
Height - Storeys:	2		11	11
Height - Metres:			37	37

Lot Coverage Ratio (%): 68.23 Floor Space Index: 6.19

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	36985	
Retail GFA:	517	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			578	578
Other:				
Total Units:			578	578

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		229	176	86	74
Total Units:		229	176	86	74

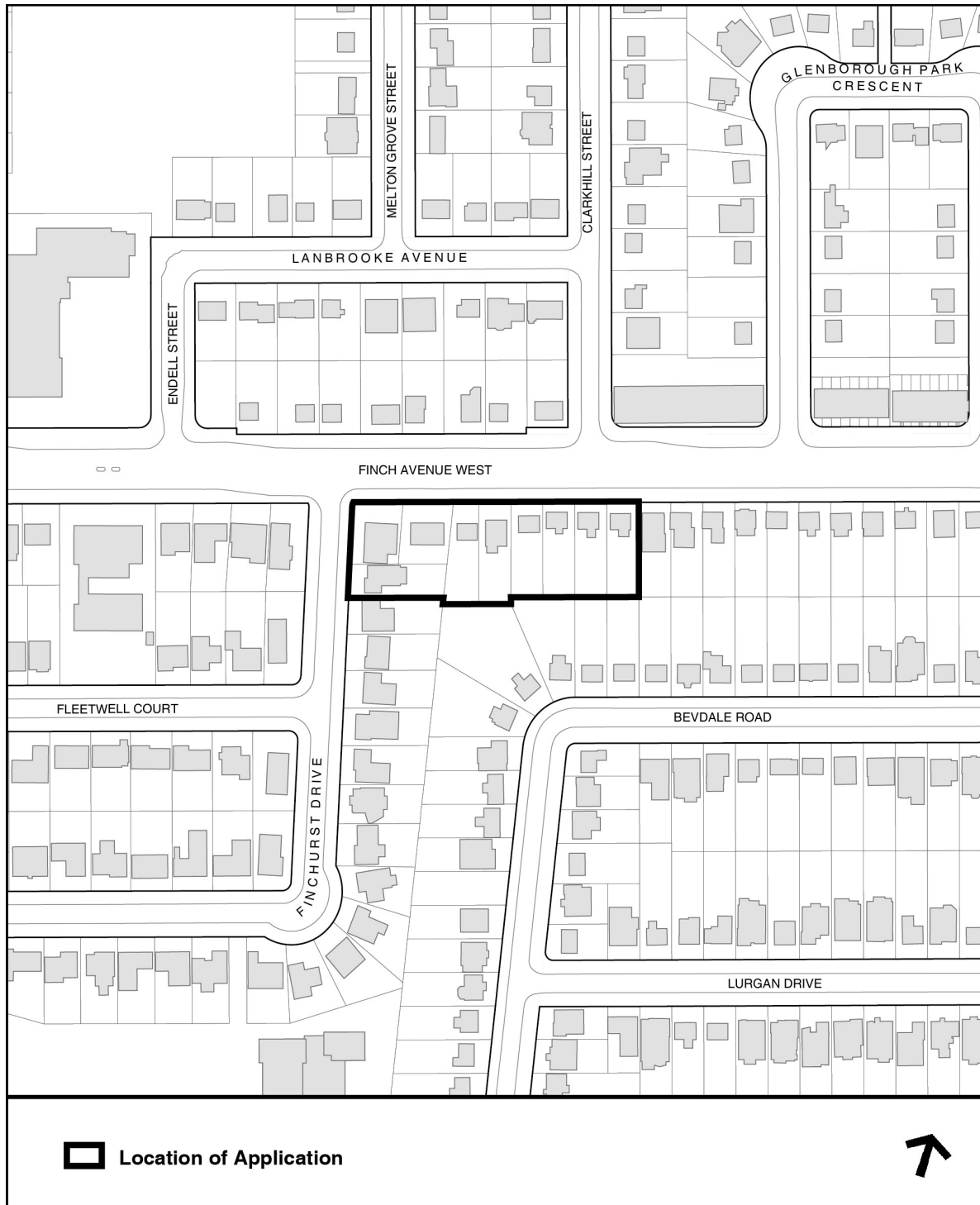
Parking and Loading

Parking Spaces: 327 Bike Parking Spaces: 394 Loading Docks: 2

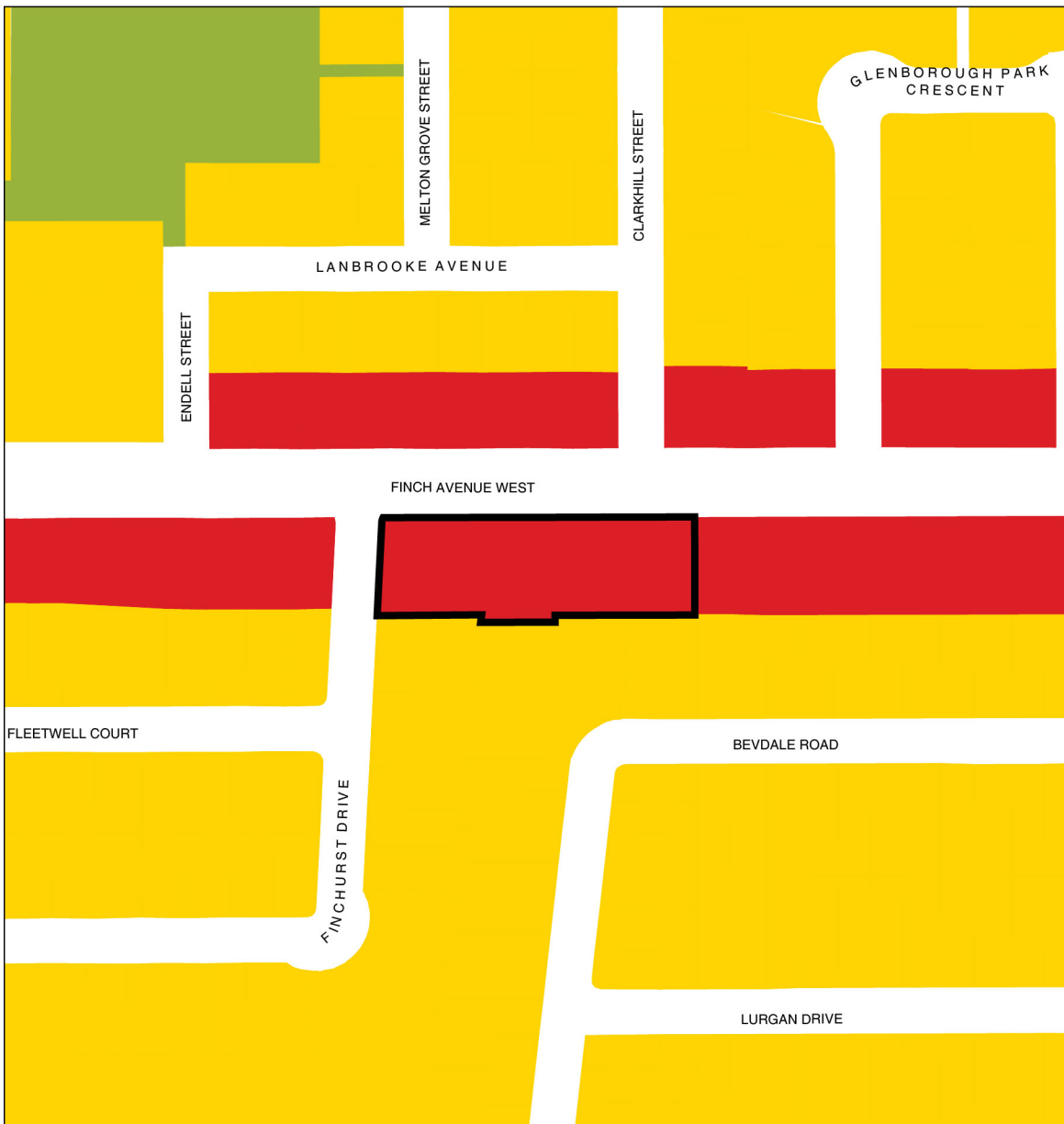
CONTACT:

Julia Covelli, Planner
416-338-9070
julia.covelli@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



