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3585 St. Clair Ave. East Proposal

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Cassels

PROPOSED OPAS TO SHAPE THE FUTURE OF KEELE-FINCH

GROWING WITH INFRASTRUCTURE

Marc Mitanis

Two Official Plan Amendments (OPAs) being proposed by the city aim to provide a blueprint for future development in the Keele-Finch neighbourhood, harnessing anticipated population and employment growth and leveraging investment from the December 2017 opening of the Finch West subway station and the future opening of the under-construction Finch West LRT. However, owners of employment lands in the Keele-Finch area are expressing concerns that proposed residential permissions contained in the OPAs are incompatible with existing industrial operations.

The proposed OPAs are the outcome of the multi-year Keele Finch Plus study and will be used to guide development in the area over the coming decades.

“The Keele Finch Plus study is about how to plan for future growth and change in the area given that new rapid transit investment,” **City of Toronto** strategic initiatives planner **Matt**

Armstrong told *NRU*. “It’s not about the transit infrastructure itself, but about how to grow with that infrastructure.”

A proposed secondary plan and two Protected Major Transit Station Areas (PMTSAs) forecast where and how growth will occur. Public consultations began in 2016 and took numerous forms, including open houses, workshops, community

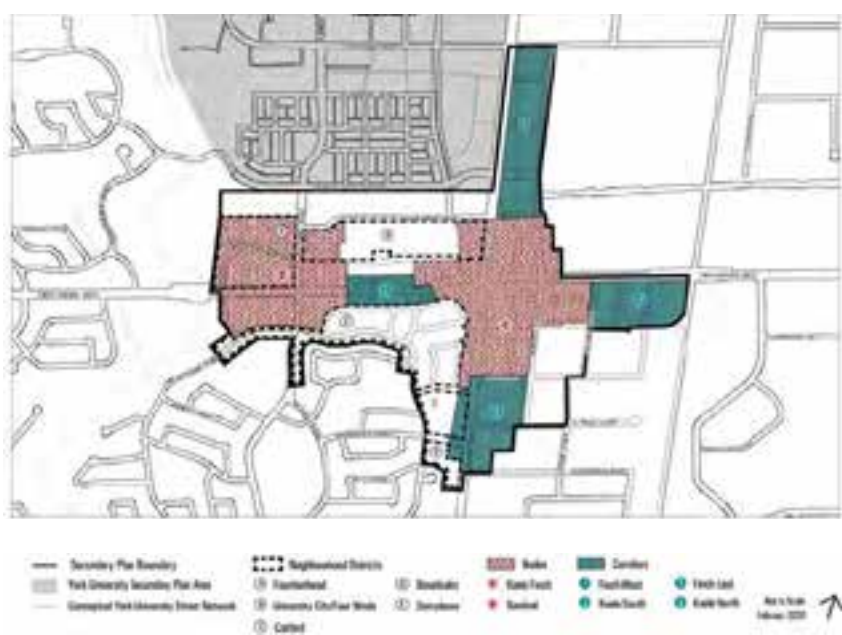
meetings with students and business owners, and online engagement opportunities. A preferred concept was endorsed by North York community council in 2018 and city staff began working on the development of a secondary plan.

Presented at a virtual public information session held on November 9, the first OPA defines two higher-order transit

stations and their immediate surroundings as PMTSAs.

OPA 482 identifies the Finch West Transit Station Area—the area around the Finch West subway station and the future Finch West LRT station—as a PMTSA where growth is targeted to accommodate at

CONTINUED PAGE 9



Map showing the two nodes, several corridors, and distinct neighbourhood districts identified in the proposed Keele Finch Secondary Plan, which includes policy directions to guide development in the area. The Keele Finch and Sentinel nodes will allow for the tallest buildings, corridors accommodating lower densities stem from the nodes and are oriented along Keele and Finch, and neighbourhood districts are existing areas where compatible infill development could occur.

