

## Keele Finch Plus Study – Final Report

Date: November 24, 2020

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

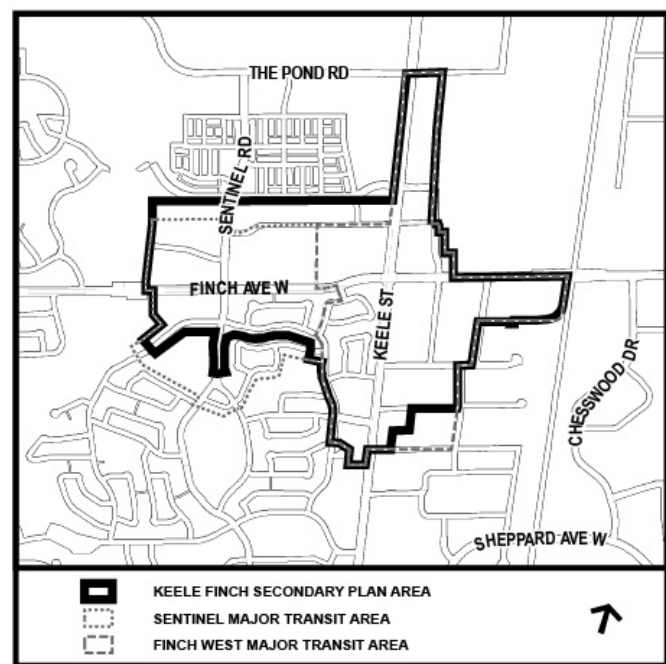
Wards: York Centre and Humber River-Black Creek

### SUMMARY

The Keele Finch Plus Study was initiated in 2016 to develop a plan to guide future growth and change for the area around Keele Street and Finch Avenue West. The study leverages recent and planned rapid transit investment and encourages transit-supportive development. Following extensive review and consultation on the study, this report recommends adoption of a Secondary Plan for the Keele Finch study area and associated amendments to the Official Plan. The OPA provides a balanced plan to encourage growth, place-making and community building, leverages transit investment, and provides for compatible land uses and built form. Approximately 10,500 people currently live in the Keele Finch area, and there are approximately 8,000 jobs. The Secondary Plan provides for an estimated population of up to 23,000 to 29,000 people, and up to 25,000 jobs over the long term.

This report also recommends adoption of a second OPA to delineate two protected major transit station areas (PMTSAs), brought forward as Site and Area Specific Policies, pertaining to the Finch West Transit Station Area and Sentinel Transit Station Area. The PMTSAs are in accordance with the prescribed requirements as outlined in Section 16 of the *Planning Act*.

The OPAs have regard to matters of Provincial interest listed in Section 2 of the *Planning Act*, are consistent with the Provincial Policy Statement (2020) and conform with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Further, the OPAs are also consistent with the general intent of the City's Official Plan.



## RECOMMENDATIONS

---

The Chief Planner and Executive Director, City Planning, recommends that:

1. City Council adopt Official Plan Amendment 482, Protected Major Transit Station Areas, for the Finch West Transit Station Area and Sentinel Transit Station Area, substantially in accordance with Attachment 1 of this report.
2. City Council authorize the Chief Planner and Executive Director, City Planning to seek approval of the Minister of Municipal Affairs and Housing of Official Plan Amendment 482, Protected Major Transit Station Areas, for Finch West Transit Station Area and Sentinel Transit Station Area, under Section 17 of the *Planning Act* for Protected Major Transit Station Areas pursuant to Section 16(15) of the *Planning Act*.
3. City Council adopt Official Plan Amendment 483, Keele Finch Secondary Plan, substantially in accordance with Attachment 2 to of this report.
4. City Council direct the City Solicitor to withhold the introduction of the necessary Bill for Official Plan Amendment 483, Keele Finch Secondary Plan, until such time as:
  - a. the Minister of Municipal Affairs and Housing makes a decision on Official Plan Amendment 482, Protected Major Transit Station Area, for the Finch West Transit Station Area and Sentinel Transit Station Area; and,
  - b. the Chief Planner and Executive Director, City Planning confirms to the City Solicitor that Official Plan Amendment 483, Keele Finch Secondary Plan, does not require any changes, beyond stylistic and technical changes as may be required as a result of the Minister's decision.
5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendments, as may be required.
6. City Council classify the lands identified in Attachment 3 to this Report, designated *Mixed Use Areas* located east of Keele Street within the Keele Finch Secondary Plan area as a Class 4 noise area pursuant to Publication NPC-300 (Ministry of Environment and Climate Change Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning, August 2013).
7. City Council direct the Chief Planner and Executive Director, City Planning to review the Zoning By-law for the Keele Finch Secondary Plan area to comply with Official Plan Amendments 482 and 483 upon the Amendments coming into full force and effect.

## FINANCIAL IMPACT

---

The recommendations in this report have no immediate financial impact. The determination of financial implications to the City will be determined as development

proceeds within the Secondary Plan area. Due to the long-term nature of the Secondary Plan and unpredictability of development applications, monitoring of the area as part of the development review process will be required.

Much of the infrastructure, such as the identified local streets, laneways and other connections, required to provide a more fine-grained street network and to provide access and address for developments in the Secondary Plan area are local development infrastructure. These will be secured through the development application review process, such as Plans of Subdivision, Consent and Site Plan Control applications, and realized as the area redevelops.

City-related growth infrastructure required to support the area's transformation include improvements to existing major streets, such as Keele Street, new and/or extended capacity streets, new child care facilities, improvements to existing community and library facilities, improvements to existing parks and for park development above base park conditions for new parks. Such matters will be reviewed in accordance with applicable legislation. No municipal servicing upgrades have been identified at this time. Functional Servicing Reports will continue to be required as part of complete applications to ensure adequate servicing.

City related growth infrastructure that is identified in the Secondary Plan area will be subject to prioritization against other City-wide capital projects and operating impacts both funded and unfunded as well as the City's financial and resource capacity to deliver additional infrastructure works and will inform and guide the future Capital and Operating Budget processes.

The Executive Director, Financial Planning reviewed this report and agrees with the financial impact information.

## **EQUITY IMPACT STATEMENT**

---

Toronto is a great city and has evolved into a special place that people care about deeply. It is a City offering a diversity and richness of urban life that nurtures creativity, entrepreneurial spirit and a concern for each other and for future generations. Together, these characteristics have shaped a city that attracts people from around the world.

The Official Plan provides a vision for the City grounded in principles that assure a successful and healthy future. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable.

The Official Plan Amendments for the Keele Finch area build on this founding principle, and work to create a better urban environment, a competitive local economy and a more socially cohesive and equitable city. The Official Plan Amendments seek to integrate and coordinate transportation and land use planning to attract more people and jobs to this area supported by new and expanding transit services, a diversity of housing choice and a broader range of mobility options, such as walking and cycling. It also recognizes

the importance of supporting current residents in the area, such as providing local economic opportunities.

Leveraging transit investment to achieve community building is of particular importance as the Keele Finch area is located within the York University Heights Neighbourhood Improvement Area (NIA). NIAs are part of the Council adopted Toronto Strong Neighbourhoods Strategy. An NIA is an area that falls below the Neighbourhood Equity Score and requires special attention. For this reason, transit investment will be leveraged for social benefit and to improve the everyday lives of existing residents.

Additionally, Metrolinx has a Community Benefit Agreement associated with the Finch West LRT to provide local communities and historically disadvantaged and equity seeking groups benefit from the Province's investment. For other development and major capital works, a policy is included in the Secondary that addresses Local Community Agreements to provide employment, apprenticeship and other local opportunities for people where possible.

The Official Plan Amendments also enable opportunities to invest in the public realm, including parks and open spaces, community service facilities, and other community facilities to improve quality of life.