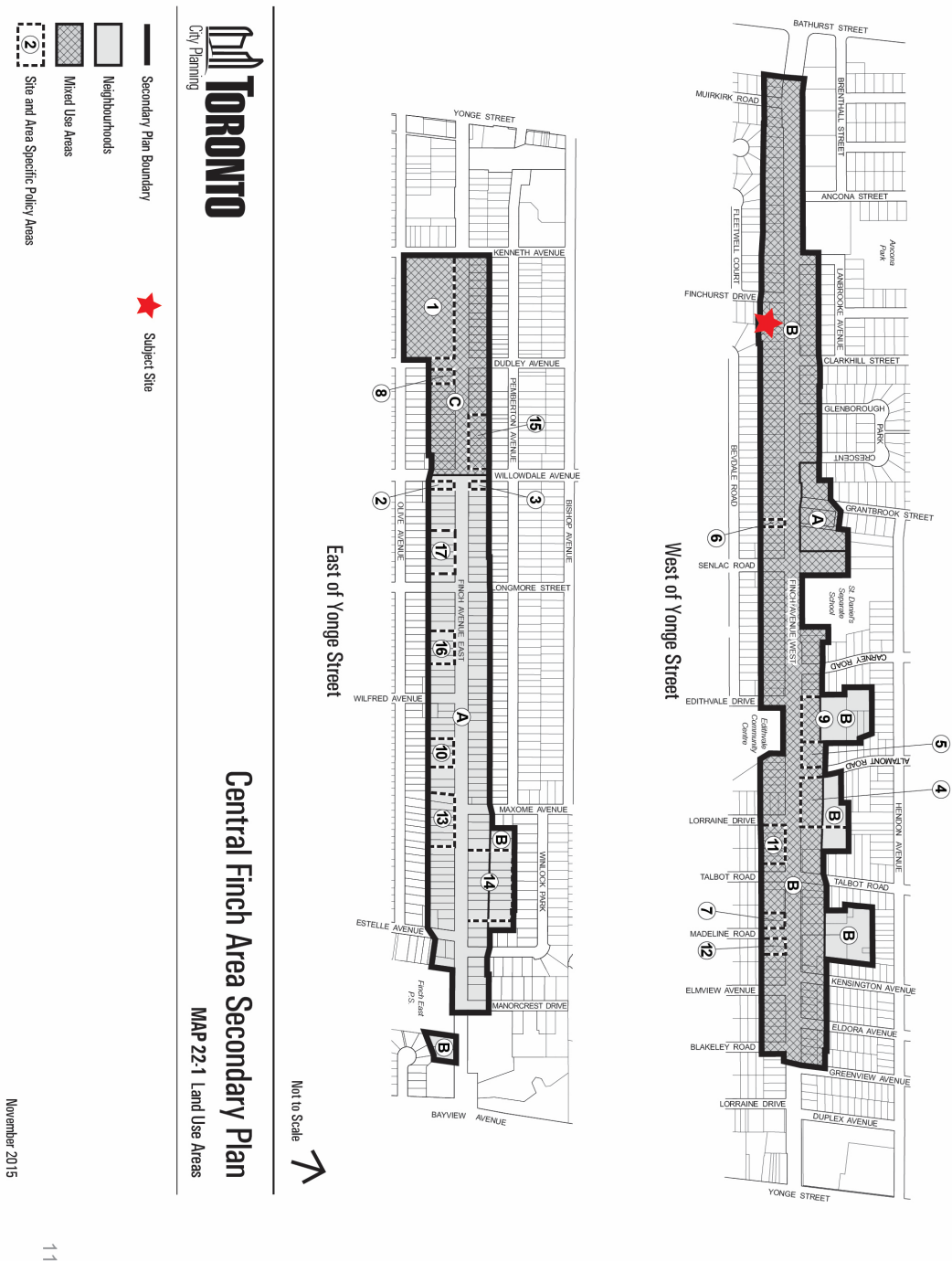
Official Plan Land Use Map #16

221-237 Finch Avenue West