SOURCE: CITY OF TORONTO

UPCOMING DATES

NOVEMBER

- 16 Board of Health, 9:30 a.m., (video conference)
- TTC Board, tbc (video conference)
- 17 Planning & Housing Committee, 9:30 a.m., (video conference)
- 18 Executive Committee, 9:30 a.m., (video conference)
- 23 Budget Committee, 9:30 a.m., (video conference)
- 25-26 Council, 9:30 a.m., (video conference)
- 26 Design Review Panel, time TBC, (video conference)
- 30 General Government & Licensing Committee, 9:30 a.m., (video conference)
- Toronto Preservation Board, 9:30 a.m., (video conference)

DECEMBER

- 1 Infrastructure & Environment Committee, 9:30 a.m. (video conference)
- 2 Toronto & East York Community Council, 9:30 a.m. (video conference)
- 3 North York Community Council, 9:30 a.m. (video conference)
- 4 Budget Committee, 9:30 a.m. (video conference)
- Etobicoke York Community Council, 9:30 a.m. (video conference)
- CreateTO, 9:30 a.m. (video conference)
- 7 Economic & Community Development Committee, 9:30 a.m. (video conference)
- 8 Planning & Housing Committee, 9:30 a.m. (video conference)



NORTH YORK DEVELOPMENT TO PROCEED WITH EXPANDED COMMUNITY SPACE

COMPLETING A COMMUNITY



Marc Mitanis

The second phase of the Newtonbrook Plaza redevelopment near Yonge and Finch in North York is proceeding with an expanded integrated community centre after the previously proposed size of the space was deemed insufficient by city staff and the local councillor. At full buildout, the development will include five towers, 1,750 residential units, and approximately 16,723 square metres of office and retail space.

A site plan application for the second phase of the M2M Condos project by developer **Aoyuan International** was received by the **City of Toronto** on October 22. Two weeks prior, a motion at the North York community council from ward 18 Willowdale councillor **John Fillion** authorized city staff to enter into discussions with the developer to expand the size of a proposed community centre that would be integrated into the base of the development.

The motion came after city staff determined the 3,232-square-metre community centre was not large enough to

make optimal use of planned programs and functions for it, including a gym and a 900-square-metre daycare facility. The developer-funded community centre and daycare were part of the terms of a settlement between the developer and the city approved in 2015.

“City staff and our local councillor wanted to ensure that the community centre be designed and constructed so as to provide the best possible utility in the future for the local residents,” Aoyuan International senior vice-president of development **Vince Santino** told *NRU*. “We listened and were happy to rise to the challenge. Our site plan application is reflective of this joint sentiment. We’re committed to working with the city staff throughout the process toward achieving that end goal”

The proposed site plan application now includes allocations for a 4,317.6-square-metre community centre and a 1,032.2-square-metre daycare centre. The daycare will be located on the ground floor, with the community spaces occupying

the third and fourth floors.

“We worked closely with city staff to ensure what we brought forward in our application satisfied the needs of the community,” Santino told *NRU*. “We have space for a full gymnasium, a running track and multiple breakout rooms. Both sides are more comfortable with the current design with respect to how it addresses the city’s space needs.”

North York district community planning manager **Giulio Cescato** told *NRU* the space proposed by the applicant in the site plan application is what was agreed to with Parks Forestry and Recreation staff. “We’re satisfied that this will fulfill the programmatic requirements to make this much more useable to the community,” Cescato told *NRU*.

The additional gross floor area for community uses permits additional developable gross floor area in accordance with the bonusing provisions of the North York Centre Secondary Plan, requiring adjustments to

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COMPLETING A COMMUNITY

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the building envelope. City staff are now processing official plan and zoning by-law amendment applications to provide for the additional gross floor area and building envelope adjustments.

“There are a number of pieces to making this work, including some changes to the height and density of the development to offset the loss of residential space the applicant is incurring by making the community centre larger, and the use of section 37,” Cescato told *NRU*, referring to the density bonusing provisions included in the *Planning Act*.

Currently under construction, the first phase of the development includes high-rise residential towers 36 and 34 storeys tall. The second phase will introduce 40- and 34-storey towers to the site rising from a shared podium with 3,628 square metres of commercial office space, 59 square metres of retail space fronting Yonge Street, and the city-operated community centre.

“With design details still being refined, the early focus [for the site plan application] was on organizing the individual uses in the building and expanding the community centre to maximize the offering of services and planned programming to serve the Yonge-Finch area residents,” a press release from Aoyuan International said.

The community spaces will be provided along the eastern edge of the podium opposite a new one-acre public park with playground amenities and green spaces. “By organizing the spaces along the eastern edge, we get a stronger connection between the public parts of the building and the new park,” said **Wallman Architects** principal **Rudy**

Wallman noted in the press release.

Wallman said this arrangement makes drop-offs and pick-ups at the building easier while creating a dynamic interplay between indoor and outdoor spaces. Wallman also said the community spaces will have a distinctive palette largely defined by glass elements to promote visual connections.