## **DECISION HISTORY**

---

At its meeting of December 9, 2015, City Council considered a report on the approach to study the Finch Avenue West light rail transit (LRT) corridor. The Keele Finch area was recommended to be studied first, followed by the Jane Finch area or Albion Finch area. This was in part based on real estate market analysis and implementation of a new rapid transit station (Finch West subway station). City Council directed City staff to initiate a planning study along the Finch Avenue West corridor focussed around Keele Street. The Keele Finch Plus Study results from that direction.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG8.9>

At its meeting of December 13, 2016, City Council adopted the Keele Finch Plus – Encouraging Growth and Community Building Phase 1 Report. The report summarized work completed in Phase 1 of the Study, including results of research, technical assessment and public input. A series of findings and emerging issues were listed in the report and guided Phase 2.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY18.33>

At its meeting on July 4, 2018, North York Community Council adopted the Keele Finch Plus - Encouraging Growth and Community Building - Interim Report, addressing Phase 2 of the study. The report provided an overview of the process undertaken to develop and evaluate plan options, and the selection of a preferred concept. Community Council endorsed directions, included in Attachment 3 of the report, as the basis to develop a draft Secondary Plan, consultation with the public on the draft Secondary Plan, and to report back with a recommended Secondary Plan, and hold a Statutory Public Meeting.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY32.19>

## BACKGROUND

---

### Study Process

Following Council direction to undertake a study of the Keele Street and Finch Avenue West area in December 2015, the Keele Finch Plus study was launched in May 2016 and undertaken in three phases:

*Phase 1: Study Initiation*

*Phase 2: Plans and Analysis*

*Phase 3: Implementation (Final Report)*

#### Phase 1: Study Initiation

Phase 1 conducted in 2016 included technical assessments, research, and public engagement. A review of the physical and policy contexts of the area was completed, as well as three technical analyses:

- [Existing Transportation Conditions Study](#)
- [Downsview Airport Needs Assessment](#) (related to flight paths and operations)
- [Existing Environmental Conditions Report](#) (related to nearby industry)

Additional research to "take stock" of the area was also completed, including the consideration of goods movement and the Finch Hydro Corridor. Public engagement and outreach in this phase was held to raise awareness about the study and build an understanding of local area needs and desires for the future. A summary of the [Phase 1 consultation](#) is available online.

Phase 1 concluded with a Report, received by City Council in December 2016, which included a series of findings and the identification of 'emerging issues' to guide the next phase.

#### Phase 2: Plans and Analysis

Phase 2 conducted in 2017 and 2018 consisted of two sub-phases: Developing Options and Selecting a Preferred Concept.

The Developing Options sub-phase involved developing three draft options to demonstrate how the Keele Finch area could grow and change in the future. The three options were developed based on a number of inputs including findings from Phase 1, a preliminary area structure plan developed by the City with public input, feedback from the public engagement, as well as input from transportation planning and urban design consultant work. This phase also included additional research and technical assessments including a [community services and facilities profile](#).

Three draft options were presented and discussed at a public open house and public workshop in September 2017, as well as other events and meetings with stakeholders. The [March 7, 2017 Public Open House and Workshop consultation summary](#) and the

[September 7, 2017 Public Open House and Workshop consultation summary](#) are available online.

Selecting a Preferred Concept sub-phase was undertaken following the development of the options. It included an evaluation of the options using the technical assessment, input from the public and a set of built form criteria that built on the emerging issues from Phase 1. This process led to the identification of a preferred concept and the development of a set of directions for the Keele Finch area.

Phase 2 concluded with the Interim Report to North York Community Council in July 2018. Community Council adopted staff's recommendation that a Secondary Plan be drafted and consulted on.

### **Phase 3: Implementation (Final Report)**

The results of Phase 3 are presented in this report. Phase 3 was carried out following North York Community Council's decision in 2018. It included the finalization of consultant studies, development of a draft Secondary Plan for the area, public consultation on policy directions, and online consultation of the draft Official Plan Amendments ("OPA").

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), in effect on August 28, 2020 ("the Growth Plan") enables municipalities subject to the Growth Plan to delineate major transit station areas ("MTSA") outside of a Municipal Comprehensive Review (MCR) provided the policy framework for the MTSA is in accordance with section 16(15) of the *Planning Act*. Delineation of a MTSA in advance of a MCR enables the development of a Protected Major Transit Station Area ("PMTSA"). The *Planning Act* and Growth Plan requires that each area be uniquely delineated. As a result, consultation in Phase 3 also included seeking feedback on draft delineations for PMTSAs, minimum densities and density targets and land use. The result is an OPA for two PMTSAs that this report recommends for adoption.

Based on feedback from stakeholders, the need for an additional technical consultant study for environmental conditions (noise, air quality and safety) was identified. Consultants were retained in early 2018 to undertake the technical study and initial study findings were presented at the June 2019 public consultation meeting.

## **Consultation**

### **Public Consultation**

All three phases of the Keele Finch Plus Study included public and stakeholder consultation. The project website (<http://www.toronto.ca/keelefinchplus>) includes background information, including stakeholder outreach and consultant studies. The Phase 1 Staff Report and Phase 2 Interim Report summarized the consultation activities that took place in these phases. Consultation summaries are available online.

Phase 3 community consultation activities included a Planners in Public Spaces (PiPS) pop-up as well as a Community Open House (see Attachment 4). A [summary](#) of the feedback received as part of the Phase 3 consultation activities was posted on the project webpage and sent to over 350 listserv subscribers.

Input received on the draft policy directions from this consultation informed the Secondary Plan and associated amendments, and the OPA for the PMTSAs. On January 23, 2020, the two draft OPAs were posted online for public review and comment.

The posting included an online survey for each OPA for people to document their feedback. The survey was available from January 23 to February 6, 2020. The online surveys asked the following questions for each proposed draft OPA:

- What do you like about the plan?
- What would you change about the plan?
- Do you have any other comments?

City staff promoted the online survey via emails to the dedicated project listserv and through City social media accounts. Attachment 5 includes a summary of the comments from the surveys, as well as comments received via email.

Based on the feedback received from the online posting of the two draft OPAs, City staff made the following changes to the OPAs:

- Policies and white text were clarified to reinforce the importance of the Employment Area
- Mid-rise building heights on the west side of Keele Street south of Finch Avenue West were reviewed. The draft Secondary Plan had an eight storey height limit. Based on the review, nine storey mid-rise buildings are possible taking relevant development criteria into consideration
- A policy was added to address comments from community residents related to the east-west local street north of Fountainhead Park. This street is intended to be a shared street, provide local vehicular access and prioritize pedestrians and cyclists
- Sidebars were added to explain some terminology, such as tower-in-the-park
- The requirement for a 20 metre landscape buffer on the property at 1270 Finch Avenue West was clarified to state the landscape buffer be wholly located on this property. For added clarity a site specific policy for this site was created in the Secondary Plan
- Policies to clarify when the Tangiers Road extension in the Keele North Corridor may be required. Context Block Plan requirements in this Corridor was likewise clarified such that a new building or structure related to the operations of the fuel distribution facilities would not trigger this requirement
- Policies related to the requirement for detailed Air Quality Assessments were clarified to indicate minimum considerations for such studies. Final requirements will be determined at the pre-application stage

- Policies requiring warning clauses were clarified to also identify these may be included in condominium declarations
- Active uses at grade associated with required retail frontages were expanded to also specify restaurant uses
- The policy direction that allows for minor protrusions into the 45 degree angular plane at a height equivalent to 80 per cent of the right-of-way was clarified to indicate what an acceptable protrusion would generally consist of

Additionally, City staff met with representatives of the Canadian Fuels Association (CFAs) on February 19, 2020 with respect to the outcomes of the Noise, Air Quality and Safety Study. The CFAs consultant reviewed and commented on the Study. At this meeting, staff clarified aspects of the Study to address major concerns from the CFA. Additional policy direction has also since been included that clarifies what a detailed Risk Assessment submitted as part of a development application will entail.

On November 9, 2020, City staff hosted a Community Information Session to provide an overview of the proposed OPAs to ensure the community understands the OPAs. This included presenting all key aspects of the Secondary Plan and PMTSA OPA, including building heights, land use and compatibility, public realm including parks, urban structure (e.g. the purpose and intent of each sub-area), mobility and transportation. Comments and questions from the meeting participants and through an online survey were captured, and are summarized in Attachment 9.

### **Technical Advice and Input**

Internal and external technical advisory meetings held throughout the Study provided technical input into the recommended OPAs. This included consulting with representatives from the Toronto Transit Commission, Metrolinx, the Toronto and Region Conservation Authority, Transportation Services, Toronto Water, Parks, Forestry and Recreation, Hydro One, and the City's Emergency Management Office.