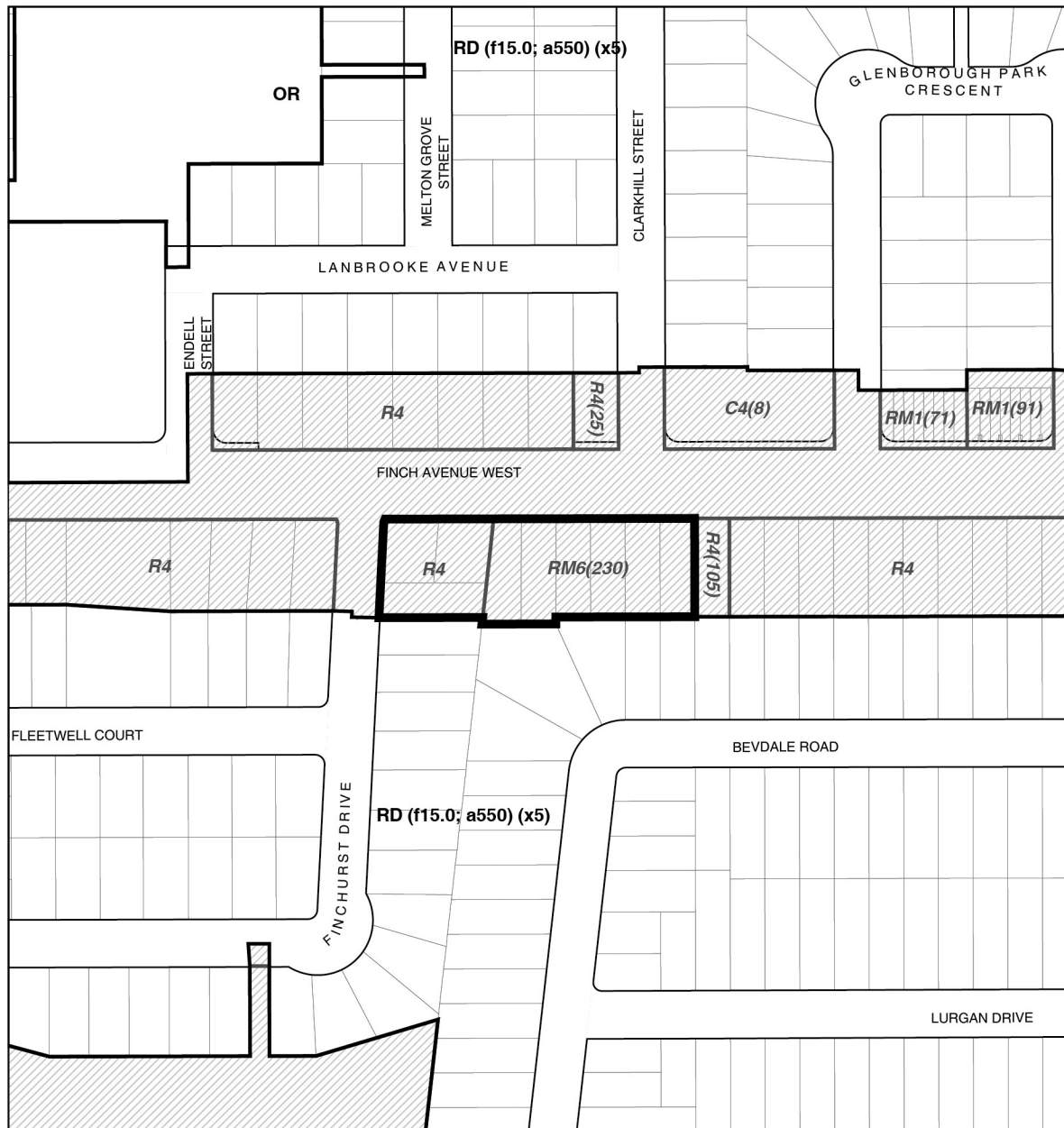
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Extracted: 08/26/2024