Santino said Aoyuan is committed to ensuring the retail, office, and residential components are not adversely impacted by accommodating the expanded community

spaces and that the proposed community spaces and daycare function as envisioned. “We believe a complete community means a true, integrated mix of uses,” Santino told *NRU*. “When you have that mix of uses, the site becomes more dynamic and active with workers, residents and the broader community all co-mingling and interacting.”

City staff are expected to report back to North York community council no later than December 3 to provide an update on how the development has evolved since the request for an expanded community space was made. 🌸



Rendering showing an aerial perspective of Aoyuan International’s M2M Condos project at Yonge Street and Cummer Avenue, the former location of Newtonbrook Plaza. The second phase of the mixed-use development (centre) was submitted for site plan approval in October and will include an expanded community centre following a request from local ward 18 Willowdale councillor John Fillion. A new public park will be located just east of the development. Phase one, (right) is now under construction and will include 36- and 34-storey residential towers and a shared podium with commercial office and retail spaces. A fifth mixed-use, mid-rise building (left) has also been proposed and will advance in the third phase of development.

SOURCE: AOYUAN INTERNATIONAL
ARCHITECT: WALLMAN ARCHITECTS

Rendering showing the second phase of Aoyuan International’s M2M Condos project at the former site of Newtonbrook Plaza in North York. The second phase will include residential towers of 40 and 34 storeys, with a city-operated community centre included in the podium.

SOURCE: AOYUAN INTERNATIONAL
ARCHITECT: WALLMAN ARCHITECTS

Rendering showing the podium of the second phase of Aoyuan International’s M2M Condos project at the former site of Newtonbrook Plaza in North York. The second phase will include residential towers of 40 and 34 storeys sharing a podium with a city-operated community centre, daycare facility, commercial office space, and ground-level retail space. A park will be located across from a new road situated east of the buildings.

SOURCE: AOYUAN INTERNATIONAL
ARCHITECT: WALLMAN ARCHITECTS

SCARBOROUGH JUNCTION TRIANGLE



Rob Jowett

If approved, a proposal for a massive redevelopment project will intensify the lands around a Scarborough GO station and create a new urban centre.

Republic Developments and **Harlo Capital** are proposing a mixed-use development on an approximately 8.9-hectare site at 3585 St. Clair Avenue East. The proposal includes a master plan for 17 buildings between 15 and 42-storeys in height with base buildings up to 12-storeys. The development would contain 5818 condominium units, 309 rental apartment units, 15,321-square metres of retail space, 4,624-square metres of community space, 1.87-hectares of parkland, and three new public streets. Republic and Harlo are seeking an official plan amendment and rezoning approval to allow the project.

“The vision is to create a vibrant and complete transit-oriented community that responds to the needs of the city and local neighbourhood which are changing rapidly—especially as we’ve experienced the effects of COVID-19,” Republic Developments president **Matt Young** told *NRU*. “By optimizing existing infrastructure and adding appropriate density to an underutilized transit station

(Scarborough GO), we can create a new gateway into Toronto—only 18 minutes away—and a new centre for the entire south Scarborough area.”

The site is part of the Scarborough Junction Triangle, a 10.5-hectare area bound by St. Clair East to the north, Danforth Road to the northwest, Kennedy Road to the west, and the rail corridor

to the southeast. While Republic and Harlo own and are planning to redevelop the entire site, the current OPA and rezoning applications apply to the northern section of the site which is designated site A. Sites B and C are included in the master plan for demonstration purposes, but are not subject to the application and Republic and Harlo have yet to determine

how these lands will be used. Site A also includes a triangular parcel on the west side of Danforth bound by St. Clair East and Kennedy Road.

Site A currently hosts low-density commercial uses and an indoor sports complex. All existing buildings on the site are proposed to be demolished, with many of their current uses proposed to be replaced within the development. The site is also adjacent to the Scarborough GO Station, and the development would include a 537-square metre entrance to the station.

The site’s new buildings would be centred around a 1.87-hectare central park which will create a focal point for the development, and add a buffer between the buildings and the

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Map showing the site at 3585 St. Clair Avenue East in Scarborough, where Republic Developments and Harlo Capital propose to build a 17-building mixed-use development. Republic and Harlo are seeking an official plan amendment and rezoning approval to allow the project.

SOURCE: CITY OF TORONTO
PREPARED BY: BOUSFIELDS

Map showing the entire 10.5-hectare Scarborough Junction Triangle. Republic Developments and Harlo Capital own all the land shaded in purple, but only the areas shown in the previous map are subject to the current development application. Uses for the remaining triangle lands, primarily on the southern portion of the site, will be proposed and planned at a later date.