### **Consultation with the Province**

As required by the *Planning Act*, a draft of the PMTSA OPA was provided to the Province for review on October 17, 2019. Where the Province is the approval authority, a draft of a proposed OPA is required to be provided to the Province 90 days prior to the then intended Statutory Public Meeting. Comments were provided by the Province on January 14, 2020. Comments included:

- an acknowledgement that the Site and Area Specific Policies (SASPs) for the PMTSAs defers to existing land use policies in the Official Plan to provide direction for the authorized uses of and that this will satisfy Section 16(15) of the *Planning Act*
- minimum densities are required to be identified for all lands within the PMTSA. The draft OPA excluded densities on *Neighbourhood* designated lands. The recommended OPA now includes minimum densities for all lands except streets and parks
- a suggestion to include policies in the OPA's two SASPs acknowledging that any amendment to the delineation or policies of the PMTSA will require the approval of



the Minister of Municipal Affairs and Housing in accordance with Section 16(18) of the *Planning Act*. This has been included in the recommended PMTSA OPA and clarifies when ministerial approval is required

On February 13, 2020, the Province provided a further letter with additional comments to clarify initial comments. The letter sets out the Province's preferred approach for the PMTSA OPA is for the City to identify all authorized uses of land and the minimum densities within the each PMTSA as part of the OPA. To address this, Schedule "I" of OPA 482 identifies the lands proposed to be redesignated on Map 16 of the Official Plan. It also highlights that Map 16 continues to provide the land use designations for the balance of lands within the delineated areas. The letters from the Province are provided in Attachment 6.

The suggested changes from provincial staff also resulted in revisions to the policies in OPA 482 that address the authorized uses of land. The policies now solely address land use designations and associated land use permissions on Map 16 and direct that any more detailed Secondary Plan land use designations are required to align with Map 16.

### **Phase 3 Technical Analysis**

Phase 3 included completing additional technical analysis to inform the policies in the two OPAs. This section summarizes the outcomes of the technical analysis.

#### **Built Form and Visualization Report**

As part of Phase 3, the preferred concept was refined and the [Built Form and Visualization Report](#) was finalized and posted on the project website. The report provided an overview of the process, findings, methods, and recommendations with respect to building types, heights and the public realm developed as part of the Keele Finch Plus Study. The urban design concepts and recommendations within the Report were used to inform the Secondary Plan including, but not limited to:

- an urban structure of nodes and corridors
- a public realm plan
- a streets and blocks framework
- built form direction for building height, appropriate locations for different building types, streetwall conditions and setbacks at grade

#### **Noise, Air Quality and Safety Study**

The Keele Finch area includes part of an important employment area with a number of heavy industrial operations in the area, including three fuel distribution facilities. In 2018, the City retained a consultant to conduct a detailed Noise, Air Quality and Safety Study to understand the existing environmental conditions in the area and to ensure compatible growth. The [Study](#) was finalized in January 2020 and is posted on the project's website. The Study addressed the requirements set out in OPA 231 for compatibility/mitigation studies and clarifies what requires further detailed assessment.

## Noise

The consultants completed noise modelling of transportation, stationary and airport noise sources in the area and compared the results to the Ministry of Environment, Conservation and Parks' (MECP) NPC 300 Publication sound level criteria. The Study concluded that, generally, existing noise impacts from industrial operations are within acceptable limits set out by the Province for Class 1 areas. Portions of the *Mixed Use Areas* designated lands east of Keele Street had noise impacts that exceeded the Class 1 area noise limits, but that were within the Class 4 noise limits. The consultants recommended classification of these areas as Class 4 areas. Attachment 3 highlights the areas recommended to be classified as Class 4 areas.

NPC-300 is intended to support urban intensification while protecting the viability of existing industries in urban settings. It introduced the new noise class - Class 4 areas. A Class 4 area means an area or specific site that would otherwise be defined as Class 1 or 2 and which:

- is an area intended for development with new noise sensitive land use(s) that are not yet built
- is in proximity to existing, lawfully established stationary source(s)
- has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. The classification can occur through a Council resolution that is then provided to the MECP

A Class 1 area is an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, including road traffic, often referred to as "urban hum". Noise limits for Class 1 areas are more stringent than Class 4 areas. Additionally, receptor mitigation is not permitted in Class 1 noise areas. Mitigation of noise impacts in Class 4 areas, and depending on the extent of impact, can be through source and/or receptor mitigation. Source mitigation that reduces the noise impacts at the respective industrial operation is preferred.

Noise verification reports are needed at the time of redevelopment for the Class 4 areas to determine noise impacts and whether any source and/or receptor mitigation is needed. The consultant recommends including a requirement for warning clauses, as required by the Province, in pertinent offers of purchase and sale, lease/rental agreements and condominium declarations to inform future occupants of the proximity of heavy industrial uses.

The consultants' assessment of noise impacts from airport operations demonstrated that the Keele Finch area was within acceptable noise limits. As a precaution, the consultants also recommended that warning clauses be included to advise future occupants of the existence of the airport. While Bombardier sold the Downsview Airport lands, it remains an active airport that must be taken into consideration.

The consultants' assessment of noise impacts from other transportation sources (road and rail) consisted of the following findings:

- noise from road sources exceeded the NPC-300 Publication. Reducing the speed limit on Keele Street or Finch Avenue west from 60km/h to 40km/h could result in a notable change in sound levels. The City's Vision Zero Road Safety Plan identifies a 10km/h speed limit reduction for Finch Avenue West between Albion Road and Yonge Street
- the rail facilities were located well away from current and proposed sensitive receptors and the consultant is of the opinion that noise from rail operations is not a concern

### **Air Quality**

The consultants used publicly-accessible information from provincial Environmental Compliance Approvals to undertake a screening-level and cumulative assessment of air quality impacts from existing industrial operations. The assessment concluded that certain contaminants (particulate matter, nitrogen dioxides and some heavy metals) released from multiple operations in the area have the potential to cumulatively exceed provincial and/or federal benchmarks for air quality. The balance of contaminants were all within the Province's ambient air quality criteria. The assessment recommended that more detailed Air Quality Impact Assessments should be required in certain areas identified in the Study at the development review stage to determine impacts of certain contaminants and recommend mitigation measures to address air quality. Assessments should include detailed analysis of air quality at the proposed development location and at heights indicative of air handling units.

### **Safety**

Imperial Oil (Esso) owns and operates a fuel storage/distribution terminal adjacent to the Keele Finch area. Shell Canada and Suncor Energy (Petro-Canada) also operate fuel storage/distribution terminals in the area. A portion of the Shell and Suncor Energy terminals are located in the Keele Finch area. According to the CFA, these three fuel terminals are the largest volume fuel storage/distribution industry complex in Canada. The fuel storage/distribution terminals store liquid transportation fuels (gasoline/diesel), jet fuel, heating and other fuels that are distributed throughout GTA and other areas.

The operation of the fuel distribution terminals adjacent to the Secondary Plan area has the possibility to pose a safety concern related to a potential worst-case emergency situation. While the fuel distribution terminals and City have well-established practices and procedures in place to prevent and mitigate emergency situations, a combination of land use restrictions, separation distances from fuel storage tanks, detailed risk assessments at the development review stage, and/or an evacuation or shelter-in-place alert system(s), will be needed for lands east of Keele Street and lands located within the vicinity of the fuel distribution terminals.

These findings and considerations have been incorporated into the Keele Finch Secondary Plan policies to address land use compatibility considerations within the Secondary Plan area.

## Transportation Study

A consultant was retained by the City in Phase 2 of the study to undertake a strategic multi-modal transportation assessment of the area, building on the [Phase 1 transportation work](#) which provided an overview of existing conditions. A key objective of the assessment was to ensure a desirable level of street and active transportation connectivity in and through the area.

The strategic transportation assessment consisted of providing input into the development of three built form options, evaluating the options to arrive at a preferred concept and mobility system, and additional transportation analysis to refine the preferred concept and inform final recommendations in Phase 3.

Phase 3 analysis included:

- developing preliminary functional street layouts and completing a complete street typology assessment
- completing a safety review and active transportation analysis
- identifying potential transportation demand measures which would support reducing vehicular demand
- incorporating findings from the analysis into a final preliminary functional layout and developing an implementation strategy, including order of magnitude costs for growth-related capital projects

Findings from the Phase 3 work assisted in refining the multi-modal transportation network, right-of-way widths, and mobility policies in the Keele Finch Secondary Plan.

For the most part, new transportation linkages, such as local streets, laneways and mid-block connections, will be secured when sites redevelop. These linkages will provide access for developments and improve overall area connectivity.