Attachment 5: Zoning By-law Map




Zoning By-law 569-2013

221-237 Finch Avenue West

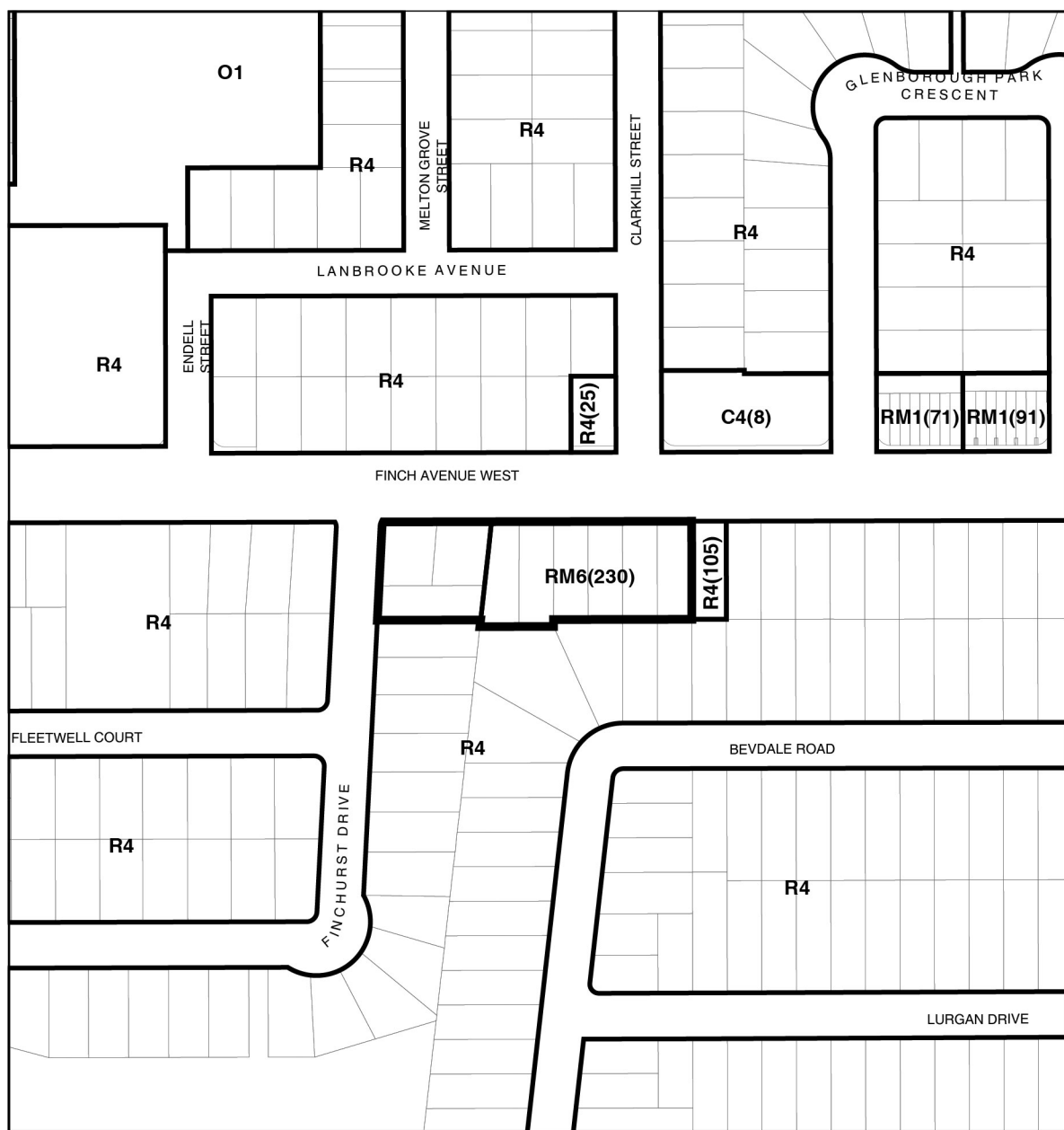
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 Location of Application
RD Residential Detached
OR Open Space Recreation

 See Former City of North York By-law No. 7625
R4 One-Family Detached Dwelling Fourth Density Zone
RM1 Multiple-Family Dwellings First Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
C4 Mixed Use Commercial Zone



Not to Scale
 Extracted: 08/26/2024



Zoning By-law 7625

221-237 Finch Avenue West

File # 24 200736 NNY 18 0Z



Location of Application

R4	One-Family Detached Dwelling Fourth Density Zone
RM1	Multiple-Family Dwellings First Density Zone
RM6	Multiple-Family Dwellings Sixth Density Zone
C1	General Commercial Zone
C4	Mixed Use Commercial Zone
O1	Open Space Zone