SOURCE: CITY OF TORONTO
PREPARED BY: BOUSFIELDS

SCARBOROUGH JUNCTION TRIANGLE

CONTINUED FROM PAGE 4

rail corridor. The park will be landscaped mainly green space, but would also include two multi-sport courts that could be used for basketball or tennis in warmer weather, and as a hockey rink in the winter. An approximately 3,700-square metre community facility fronting onto the park is also proposed, and could include recreation or sports facilities to replace the existing complex marked for demolition on the property. The park would be designed to allow for future

expansion of the rail corridor.

“From a neighbourhood perspective, we think the project is going to add a lot of positive elements that will make it more desirable, inclusive, and liveable,” says Young. “Before we developed our plan, we engaged with the local community and received nearly 200 survey submissions letting us know what they felt the community was missing. Our plan responded specifically to these submissions, which included the need for new restaurants

and entertainment, a grocery store/shopping options, better walkability, and new parks and green spaces.”

Young says he expects the development to act as a catalyst for intensification in the area. He notes that Scarborough has lagged behind the rest of the city in terms of redevelopment and densification, but will likely now lead the next phase of growth in the GTHA. He adds that change is inevitable given the housing crisis and the need for residential space in the city, as well as the increased focus from both the city and from planners generally on creating complete communities, as opposed to the bedroom communities and low-density

retail corridors that characterize most of the area now.

“[This project is] an example of looking at those

CONTINUED PAGE 6

Clockwise from top right: Map of the master plan for the site showing the proposed buildings centred around the proposed 1.87-hectare central park.

SOURCE: CITY OF TORONTO
ARCHITECT: GIANNONE PETRICONE ASSOCIATES

Renderings of the proposed mixed-use development, which includes 17 buildings between 15 and 42-storeys tall with base buildings up to 12-storeys. The proposed development would contain 5818 condominium units, 309 rental units, 15,321-square metres of retail space, 4,624-square metres of community space, 1.87-hectares of parkland, and three new public streets.

SOURCE: CITY OF TORONTO
ARCHITECT: GIANNONE PETRICONE ASSOCIATES



SCARBOROUGH JUNCTION TRIANGLE

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areas in the city, particularly in Scarborough, where they have either been traditionally industrial or employment lands... [whose time] has come,” Ward 20 Scarborough Southwest councillor **Gary Crawford** told *NRU*. “As we’re looking at developing and expanding and growing the city, these are the kind of areas that you have potential—but also

recognizing the challenge, of course, is how do we retain our industrial employment lands, and not allow them to go into that sort of mixed residential.”

Crawford says it is important to preserve the jobs that would be lost on the site due to redevelopment in order to help build a complete community in the area. He says that while the proposal includes

significant densification and adds significant building heights to the area, it is likely more acceptable given the buffers to the surrounding residential areas created by the rail corridor and major roads. He notes that while intensification of the Golden Mile along Eglinton Avenue East will be the heart of Scarborough’s redevelopment, large redevelopments like this will further contribute to the evolution of Scarborough into an urban centre.

“It’s that whole opportunity to have a full community with a work-live area,” says Crawford. “When you’re looking at our official plan and growth plan, we’re looking at intensification around major transit hubs, and

this would be considered one of those major transit hubs. So I think there’s opportunity there.”

Young says Republic and Harlo are hoping to have most of the necessary planning approvals within the next year and a half. He adds that the first stage of the project will be remediating the site, which will mainly involve removing most of the soil which is contaminated from decades of industrial use.

Bousfields is the lead planner for the project. **Giannone Petricone Associates** is the lead architect.

City of Toronto planning staff were unavailable to comment for this story by deadline.

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TRANSFORMING THE JUNCTION



Rob Jowett

If approved, a proposed development in The Junction will add significant density to a low-density former industrial area of the city and will also add a diverse mix of land uses there.

At its meeting November 10, Toronto and East York Community Council adopted a preliminary report regarding a mixed-use development proposal at 290 Old Weston Road. **i2 Developments (Old Weston)** is proposing a 29-storey tower containing 277 condominium units with a six-storey podium containing 4,643-square metres of office space. i2 Developments is seeking official plan amendment and rezoning approval to permit the project.

“It’s going to be the first of what I expect to be many projects to follow in that area,” **McCarthy Tétrault LLP** partner **Michael Foderick** told *NRU*. McCarthy Tétrault is representing i2 in their application.