The consultant continues to recommend a number of growth-related street connections outside of the Secondary Plan boundaries that require further study as part of an Environmental Assessment(s). These include:

- an east-west connection of Murray Ross Parkway to Niska Road across the Black Creek River Valley. This connection has additional benefits that include providing additional routing options for TTC bus service, better connecting neighbourhoods east and west of the River Valley and reducing trail blazing that has been occurring in the area
- a new east-west connection across the Toronto Barrie GO rail corridor in the southeast quadrant of the study area

Additionally, the consultant recommended to continue to protect for a northerly extension of Tangiers Road and a further southerly extension of Tangiers Road south to Lepage Court.

## Community Service and Facilities Review

Community Service and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. Community service facilities are the lands, buildings and structures for the provision of community services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, public health, human services, cultural services and employment services.

The timely provision of CS&F is as important to the livability of the City's neighbourhoods as "hard" services such as sewer, water, roads and transit. The Official Plan establishes and recognizes that the provision of and investment in CS&F supports healthy, safe, liveable and accessible communities. Providing for a full range of CS&F in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

City staff completed a [CS&F Profile](#) (Profile) in Phase 2 to evaluate the existing capacity and gaps in community services and facilities for the area. In consultation with City divisions, agencies, boards and local residents, the Profile identified the need for additional services and programs, improvements to existing community facilities and the revitalization of existing parklands in the Keele Street and Finch Avenue West area.

Analysis of census data, current utilization rates of local facilities, and stakeholder consultations resulted in the following findings:

- a range of diverse neighbourhoods that reflect different socio-economic characteristics and built form will require a balanced approach to provision of CS&F
- existing CS&F are highly used, with facilities operating close to or above capacity, including recreation centres, child care and the York Woods District Library
- there is demand for existing programs and services that cater to children and youth, particularly at the York Woods District Library
- there is a limited supply of flexible multi-purpose spaces that are accessible and available for use by local communities in the Keele Finch area
- there is a need to improve the existing spaces and promote attractive and engaging community gathering spaces

The Profile further identifies the next wave of city-building in the Keele Finch area and presents a number of opportunities for the area which include:

- enhancing and promoting existing community services and facilities to meet evolving community needs through retrofits and/or expansions
- securing additional program space through capital improvements to the York Woods District Library, Grandravine Community Recreation Centre, new non-profit child care facilities, and/or multi-purpose community agency space
- revitalizing outdoor green space with additional amenities to encourage active recreation and community events
- advancing shared use agreements between local community groups and service providers to foster a sense of community and enhance the social fabric of the neighbourhood

Given these findings, and based on incremental and the long-term growth potential in the Secondary Plan area, the Keele Finch Secondary Plan provides policy direction identifying that new and/or expanded community services and facilities are to be provided in a timely manner to support growth and that the following community service facilities will be prioritized:

- new non-profit child care facilities. It is anticipated that five to seven child care facilities will be needed to support the estimated population for the Keele Finch area
- expanded programming space at York Woods District Library
- improvements to non-profit community recreation facilities in the area
- space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.

## **RECOMMENDED OFFICIAL PLAN AMENDMENTS - COMMENTS**

---

The following provides an overview of the two recommended Official Plan Amendments (OPAs). The first OPA delineates two Protected Major Transit Station Areas (PMTSAs) associated with the Finch West Subway Station and LRT station, and the Sentinel LRT stop. The second OPA is the Secondary Plan policy framework for the Keele Finch area.

The timing of the approvals for the two OPAs have been considered. A sequencing of approvals is reflected in the recommendations in the event the Province modifies the PMTSA OPA as part of its approval and revisions are needed to the Secondary Plan OPA prior to enactment.

### **Protected Major Transit Station Areas Official Plan Amendment**

Major Transit Station Areas (MTSAs) are defined in the Growth Plan as the area including and around existing or planned higher-order transit stations or stops (e.g. a subway station or LRT stop) within approximately 500 to 800 metre radius of a station, representing about a 10-minute walk. The Growth Plan requires the delineation of MTSAs in municipal Official Plans.

MTSAs have been identified for the two higher-order transit stations in the Keele Finch area and include:

- the Finch West Transit Station Area (the area around the combined Finch West subway station and future Finch West LRT station)
- the Sentinel Transit Station Area (the area around the future Sentinel LRT stop)

MTSAs are to be delineated through a municipal comprehensive review (MCR). Policy 2.2.4.5. of the Growth Plan enables municipalities subject to the Growth Plan to delineate PMTSAs outside of an MCR provided the delineation is in accordance with section 16(15) of the *Planning Act*.

Section 16(15) of the *Planning Act* allows municipalities to identify and delineate boundaries around existing or planned higher order transit stations or stops as a PMTSA in their Official Plan if the Official Plan includes policies that:

- identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area
- identify the authorized uses of land and of buildings or structures on lands in the area
- identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

A municipality may also, at its discretion, include minimum and maximum heights as part of the Official Plan policies associated with the PMTSA.

Under Section 17 of the *Planning Act* the Province is the approval authority for PMTSAs. The Minister's Decision on PMTSAs cannot be appealed to the Local Planning Appeal Tribunal. Once approved by the Minister, matters addressed in the approved PMTSA that are reflected in a City-initiated Zoning Bylaw Amendment are likewise not appealable under section 34(19.5) of the *Planning Act*. No amendments to the PMTSA are permitted without the approval of the Minister, inclusive of minor variances.

To provide a comprehensive official plan framework for the Keele Finch area and to support the City in advancing its requirements to delineate its MTSA, a PMTSA OPA was developed that is complementary to the Secondary Plan. Additionally, the inclusion and delineation of PMTSAs in the Official Plan would enable inclusionary zoning to be implemented in this area when such a framework is in effect for this area in the Official Plan. This would support City and provincial policy objectives for achieving affordable housing.

As required by Section 16(15) of the *Planning Act*, the recommended OPA includes policies that:

- delineate the major transit station area boundary
- identify the minimum number of residents and jobs, collectively, per hectare
- identify the authorized use of land
- identify minimum densities

The PMTSAs are proposed to be included as Site and Area Specific Policies in Chapter 7 of the Official Plan until such a time as an updated structure for all of the City's PMTSAs/MTSAs is established in the Official Plan through the City's upcoming MCR.

The PMTSA OPA satisfies both the requirements in the *Planning Act* and the Growth Plan. The boundaries of each PMTSA were determined based on a walkshed analysis of the future mobility system that took into account the planned transportation network. The boundaries are generally between 500 to 800 metres from each station. They were delineated in a transit-supportive way that maximized the size of the area and the number of potential transit users within walking distance to stations and transit stops.

Major features, such as the Finch Hydro Corridor and Black Creek River Valley, have been excluded from the delineation.

The PMTSA OPA establishes a reasonable minimum people and jobs density target for the two areas, which aligns with the minimum people and jobs per hectare set out in the Growth Plan in Policy 2.2.4.3 for subway stations (200 people and jobs per hectare) and LRTs (160 people and jobs per hectare) respectively. The PMTSAs have been planned to achieve and exceed the identified minimum density targets applicable to each delineated area through the comprehensive official plan framework for the area.

The density target applies across the entire delineated area. Individual sites are not required to meet the minimum population and employment target, and the intent of the framework is to recognize that some areas will intensify more than others. The overall objective is to ensure a broad range of housing and employment opportunities in the area, from permitted secondary suites in the *Neighbourhoods* within and to the south of the Secondary Plan area and as approved by the Minister three years ago, to more intensive developments at the intersections of the transit stations and stops.

The authorized uses of land for the PMTSAs are set out through the land use redesignations recommended to Map 16 of the Official Plan in combination with the existing land use designations and associated land use permissions. The policies also acknowledge and recognize Secondary Plans provide more detailed land use designations and policies, and that these must align with Map 16 and also apply.

The proposed land use redesignations in the PMTSA OPA align with the land use plan in the recommended Secondary Plan and redesignate:

- *Neighbourhood* designated land to *Mixed Use Areas* on the south side of Finch Avenue West between Romfield Lane and Sentinel Road, and on the west side of Keele Street to the parcel on the south side of Broadoaks Drive
- *Apartment Neighbourhoods* designated land to *Mixed Use Areas* on either side of Sentinel Road north and south of Finch Avenue West
- *Apartment Neighbourhood* designated lands to *Parks and Open Space Areas – Parks* for a portion of the lands abutting Fountainhead Park on its west property limit

Additionally, the existing *Parks and Open Space Areas – Other Open Spaces* designated lands in the Catford Apartment Neighbourhood are reconfigured to better enable infill development and to preserve the stand of mature trees. Lands adjacent to the Black Creek Valley in the Fountainhead Apartment Neighbourhood are proposed to be redesignated to the *Natural Areas* designation to support additional naturalization and enhancements to the Valley, alongside the existing stand of mature trees adjacent to Keele Street that are identified as within the Natural Heritage System on Map 9 of the Official Plan.