Not to Scale
Extracted: 08/26/2024

Attachment 6: Draft Official Plan Amendment
(under separate cover)

Attachment 7: Draft Zoning By-law Amendment

(under separate cover)

Attachment 8: Summary of Community Consultation Meeting

221-237 Finch Ave West & 43 Finchurst Drive
Planning Application Number: 24 200736 NNY 18 OZ

City Staff's Virtual Community Consultation Meeting

On March 24, 2025 a virtual community consultation meeting was held by Community Planning. Approximately 25 participants registered and the meeting was attended by the Ward Councillor, City staff and the applicant. Staff and the applicant gave presentations, answered questions and heard feedback from the participants. Staff received written comments from 15 participants/residents both prior to and after the meeting.

Summary of Public Concerns from the March 24th Consultation

Comments and questions raised at the March 24th community meeting were generally focused on the following:

- Building Design and Height
 - Questions and concerns about the height of the development
 - Questions and concerns about the previous approvals on the site
 - Asking why the applicant is seeking more height and density than was approved in the past
- Planning and Policy
 - Questions about the Secondary Plan and how it will be applied to the development
- Population and Community Impact
 - Concerns about added population and its impact on local services
- Unit Details
 - Questions about the proposed unit types and size
- Traffic and Transportation
 - Questions and concerns about the added traffic on Finchurst Drive due to the driveway entrance
 - Concerns about the traffic issues increasing overall as a result of this development
- Safety and Accessibility
 - Questions and concerns about safety for children walking to and from Yorkview Public School
- Waste Management
 - Questions and concerns about recycling and garbage bin storage and pickup
 - Construction Timeline
 - Questions about the timing of construction
- Neighbourhood Impact

- Questions about privacy measures put in place for the neighbouring properties to the south
- Questions about shadow impact on neighbouring properties on Bevdale Road and Finchurst Drive

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Summary of Councilor's In-Person Community Consultation Meeting

Comments and questions raised at the 2nd community meeting on May 8th, 2025 were generally focused on the following:

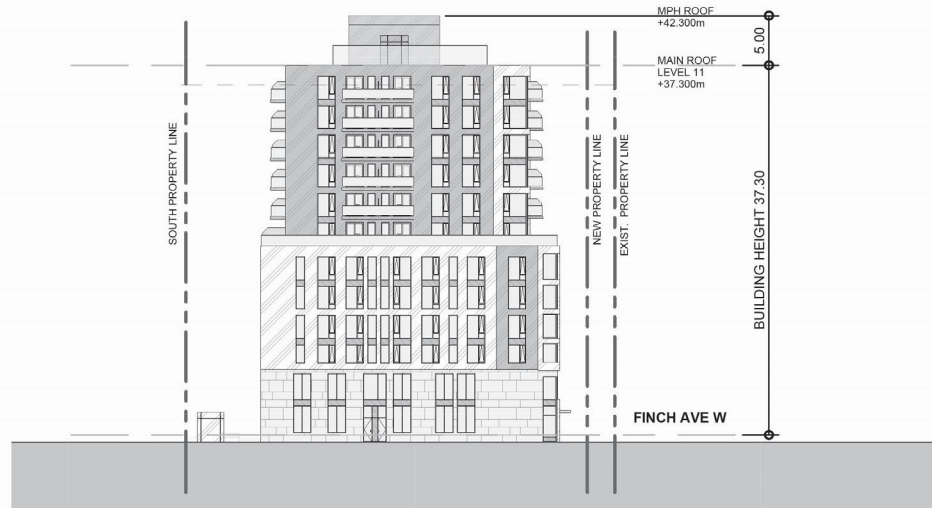
- Overdevelopment Precedent
 - Concern that approving this project could lead to a wave of similar high-density developments along the Senlac–Bathurst corridor, overwhelming established neighbourhoods.
- Lack of Updated Secondary Plan Protections
 - Existing, but old, secondary plan protected the community have been overridden by new housing focused directives from Province and City
 - Request updated secondary plan that can help protect neighbourhood interests
 - Concerns about the authority of the Ontario Land Tribunal as it is unelected people making decisions.
 - Concerns about the site seeking more height and density than previously approved.
- Building Size, Height, and Design Controls
 - Calls for clear limits on building height and massing, including angular planes, to reduce overshadowing and preserve neighbourhood character.
 - Questions about the shadow impact on neighbouring properties along Bevdale Road and Finchurst Drive.
- Community Infrastructure Readiness
 - Residents request development approvals to be tied to an updated Secondary Plan that ensures local infrastructure (schools, parks, transit, services) can handle growth.
 - Concerns about the added population and its potential strain on local services.
- Family-Friendly and Appropriate Housing Mix
 - Questions about the types and sizes of units being proposed.
 - Request that zoning bylaws to require at least 10% three-bedroom and 10% two-bedroom rental units (in addition to the 10% overall rental target) to better accommodate families.
- Mitigation of Noise, Privacy, and Glare