Foderick says most recently, the site had been a **Cadet Cleaners** dry-cleaning store which shut down many years ago. He says the site was left too contaminated by industrial runoff from the store to make site remediation feasible for a similar use, and so the

property sat vacant and taxes and utility bills accumulated until the property was more than \$500,000 in debt. The site was sold to i2 by the **City of Toronto** in a tax sale.

“It’s a good news story, especially for that neighbourhood who’s sick of that blighted property which was abandoned and contaminated and just an eyesore that was full of tall grass and weeds for so long. And the property was boarded up and everything’s unsightly,” says Foderick. “[This proposal] really represents what the future of that area is going to be. It’s going to be an area that has a lot of residential, it’s going to

be an area... [where] you’re going to find good, high quality employment, like offices... supported by the residential development on the same land.”

Foderick says the project will be a massive change for the area, which is currently characterized mainly by one or two-storey single-detached houses and businesses. Toronto planning staff are currently undertaking the Keele-St. Clair Local Planning Study to prepare for intensification in anticipation of a SmartTrack and GO Station planned for 2-80 Union Street, which will be a major transit station area. Additionally, the existing St. Clair Avenue West

Transportation Master Plan plans to extend Davenport Road north through the site to Union Street. The development plans accommodate this extension.

The lands are currently designated for employment use, as is much of the surrounding area. Foderick says the city’s Keele-St. Clair planning study, which is considering how best to redesignate the lands, is important to helping revitalize the area. He adds that Site Specific Policy 441 allows residential uses on the site, which means the proponents of the project were able to add more employment uses than would otherwise be possible.

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Location of i2 Developments (Old Weston)’s proposed mixed-use development in The Junction neighbourhood. The company is seeking official plan amendment and rezoning approval to allow the project.

SOURCE: CITY OF TORONTO
PREPARED BY: BOUSFIELDS

TRANSFORMING THE JUNCTION

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“The economics simply aren’t there for [exclusively employment] development,” says Foderick. “It’s only because of the residential permissions there that we will make an attempt at the non-residential, so to speak. And so, by allowing the residential permissions, it’s not just going to allow some redevelopment to happen, whereas it otherwise wasn’t happening... but you’re actually going to achieve probably more non-residential than you ever would have received if you just had the non-residential alone.”

The city staff report on the proposal says the development does not raise many major concerns. It notes that the development will be planned in concert with the planning study, which will allow staff to determine the best heights and densities for the area. Final consideration of the proposal will not occur until the results of the planning study have been voted on by council.

“Everybody understands that there’s density coming to the area, there’s a new community that is going to be built... but there’s no question that [the proposal] is being quite ambitious on the request for density on the site,” Ward 9 Davenport councillor **Ana Bailão** told *NRU*. “My main concern is actually how do we

develop the planning studies first? ... It is important that we establish some... principles, [establish] some of these built form [expectations], some of the community benefits

Renderings of the development proposed by i2 Developments (Old Weston) for 290 Old Weston Road. The proposed development includes a 29-storey tower with a six-storey podium, containing 277 condominium units and 4,643-square metres of office space.

SOURCE: CITY OF TORONTO
ARCHITECT: TACT ARCHITECTS

[expectations] first to see how we’re going to develop the area. This piecemeal approach is not what the area needs, the area needs a vision.”

Bailão says she expects the area to transform into a complete community with a diverse mix of uses. She says she wants to see the employment uses change from industrial uses to ones more compatible with an urban environment, and that new developments need to provide additional community space and affordable housing to the area. Bailão adds that the area is also in need of a significant amount of new parkland, some of which could be provided in this project.

Foderick says the

development team intends to gain permissions for the project as soon as possible, which he says he hopes will be in early 2021.

Bousfields is the lead planner for the project. **TACT Architecture** is the lead architect.

City of Toronto planning staff were unavailable to comment for this story by deadline. 🌿



GROWING WITH INFRASTRUCTURE

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least 200 people and jobs per hectare. The second PMTSA identified by the city—the Sentinel Transit Station Area (surrounding the area around the future Sentinel LRT stop) is targeted to accommodate at least 160 people and jobs per hectare.

Armstrong said OPA 482 opens the door to development of affordable housing in the area through inclusionary zoning, which is only permitted within PMTSAs or areas where a development permit system has been ordered by the **Minister of Municipal Affairs and Housing**: [See *Accommodating Affordable Housing*, NRU September 25, 2020 Toronto edition.]