Policy 5.2.5.5 of the Growth Plan recognizes that implementation of delineated MTSA is through more detailed planning, such as Secondary Plans, and that this more detailed planning establishes, among others, permitted uses, heights and other elements of site



design. As such, the PMTSA OPA works in conjunction with the recommended Secondary Plan OPA.

The recommended PMTSA OPA addresses the minimum density requirement of Section 16(15) of the *Planning Act*. It provides minimum densities using floor space indices for all developable lands, excluding streets and parks. The proposed minimum floor space indices represent a reasonable amount of development in the areas targeted for intensification and supports compatible infill development in existing low-rise residential areas.

The minimum densities that are proposed for new buildings in the Derrydown Neighbourhood generally reflect a reasonable minimum density for two-storey single-detached, semi-detached or duplex dwellings. The minimum densities in the balance of the *Neighbourhood* designated lands also generally reflects a two-storey building. The recommended PMTSA OPA includes policies in each of the SASPs that allow for additions to existing dwellings or other types of buildings and recognizes that these additions are not required to meet the minimum density.

## **Keele Finch Secondary Plan Official Plan Amendment**

The second recommended Official Plan Amendment includes a Secondary Plan for the Keele Finch area. It also amends Map 3, Right-of-Way Widths Associated with Existing Major Streets, and Schedules 1 and 2 to reflect the planned street network and support improvements for active transportation. The right-of-way widenings and amendments to Schedule 1 support complete streets in the area. The street connections identified in Schedule 2 support growth and will contribute to a fine-grained street network for the area.

The recommended Secondary Plan has 11 sections which provide a more detailed policy framework to guide growth and change in the area. An overview of each section of the Secondary Plan and the intent and purpose is described below. The Secondary Plan builds on and complements the Official Plan. The Official Plan will continue to provide policy direction for matters such as, but not limited to, affordable housing, cultural heritage and archaeology, the efficient use and conservation of energy and water, and protecting the natural environment.

### **1. Introduction**

The introduction sets the context of the Keele Finch area, its historical development patterns and surrounding built context, and a description of recent and future transit investment. The new Finch West subway station and future LRT infrastructure on Finch Avenue West set the stage for the area's transformation which will build upon the area's existing features.

Intensification contemplated by the Secondary Plan provides for an estimated population of 20,500 to 25,000 people, with the potential for an additional 2,500 to 4,000 people when additional height in Potential Additional Height Zones can be supported and the Downsview Airport ceases to operate or is adequately addressed through the

submission of an Aviation Study. The Secondary Plan also supports significant employment opportunities and provides for up to 25,000 jobs.

## **2. Objectives**

The Secondary Plan includes objectives grouped into five thematic areas that build off of the General Directions from the June 2018 Interim Report and responds to feedback received from the public consultation on the initial principles. The five thematic areas are Growing with Transit, Identity, Livability, Connectivity and Resiliency. Collectively, the objectives aim to guide the area's transformation and create an urban place with a diverse local economy and new local destinations that support existing and future residents, workers and visitors.

## **3. Area Structure**

A key feature of the preferred concept for the area was the identification of a series of nodes and corridors as an area structuring element. Nodes were clusters of land surrounding transit stations and corridors consisted of lands on either side of major streets that connected to the nodes. The nodes were envisioned to have the highest intensity and scale of development. The Keele Finch Node was the area's primary centre with significant employment opportunities and a shopping, arts, dining and entertainment destination. The character of the corridors varied. Generally, they were envisioned to develop at a lower intensity and scale than the nodes in either a consistent low- or mid-rise form, with retail and service uses animating public streets.

The recommended Secondary Plan maintains this underlying structure to direct and organize growth and intensification. It also recognizes several neighbourhood districts. Neighbourhood districts are existing residential areas where incremental and compatible infill development and intensification may occur. The planned function and character of each node, corridor and neighbourhood district is set out in the policies to ensure development contributes to the underlying vision for the area.

The Area Structure policies provide a vision statement for each node, corridor and neighbourhood district and highlight important features that are to be retained or enhanced as part of intensification and development.

## **4. Land Use**

The Keele Finch area is home to a diverse mix of land uses, comprised of residential, employment, retail and service uses, community service facilities, and parks and open spaces. A defining feature of the area is also the significant industrial base east of Keele Street.

The Secondary Plan introduces a detailed land use plan for the area to clearly articulate expectations for land uses and ensure a greater mix of uses in the area in accordance with the Official Plan and *Planning Act*. The detailed land use plan complements and builds on the land use designations on Map 16 of the Official Plan and the proposed redesignations as part of the PMTSA OPA. It will ensure the interface between *Employment Areas* and areas where sensitive uses are permitted is appropriately

addressed and enable significant employment intensification in the *Mixed Use Areas* designated lands located in the provincially significant employment zone east of Keele Street. The land use plan and its designations are summarized below.

Vehicle-related uses, self-storage warehouses and retail stores greater than 6,000 square metres are proposed to be restricted in the Secondary Plan area. These uses are not conducive of a transit-supportive environment, and have limited opportunity to grow the employment base.

### **Mixed Use Areas**

The land use plan includes three types of *Mixed Use Areas*. Similar to the Official Plan, *Mixed Use Areas A* are areas where a broad range of land uses are permitted. Lands designated *Mixed Use Areas A* are generally located at transit stations and extend along Keele Street and Sentinel Road.

*Mixed Use Areas B* designated lands are located on either side of Tangiers Road within the Keele Finch Node and are envisioned as a mixed-use office district. North of Finch Avenue West, the *Mixed Use Areas B* designated lands will also act as a land use buffer between the fuel distribution facilities and sensitive uses to the west. Office and a range of commercial uses are permitted subject to completing a detailed risk assessment. Major office uses, as defined in the Growth Plan, are proposed to be restricted directly abutting the fuel distribution facilities. Major office uses are accommodated in other areas in proximity to transit stations.

The *Mixed Use Areas C* lands will have a more neighbourhood character and provide opportunities for new street-related locally-oriented shops, restaurants and other neighbourhood amenity. These areas are located along Finch Avenue West in the Finch West Corridor, and fronting Fountainhead Park in the Sentinel Node to support animating the park.

### **Employment Areas**

The Dufferin Keele North Employment Area east of Keele Street is identified as a provincially significant employment zone pursuant to the Growth Plan 2020. No revisions to either *Core* or *General Employment Areas* boundaries within the *Employment Area* were considered as part of the Keele Finch Plus Study as these are to be considered as part of a Municipal Comprehensive Review.

The Secondary Plan does, however, introduce *Core Employment Areas A* and *B* designations to refine the existing *Core Employment Areas* land use designation as part of the overall land use strategy to ensure land use transitions to areas where more intensive industrial uses are permitted and to set out desired and permitted uses for each respective area. Areas designated *Core Employment Areas A* will support a range of office and light industrial uses. Areas designated *Core Employment Areas B* allow for similar uses to *Core Employment Areas A*, but also permit medium industrial uses. The *Core Employment Areas B* lands are adjacent to existing heavy-intensity industrial areas.

## **Neighbourhoods and Apartment Neighbourhoods**

Lands designated *Apartment Neighbourhoods* generally reflect the Official Plan's land use permissions. Grade-related locally-serving retail and service uses on the first floor of buildings are also permitted. Low-rise intensification in the form of single-detached, semi-detached or duplex dwellings are permitted in the *Derrydown Neighbourhood District* reflective of objectives for ensuring transit-supportive development, the existing zoning in the area, and a prevailing character analysis completed for the area that identified key features to reinforce in new infill development.

## **Parks and Open Space Areas**

The area's major parks and open spaces - Fountainhead Park and the Finch Hydro Corridor - are designated *Parks and Open Space Areas – Parks*. The *Parks* designation has been extended along the length of the Hydro Corridor. A portion of the Hydro Corridor is a well-used allotment garden operated by Parks, Forestry and Recreation. The Secondary Plan encourages additional community programming within the Hydro Corridor over time and where possible given the primary function of the Corridor.