- Enclose garbage, loading, and parking access under a green roof to reduce noise and light spill.
- Use low-reflection glass on the south side to minimize glare and heat impact.
- Enclose south-facing balconies above the 4th floor to protect privacy.
- Questions about privacy measures in place for neighbouring properties to the south.
- Questions and concerns about recycling and garbage bin storage and pickup.
- Traffic Safety and Volume
 - Add a “pork-chop” turning island on Finchurst Avenue to discourage shortcutting through residential streets and improve safety, especially near Yorkview School pedestrian walkway.
 - Concerns about overall increased traffic volumes due to the development.
 - Specific concerns about increased traffic on Finchurst Drive because of the proposed driveway entrance.
 - Strong concerns about the safety of children walking to and from Yorkview Public School.
- Enhanced Streetscape and Ground-Level Uses
 - Include retail, office, or medical spaces along Finch Avenue to support both new and existing residents.
- Tree Protection and Green Buffering
 - Require a 3-metre planting strip with vertical barriers for future tree growth, plus additional tree planting on neighbouring properties to soften the visual impact of the development.
- Construction Timing and Process
 - Questions about when construction will begin and how long it will last.
 - Questions and concerns about past approvals and why greater height and density are being requested now.
- Need for a Coordinated Planning Approach
 - Strong concern that approving projects one-by-one without a guiding Secondary Plan will result in cumulative problems
 - Residents would like to make sure Staff and City Council know they believe an updated Secondary Plan is needed along Finch Ave (specifically the Central Finch Secondary Plan).

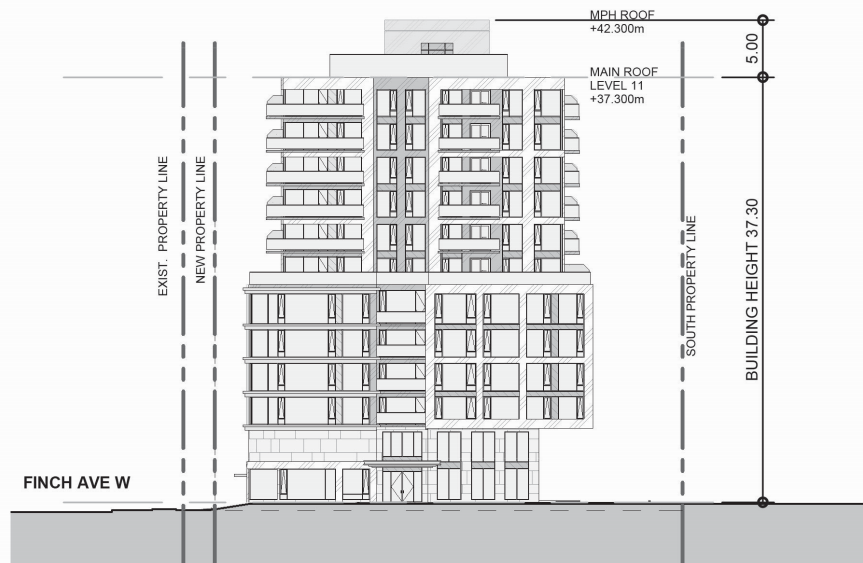
The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.



Attachment 10: Elevations and/or Ground Floor Plan



East Elevation



West Elevation



North Elevation



South Elevation

Attachment 11: 3D Massing Model



Front



Rear