“[The city] is not currently identifying this area for inclusionary zoning, but things could change in the future,” Armstrong noted at the November 9 meeting. “This plan, if it goes forward, would make it possible to have inclusionary zoning here.”

OPA 483 is the proposed Keele Finch Secondary Plan. The document envisions future development organized around the two transit nodes, multiple corridors, and five distinct neighbourhood districts. Nodes centred at Keele and Finch and Sentinel and Finch are where the tallest buildings (up to 55

metres) and highest densities in the neighbourhood would be permitted.

The OPA has provisions for Potential Additional Height Zones to allow proposed developments to exceed building height maximums in the event that Downsview Airport ceases operations and its lands are redeveloped with other uses, instilling flexibility

in the secondary plan. Situated around the Finch West and Sentinel transit stops, these zones also allow additional height if development applicants can demonstrate there is sufficient local infrastructure and transportation capacity in the area to sustain additional heights and that the Downsview flight paths will not be impeded by them.

Corridors oriented along Keele and Finch and extending from the nodes would include a variety of land uses with lower densities than the nodes themselves. For example, Keele Street south of Finch is

envisioned as a mid-rise urban form with minimum building heights of four storeys, or approximately 12 metres, and maximum building heights between 25 and 35 metres (40 metres would be permitted at the southwest corner of Keele and Finch), and retail required at grade. Armstrong says existing mid-rise commercial buildings at Finch and Tangiers Road provide an example of what that built form could look like.

Five neighbourhood districts—Fountainhead, University City/Four Winds, Catford, Broadoaks, and Derrydown—would feature

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Map showing the land uses outlined in the proposed Keele Finch Secondary Plan. The development framework is the result of the multi-year Keele Finch Plus study, which was initiated to determine how investment in local public transit could be leveraged. The existing industrial lands located east of Keele Street would remain as employment lands under the Keele Finch Secondary Plan, with the majority of lands along the Keele and Finch corridors being designated as mixed-use areas.

SOURCE: CITY OF TORONTO

Map showing the maximum building heights envisioned in the proposed Keele Finch Secondary Plan to ensure a mix of building typologies, transitions in scale, and a high-quality public realm. The intersections of Keele and Finch and Sentinel and Finch permit the tallest buildings. Potential Additional Height Zones around the Finch West subway station and future Sentinel LRT stop allow developments to exceed maximum heights if there is sufficient infrastructure capacity and Downsview Airport flight paths will not be impeded.

SOURCE: CITY OF TORONTO

GROWING WITH INFRASTRUCTURE

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incremental infill development compatible with the unique features and attributes of each district, including the massing and scale of existing buildings.

The secondary plan designates much of the land within the Keele Finch and Sentinel nodes as mixed-use areas and preserves employment and industrial uses in areas located east of Keele Street, where land currently accommodates a diversity of uses, including fuel distribution, scrap collection and sorting, and manufacturing.

“The employment area employs a huge number of people within the city and is identified as a provincially significant employment area,” Armstrong told *NRU*. “There’s quite a diversity of jobs that exist in that employment area today, and as we grow into the future, with the new rapid transit, we want to make sure that the area can leverage the assets for the benefit of both the community and the city.”

Armstrong said the secondary plan provides for a reasonable transition between mixed-use residential areas on the west side of Keele Street, south of Finch, and intensified employment lands in the form of mid-rise office and multi-storey manufacturing on the east side of Keele, which then

further transitions to light, medium and heavy industrial activities.

“We know that employment areas generate more transit trips than residential does,” Armstrong told *NRU*. “So, intensifying employment makes good sense near rapid transit stations, or in this case, two rapid transit lines.”

But the **Canadian Fuels Association** says residential uses contemplated around Finch West subway station under ‘mixed-use areas A’ of the proposed secondary plan

present compatibility issues with fuel terminals operated by **Imperial Oil**, **Shell Canada**, and **Suncor Energy** to the north and east. Lands immediately west of the Imperial Oil terminal at 1150 Finch Avenue West are proposed to be designated ‘mixed-use areas B’ and would not permit residential development.

“We understand and support the **Province of Ontario** and the City of Toronto’s objective of wanting to increase densification of residents and employment close to a major transit facility such as the Keele-Finch Subway station,” Canadian Fuels Association senior advisor of communications **Janiece Walsh** told *NRU* in an emailed statement. “However, we

believe that density increases on the east side of Keele Street should be achieved through job creation rather than [through] an increase in residential development in order to remain compatible with the existing industrial activities of this employment area.”