*Parks and Open Space Areas - Natural Areas* designations have been extended for the area east along Black Creek Valley, as well the existing wooded area fronting Keele Street in the Broadoaks Neighbourhood District. This wooded area is identified as being part of the Natural Heritage System on Map 9 of the Official Plan.

The existing open space located in the *Catford Apartment Neighbourhood* is currently designated *Parks and Open Space Areas - Other Open Spaces*. This open space provides an important connection to the network of parks and open spaces in the area. The boundaries of the designation have been refined to support infill development while retaining a wide, green connection, preservation of existing mature trees adjacent to Derrydown Road and opportunities for active and passive recreation.

## **Land Use Compatibility**

The Secondary Plan includes policies to ensure the interface between the *Employment Areas* and areas where sensitive use may be located is carefully managed. The policies reflect the outcomes of the Noise, Air Quality and Safety Study. The policies will both support continued industrial uses and enable high-quality living and working environments. They identify where more detailed study is needed as part of a complete application. Any resultant mitigation needed to support sensitive uses will be the development proponent's responsibility (and cost).

## **Retail**

Requirements for active, at-grade retail fronting onto major streets and in other locations will sustain activity and animate the public realm. Large-scale retail greater than 6,000 square metres is proposed to be restricted. Where larger stores are permitted there are requirements for some small-scale retail at grade and the impact of larger floorplates must be mitigated. Small-scale retail and service uses are encouraged and promoted throughout the Keele Finch area.

## **5. Public Realm**

The public realm policies in Section 5 of the Secondary Plan underscore the importance of good design in the spaces between buildings to create great streets, plazas, parks and open spaces, and the need to improve existing streets and parks and open spaces. The public realm policies support other Secondary Plan policy objectives related to achieving a high degree of active transportation. In many respects, the Keele Finch area currently lacks a cohesive public realm structure, with many areas characterized by large expansive spaces devoid of buildings or animation. The Secondary Plan includes a Public Realm Plan and associated policies to shape and guide public realm improvements in the area and support framing and animating existing and new streets, connections, parks and other open spaces.

Some of the contemplated public improvements will come with higher-order transit investment, such as streetscape improvements associated with the Finch West LRT, with further improvements to be secured through both public and private investment. Development and intensification in the area provides the ability to secure new streets and connections to provide a high-level of connectivity and provide access and address for development. The improvements contemplated for existing streets and connections will make walking and cycling safer and more desirable for moving in and through the area. Development and intensification also have the potential to create new parks and open spaces in the area, while improving existing green assets. The Public Realm Plan and associated policies will also ensure that buildings frame and animate these spaces.

Three existing major open spaces within and adjacent to the Secondary Plan area provide the foundation for future greening efforts and are the area's most identifiable place making features. They include the Black Creek Valley, the Finch Hydro Corridor and Fountainhead Park. These three areas offer a variety of landscapes, including forests and valleys, grassy meadows, vegetable plots, playgrounds, and places to relax and recreate. These areas will be continually enhanced over time, where possible, through a variety of means including improved connections, expansion, stewardship, cultural interpretation and commemoration, park amenities and programming, among other opportunities.

New smaller neighbourhood parks and other open spaces in each of the quadrants of the Secondary Plan area are also identified to support planned residential and employment growth, diversify the parks and open space offering in the area by introducing smaller and more intimate gathering spaces. The new parks and the planned mobility system enables an interconnected network of parks, open spaces, trails, and other recreational facilities in the area. In the future, all residents and workers will be a short walk to a rejuvenated public park, open space, public space, forest or meadow. The smaller parks are conceptually shown in the Secondary Plan. The precise size, shape and location of the parks and open spaces would be determined as areas redevelop.

## **6. Mobility**

The success of the Keele Finch area requires a connected multi-modal transportation network that allows people to get to and from their desired destinations quickly, easily,

comfortably, safely and sustainably. At the core of the network is the existing and planned higher-order transit, and shifting to a more active transportation system. This transit infrastructure alongside improved pedestrian and cycling infrastructure and more local retail, service and community uses will support reducing people's dependence on the private automobile. To support this shift, new public streets and other new/improved connections are needed which will also support creating more walkable block sizes, with better and more direct connections to destinations.

### **Mobility System**

The Secondary Plan establishes the mobility system for the area which is predicated on achieving a fine-grained, multi-modal transportation network. The system consists of:

- the area's higher-order transit stations and lines
- improved existing Major Streets - Keele Street, Finch Avenue West and Sentinel Road - with dedicated cycling, wide sidewalks and pedestrian/cycling amenity
- new and improved connectivity and capacity connections referred to as Primary Streets. These streets are likewise targeted for dedicated cycling, wide sidewalks and pedestrian/cycling amenity
- new and improved local streets - referred to as Secondary Streets - that will enhance porosity and provide access and address for new development. Some of the new and/or expanded streets, such as the new east-west street north of Fountainhead Park, are anticipated to have a shared street design that support active transportation and recognize the streets are primarily intended to provide local vehicular access
- a series of New/Improved Connections that may consist of formalized mid-block connections, multi-use trails, public streets, and public or shared laneways. The type of connection would be determined when sites and/or areas redevelop

Right of way widths for existing and new streets are set in the Secondary Plan. Amendments to Map 3 and Schedules 1 and 2 are also proposed to reflect the new capacity connections and a right-of-way widening for sections of Finch Avenue West.

### **Active Transportation**

The Secondary Plan includes policies to support active transportation, specifically walking and cycling and includes a cycling plan that supports the City's broader cycling network plan. The Secondary Plan's cycling plan identifies primary and secondary cycling routes based on consultation with Transportation Services. The cycling plan aligns with major city-wide routes identified in the City's Cycling Network Plan. Primary routes will consist of dedicated and separate cycling facilities. The type of cycling facility for secondary routes would be determined as part of detailed design.

### **Goods Movement**

As previously noted, lands east of Keele Street are a Provincially Significant Employment Zone in the Growth Plan. Goods movement is an important consideration to ensure the long-term viability of the area as an employment area, balanced with the objective of creating complete streets that are desirable places to be.

The City is currently conducting the [Finch West Goods Movement Plan](#) to identify strategies that address the future shipping and freight delivery needs in the area bounded by Dufferin Street and Islington Avenue, and Highways 407 and 401. The study is considering the safety and efficiency of travel for commuters, transit users, cyclists and pedestrians. This Master Plan will address broader goods movement needs. The recommended Secondary Plan recognizes the need to address goods movement at the site and local scale. For new employment uses, a safety analysis will be needed as part of any transportation studies to support development applications.

### **Transportation Demand Management and Parking**

The Keele Finch Transportation Study included a review of potential Transportation Demand Management (TDM) strategies that could be used in the Keele Finch area to support shifts in transportation modes. The recommended Secondary Plan requires individual TDM plans to be submitted as part of complete applications and will be used to better enable multi-modal travel patterns, reduce travel demand, reduce vehicle use, and ensure better utilization of parking areas. Some examples of TDM measures include car and bike share services, carpool spaces and participation in the Metrolinx Smart Commute program.

Parking provisions in the area will be reviewed as part of any City-initiated zoning review once the Secondary Plan is in full force and effect. The parking policy areas in the City's Zoning By-law do not currently apply anywhere in the Secondary Plan area. A key objective of this review will be to right-size and reduce the parking requirements. This could include applying a suitable parking policy overlay from the City's By-law or advancing an area-specific approach with tailored parking rates. In either event, the approach to parking rates will recognize the two higher-order transit lines, as well as identify any potential exemptions (e.g. affordable rental housing).

## **7. Built Form and Development Criteria**

The recommended Secondary Plan builds on the Official Plan's recently adopted Built Form policies and addresses the City urban design guidelines for low- mid- and tall buildings, where applicable. It provides a built form framework and urban design standards/parameters for the siting and massing of buildings. The Secondary Plan sets in place a planned context for buildings, drawing on character-defining elements from the existing context and the area structure. To this end, some of the Secondary Plan's policies exceed minimum guidelines set out in the City's guidelines, such as for tower separation. The overall objective is to encourage intensification with a range of building types that are massed with good proportion that fit with the planned character of areas, provide pedestrian-scaled streetwalls, and a high-quality public realm with access to direct sunlight.