The Ontario **Ministry of Environment and Energy** considers the fuel terminals a ‘Class III’ industry. The Ministry’s D-6-3 guidelines recommend a minimum distance of 300 metres between the property line of Class III industries and sensitive land uses, including residential.

A noise, air quality, and safety study conducted by **WSP** on behalf of the City of Toronto and released in January 2020 determined that noise and air quality issues can be mitigated in residential

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Rendering demonstrating the proposed compact, mid-rise built form envisioned along Keele Street south of Finch Avenue West in the proposed Keele Finch Secondary Plan. The proposed secondary plan is the result of the multi-year Keele Finch Plus study, which determined how subway and LRT investment could be best leveraged to guide development in the neighbourhood.

SOURCE: CITY OF TORONTO

Rendering demonstrating the built form and public realm along a new road north of Fountainhead Park as envisioned by the proposed Keele Finch Secondary Plan. The proposed secondary plan is the result of the multi-year Keele Finch Plus study, which determined how subway and LRT investment could be best leveraged to guide development in the neighbourhood.

SOURCE: CITY OF TORONTO

GROWING WITH INFRASTRUCTURE

CONTINUED FROM PAGE 10

developments, health care facilities, and schools through specific building features such as sound resistant windows and doors, and by installing inoperable windows to prevent the entrance of poor quality air. The study also suggested that detailed noise and air quality impact assessments be requested for these sensitive land uses in mixed-use areas.

For development to proceed within 175 metres of a fuel distribution terminal, the study

concludes a risk assessment should be conducted by the developer to examine and minimize any identified safety concerns. Development between 175 and 270 metres from the tanks would require the developer to work with the fuel terminal operators to ensure proper evacuation and alert systems are in place. The study determined that no concerns exist for proposed developments beyond 270 metres from the fuel storage tanks.

“[WSP has] indicated there are areas east of Keele Street that are appropriate from a land use compatibility perspective for sensitive uses,” said **Cassidy Ritz**, project manager at Toronto’s City Planning Division, at the November 9 meeting. “There were certain areas identified that weren’t appropriate for sensitive uses, and those are reflected in the secondary plan and there are also requirements for detailed risk assessments to be submitted at the development review stage.”

Despite the lingering concerns from the Canadian Fuels Association, Armstrong told *NRU* he isn’t worried about appeals of the OPAs to

the **Local Planning Appeal Tribunal**. “We’ve done our best to achieve consensus, and if there are individuals or organizations that want to present a challenge, they’re well within their right to do so,” Armstrong told *NRU*. “We’d like to avoid appeals if we can, but if that happens, it’s part of the process.”

An [online survey](#) collecting feedback on the proposed OPAs is now open. The OPAs and a final report on the plan will be considered at the planning and housing committee on December 8, and if endorsed, will be presented before council. 🌱

FOR SALE

APPROVED TOWNHOUSE DEVELOPMENT SITE

9113-9125 BATHURST STREET,
RICHMOND HILL

- Site area of 1.16 acres
- Site Plan Approved for 21 common element condominium townhouses with a total GFA of 47,624 square feet
- 4km from the Rutherford GO Station
- Within walking distance to retail amenities and grocery stores



FOR MORE INFORMATION PLEASE CONTACT:

[CLICK FOR BROCHURE](#)

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STANDING COMMITTEE AGENDAS

PLANNING & HOUSING COMMITTEE

Planning & Housing Committee will consider the following at its meeting Tuesday, November 17 at 9:30 a.m. via videoconference.

Regulation and compliance framework for multi-tenant houses—[Report](#) recommends that staff be authorized to create a comprehensive city-wide regulatory framework for multi-tenant houses (lodging houses), and to develop and implement enhancements to the licensing and enforcement framework for multi-tenant housing. A final recommendation and proposed zoning by-law amendments will be brought forward to Planning & Housing Committee in 2021.

Front-yard parking pads—[Letter](#) from Councillor **Gord Perks** requests staff to report back by March 2021 on changes that can be made to the Municipal Code and/or city planning processes to protect City Council's authority to regulate front yard parking, in light of a recent **Toronto Local Appeal Body** decision that approved a front yard parking pad despite the zoning by-law prohibiting front yard parking.

EXECUTIVE COMMITTEE

Executive Committee will consider the following at its meeting Wednesday, November 18 at 9:30 a.m. via videoconference.