The recommended Secondary Plan also sets out minimum (Map 8) and maximum building heights (Map 9), with additional direction for appropriate building heights where aviation studies submitted as part of complete applications justify additional height, as well as if the Downsview Airport ceases to operate as an airport or its operations change. A summary of key policy areas related to the built form is provided below. The maximum building heights have been reviewed against the minimum density target in

the PMTSA OPA and do not adversely affect achieving the density targets. It is anticipated that the minimum density targets will be exceeded.

### **Site and Urban Design Standards for all Buildings**

The Secondary Plan includes a series of general policies that applies to all buildings irrespective of use. These policy directions are intended to ensure that the redevelopment of sites and new buildings contribute to shaping the character and identity of the Keele Finch area, and ensure appropriate sunlight and wind conditions are achieved within the public realm. Key policy directions include, but are not limited to, policies that:

- require buildings to frame and animate the public realm. New backlotted developments will not be permitted
- require buildings to be located, configured, oriented and massed to provide sufficient privacy, sunlight, daylight and views to the sky for people living and working in new and existing buildings, and support energy efficiency through passive design
- require buildings to be massed to maximize the amount of sunlight on public streets, parks and open spaces and minimize wind impacts
- address views to important features such as the Black Creek Valley
- ensure materials and architectural language and articulation to visually unify the buildings and streets they frame to contribute to area identity and character
- requires buildings be designed to avoid entrapment areas to ensure a safe pedestrian environment
- address infill development on existing apartment sites that supplement development criteria in the Official Plan
- sets out required setbacks at grade. The setbacks in the area will vary depending on the specific context, but in all instances will support maintaining or achieving a desired character. The setbacks will also support site servicing and green infrastructure.

### **Building Types and Urban Design Standards**

The Secondary Plan includes detailed policy direction for specific building types. It defines in more detail what a low and mid-rise building is, and also defines tall buildings, and generally identifies where low-rise, mid-rise and tall buildings are appropriate in consideration of a variety of matters, such as the area structure, ensuring transit-supportive densities, land use, transition, ensuring a diversity of building and housing types and supporting energy efficiency.

The dominant building type in the area will be well-designed mid-rise buildings that are moderate in scale with good proportion and that provide open views to the sky from the public realm. Mid-rise buildings will not overshadow, dominate or compromise the amenity of adjacent streets, open spaces and buildings. Strategically-located tall buildings are considered in the nodes to lend prominence to these areas and reinforce their role within the broader area structure. Subject to having no impacts on the existing airport or the airport operations ceasing, the tallest buildings in the twenty- or thirty-storey range, depending on location and context will be located at the Keele Street and Finch Avenue West intersection in the Keele Finch Node. Tall buildings generally consistent with the heights of existing tall buildings (approximately 20 storeys) in areas



close to the Sentinel LRT stop in the Sentinel Node are permitted. Permissions for the tall buildings in both areas are contingent on meeting development criteria and providing supporting studies.

Low-rise buildings are buildings that do not exceed four storeys and can consist of a variety of building types depending on the area. The Secondary Plan outlines a set of more detailed development criteria for specific areas as follows:

- compatible intensification in the form of two-storey semi-detached or duplex dwellings is permitted in the Derrydown Neighbourhood with a series of policies focussed on respecting and reinforcing aspects of the existing character and to improve the character of the area
- permitted low-rise building types, consisting of more intensive low-rise forms such as townhouses and low-rise apartment buildings, in the Finch West Corridor and direction for the siting and design of new buildings, including ensuring adequate facing distance between buildings
- permitted building types in the Sentinel Node, consisting of more intensive low-rise forms, and direction that buildings be built close to property lines or applicable setbacks
- permitted low-rise building types in *Apartment Neighbourhoods* designated land with direction for new low-rise buildings to be set in an open space context. Retail at grade in low-rise buildings is permitted in areas identified shown on the Active Retail Street Edges Map.

The Secondary Plan defines mid-rise buildings as buildings that are between four to 11 storeys in height for residential or mixed-use buildings depending on the specific context, and four to nine storeys for commercial buildings. Given the built form analysis undertaken for the area as part of the Built Form and Visualization Study, direction for where different building types are permitted and the nature of the blocks in the area and key policy directions to shape the mass of mid-rise buildings in the Secondary Plan area are addressed. These include, but are not limited to:

- streamlined and specific step-back requirements for mid-rise buildings abutting the low-rise areas located to the north or east of Derrydown Road recognizing the lot fabric in the area and requirements for low-rise heights adjacent to Derrydown Road
- recognition that in many areas the prevailing character consists of pavilion-style buildings set in landscaped, open spaces with new buildings also consisting of pavilion-style buildings
- direction to ensure at least five hours of sunlight on public streets that takes into account any required setbacks at grade and the massing of buildings adjacent to streets

The Secondary Plan defines tall buildings as buildings with a height greater than width of the abutting street or that exceed the maximum height of mid-rise buildings for any specific area, whichever is the lesser. Tall buildings are proposed to be located within areas of the two nodes.

The policies for tall buildings seek to ensure that the base buildings of tall buildings will result in a well-defined, pedestrian-scaled streetwall that allows sunlight to penetrate to street level. The policies govern the size of the tower floor plate (generally 750 square metres for residential towers) and stepbacks for the tower from the base with direction for greater stepbacks at prominent intersections. The policies also establish a 30 metre separation distance requirement between towers. This separation distance requirement will assist in mitigating the cumulative public realm impacts of multiple towers in an area and assist in maintaining the open character of many of the existing apartment sites.

### **Minimum and Maximum Building Heights**

As noted above, the Secondary Plan requires new buildings to achieve minimum heights. This will ensure new buildings contribute to a compact urban form, make efficient use of land and define the public realm. The minimum heights have been coordinated with the minimum densities in the recommended PMTSA OPA and represent a reasonable requirement. Additions to existing buildings are not required to meet minimum height requirements.

The maximum building heights, shown on Map 9, will ensure that buildings achieve the desired character of different areas, a mix of building types, transit-supportive densities, progressive transitions in scale, and a high-quality, sunny public realm. The Map also clarifies the permitted heights of mid-rise buildings based on the specific context. The maximum heights also ensure that height limits associated with the current Downsview Airport operation are addressed. The continued protection of public health and safety and continued operation and use of the Downsview Airport is a matter of provincial interest and provincial policy requires addressing the Airport until such a time as the Airport ceases operations.

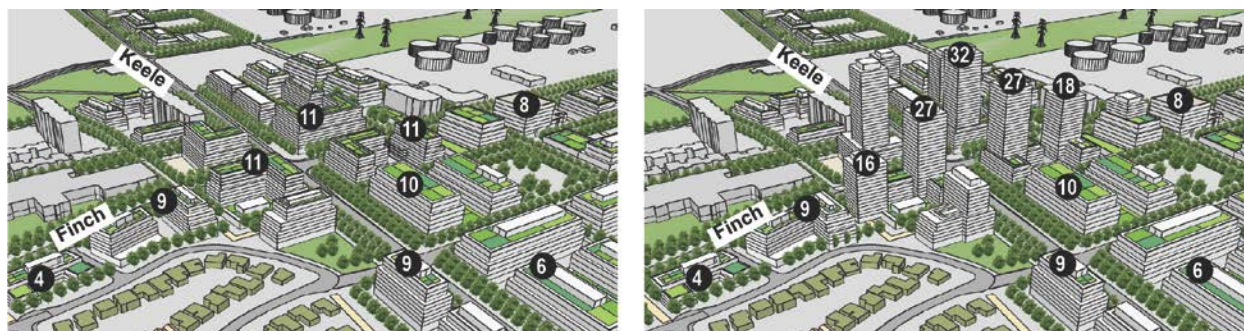
The Secondary Plan provides building height direction on the two Toronto Catholic District School Board properties in the event the School Board redevelops these properties with a mixed-use school development model and to further support the vision for the area.

Additional direction is also provided in some areas - Potential Additional Height Zones - for building heights should the Downsview Airport cease to operate as an airport, or where it is demonstrated that heights are within limits for airport operations through an aviation study. In both instances, it will need to be demonstrated that adequate infrastructure is available or will be provided through the development review process. Additional development criteria is also required to be satisfied, such as the submission of a cumulative shadow impact analysis to demonstrate how the placement of towers within an area will ensure adequate sunlight within the public realm. This additional direction for building heights will ensure the Secondary Plan does not need to be revisited in the near term should the airport change or cease its operations, and will allow additional intensification opportunities within the Secondary Plan's planned context.