Surface Transit Network Plan update—[Report](#) provides an update on the draft Surface Transit Network Plan and seeks council feedback on and endorsement of the proposal for conducting public consultation on the draft Plan.

Metrolinx transit expansion projects—[Report](#) provides an update on two Metrolinx Bus Rapid Transit projects (Durham-Scarborough BRT and Dundas BRT) and responds to several city council directives related to the proposed Ontario Line and Metrolinx GO Expansion Program.

Data for Equity Strategy—[Report](#) seeks council approval of the Data for Equity Strategy, which will support city divisions in their efforts to collect, analyze, report and apply disaggregated population and place-based data to inform program planning and service delivery in support of the city's equity and prosperity goals.

Preserving Ranked Ballot Elections—[Letter](#) from city council recommends

that council request the **Government of Ontario** to withdraw its amendment to the *Municipal Elections Act* as it pertains to ranked ballot elections. 🌸



Position: Development Planner

Experience working on large mixed used developments within Toronto's core is an essential requirement

General Qualifications:

- University degree in urban planning, geography or equivalent
- Approximately 3-5 years of experience in the Planning and Development field
- Experience with the preparation of application materials in support of OPA/ZBA/MV/SPA applications
- Hard working and energetic with the capacity and willingness to manage multiple tasks to respond to demanding deadlines
- Excellent interpersonal, written and oral communication skills
- Flexible, adaptable operating style – has ability to adjust as work requirements evolve

General Responsibilities

Working with the SVP, Development and Director, Development on the management of the entitlement and development process:

- The Development Planner will assist the Development team on all aspects of Kingsett's entitlement initiatives
- Has an understanding of the entitlement process required to obtain municipal approvals
- Has a general understanding of the City of Toronto's Tall Building Guidelines and Mid-Rise Guidelines
- Assist in the preparation of applications and coordinate sub-consultant team deliverables for application submission to municipalities
- Track a multitude of deliverables in relation to applications in various stages of the approvals process
- Organize and assist with community engagement initiatives for development projects
- Assist with quarterly reporting to our Investors, Joint Venture partners and the Executive Team
- Assist with development feasibility/due diligence

Please contact ctorres@kingsettcapital.com to apply.

LPAT NEWS

SCARBOROUGH JUNCTION MID-RISE DEVELOPMENT APPROVED

In an October 27 decision, LPAT member **William Middleton** allowed appeals, in part, by **600 Kennedy Road Inc.** and **615 Kennedy Road Inc.** against the **City of Toronto's** failure to make a decision on an application for official plan and zoning by-law (OPA/ZBA) amendments for 599 Kennedy Road.

In 2016, then-owner **Harplin Inc.** submitted applications to permit an eight-storey 29-unit residential building on the property at 599 Kennedy Road. Harplin submitted appeals to the LPAT in November, 2017, arising from council's failure to render a decision.

Subsequently, the property was acquired by **660 Kennedy Road Inc** and **615 Kennedy Road Inc.**, who assumed the applications/appeals and filed new applications for an enlarged site encompassing 599-631 Kennedy Road. The property at 611-631 Kennedy had previously been approved

in 2013 for a 10-storey building, although that approval was not acted upon.

The new owners' proposal for the expanded site consists of a 10-storey mid-rise residential development containing a maximum of 215 dwelling units. At its May, 2020 meeting, city council endorsed the revised proposal and authorized staff to attend the LPAT hearing in support of the revised OPA/ZBA applications.

Revised proposal by 600 Kennedy Road Inc. & 615 Kennedy Road Inc. for a 10-storey mid-rise residential development containing a maximum of 215 dwelling units at 599-631 Kennedy Rd.


ARCHITECT: OPTIONS ARCHITECTS



Planner **Andrew Ferancik** (**WND Associates**) provided evidence on behalf of the applicants, in support of the revised proposal. He indicated that the development conforms to the city's Mid-Rise Building Performance Standards and represents appropriate intensification of an underutilized site.

The Tribunal accepted Ferancik's uncontested evidence and allowed the appeals, in part.

Solicitors involved in this decision were **Tara Piurko** (**Miller Thomson**) representing 600 Kennedy Road Inc. and 615 Kennedy Road Inc. and **Matthew**

Longo representing the City of Toronto. [See LPAT Case No. [PL171365.](#)] 

PEOPLE

Peter Zimmerman has been appointed **Toronto Community Housing Corporation** senior development director, primarily overseeing the Regent Park redevelopment. Zimmerman is also **University of Toronto** geography and planning department adjunct professor.