As noted above and subject to addressing airport operations, meeting development criteria and submitting supporting studies to the City's satisfaction, the tallest buildings at 32 storeys will be located at the Keele Street and Finch Avenue West intersection in

the Keele Finch Node and on the north side of the intersection to create a height peak and define the transit node and gateway. On the south side of the intersection, a height of 27 storeys is permitted. From the height peak at the intersection, buildings will progressively transition down in height and scale to surrounding areas. Figure 1 provides a comparison of the building heights within Keele Finch Node with and without the airport.

**Figure 1: Building Height Permissions Comparison**



At the Sentinel Node, new tall buildings will be concentrated along Sentinel Road within close proximity to the future LRT stop and generally reflect existing heights of tall buildings in the area. North of Finch Avenue West, 20 storey tall buildings may be permitted. On the south side of Finch Avenue West, 24 storey tall buildings may be permitted. The heights and direction for building siting and orientation ensure limited shadow impacts to area parks and open spaces.

## 8. Housing

Residential development in the Secondary Plan area is being planned to achieve a complete and inclusive community through the provision of a range of housing opportunities. The Secondary Plan requires a range of housing in terms of tenure, building type (including purpose built rental), unit type and sizes to accommodate people at all stages of life and the needs of all household sizes and incomes. To achieve a balance of unit types and sizes, the Secondary Plan specifies that a minimum of 15 per cent of units must be two-bedroom units and 10 per cent must be three-bedroom units. The Secondary Plan also addresses the objective of capitalizing on publicly-owned lands to support housing affordability.

Benchmark unit sizes for two- and three-bedroom units are also identified, consistent with the Growing Up Guidelines, while providing some flexibility. Generally, however, two- and three-bedroom units should meet the benchmark sizes.

## 9. Community Service Facilities

The Keele Finch area is served by a number of existing community service facilities located nearby that will continue to serve the area. Facilities include the York Woods Library and Grandravine Community Centre. Some improvements to these existing facilities will be required to support the development permissions set out in the Secondary Plan, and new facilities, such as child care facilities will be needed to

support a growing residential and employment population. Facility needs are informed by the Community Services and Facilities Review which is summarized in the Background Section of this report.

## **10. Implementation**

The implementation policies in the recommended Secondary Plan include a number of strategies to manage growth through the expansion and enhancement of the transportation network, the comprehensive planning of large sites, and the appropriate sequencing of development commensurate with infrastructure and servicing.

Regulatory tools under the *Planning Act* and *City of Toronto Act*, including the use of Holding (H) Symbols, community benefits pursuant to Section 37 or 45 or any future relevant sections of the *Planning Act*. Plans of Subdivision and Site Plan Control applications will also be used to fully implement the goals of the Secondary Plan over time. Land owner agreements are also identified as a tool that the City may use where infrastructure is required to support one or more developments.

A monitoring component of the transportation network may be required as the Secondary Plan area develops to ensure the continued safety of active transportation facilities and the need for connectivity within the street network.

The policies provide for some flexibility for existing buildings where minor building additions or alterations that do not meet certain policies of the plan may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in the Secondary Plan. This could, for example, allow minor additions to an existing industrial building to provide for more office space, or likewise allow for a small addition to an existing single detached dwelling, without having to comply with the minimum height provisions of the Secondary Plan.

This report recommends undertaking a City-initiated zoning review for the Secondary Plan area in accordance with the *Planning Act* once the Secondary Plan is in full force and effect. The current zoning in the area is largely through By-law 569-2013. Some areas, such as lands designated *Employment Areas* fronting onto Keele Street and Finch Avenue West, continue to be zoned under the former City of North York By-law.

Block Context Plans, as part of a complete application, may also be required to ensure the orderly development of areas. The recently adopted terms of reference for Block Context Plans city-wide would be used within the Secondary Plan area. The policies in the recommended Secondary Plan clarifies when these may be needed.

## **11. Interpretation**

The interpretation section provides policies for how the Secondary Plan is to be interpreted in the context of the broader Official Plan policies and Site and Area Specific policies, including policies for PMTSAs established through the recommended PMTSA OPA, to understand its comprehensive and integrative intent as a policy framework for decision making.

## **POLICY CONSIDERATIONS**

---

This section summarizes the policy considerations addressed in developing the Official Plan Amendments (OPAs) for the Keele Finch Secondary Plan and the PMTSAs. The OPAs have regard to relevant matters of provincial interest, are consistent with the 2020 Provincial Policy Statement (PPS), conform to or do not conflict with the Growth Plan 2020, and are consistent with the general intent of the Official Plan. Attachment 7 includes a summary of the analysis of how the two recommended OPAs address the policies and respective Plans.

### **Planning Act**

The *Planning Act* governs land use planning in Ontario and establishes how a municipality must implement land use planning decisions. Section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under the Act, have regard to matters of provincial interest. There are 20 matters of provincial interest that address a wide range of matters from protecting resources, ensuring orderly development and ensuring the health and safety of people.

As noted in the Comments section of this report, the PMTSA OPA also meets the requirements in Section 16(15) of the *Planning Act* for delineating and creating PMTSAs.

### **Provincial Policy Statement**

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. All land use planning decisions are required to be consistent with the PPS by Section 3 of the *Planning Act*.

The key objectives of the PPS include: building strong communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented and some policies provide flexibility in their implementation provided that provincial interests are upheld. Integrated infrastructure planning to meet projected needs and avoid unnecessary and/or costly expansions of infrastructure is a predominant theme throughout the PPS. The PPS recognizes and acknowledges the Official Plan as the most important vehicle for implementing the policies within the PPS.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

On August 28, 2020, the Province enacted Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"). The Growth Plan provides a three-pronged framework for managing growth in the Greater Golden Horseshoe and accommodating forecasted growth in well-designed complete communities that meets people's needs for daily living. It includes:

- directions for where and how to grow, including requirements to delineate boundaries for major transit station areas and implementing minimum density targets through secondary planning or other initiatives;
- the provision of infrastructure to support growth with transit recognized as a first priority for investment; and
- protecting what is valuable, such as the natural environment and cultural heritage resources.

Similar to the PPS, the Growth Plan is to be read as whole and relevant policies applied to each situation. The policies of the Plan represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plan.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

### **City of Toronto Official Plan**

The Official Plan contains policies and objectives that guide future growth and development in the city. It is a long-term vision for how the city should grow. It contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The recommended OPAs have been developed within the context of the Official Plan. They build upon and complement the Official Plan.

### **Urban Design Guidelines**

A number of the City's and Province's Guidelines were utilized to inform the Keele Finch Plus Study and the resultant area structure, built form and other policy directions. These included, among others:

- [Townhouse & Low-Rise Apartment Guidelines](#)
- [The Mid-Rise Building Performance Standards](#)
- [The City-wide Tall Building Design Guidelines](#)
- [Growing Up: Planning for Children in New Vertical Communities](#)
- Metrolinx's [Mobility Hub Guidelines](#)
- The Ministry of Transportation's [Transit Supportive Design Guidelines](#)

## **ADDITIONAL CONSIDERATIONS**

---

### **Community Council Decision**

At its meeting on July 4, 2018, North York Community Council directed that the final report for the Keele Finch Plus study report on the following matters:

- including requirements for direct connections from development into the Finch West Subway Station and future LRT stations in consultation with Metrolinx and the Toronto Transit Commission
- providing for a PATH-like system to connect new development underground
- including a non-vehicular connection oriented generally on a north-south axis to the east of Fountainhead Park in place of the street connection shown in the concept

The Keele Finch Secondary Plan addresses these matters and includes policies which enable enhanced mobility options. The policies ensure that the design of public works and new development will improve access to and from existing and planned transit stations and stops. Improvements may include, but are not limited to, wayfinding solutions, new pathways, direct weather protected links and enhancing existing transit facilities. Additionally, the policies provide that pedestrian routes will be located along public streets wherever possible, including direct weather protected links to transit stations from new development adjacent to higher-order transit stations where practical and feasible.

Further, the north-south connection to the east of Fountainhead Park is shown as a "New/Improved Connection" which enables non-vehicular linkages where identified by the City, and includes publically accessible mid-block connections. Where a publically accessible mid-block connection is considered, the policies ensure that it is to be secured and designed to a high standard and should:

- follow pedestrian desire lines
- have clear sight lines from the beginning until the end of the route
- connect directly between activity generators such as a park, school, transit or shopping area
- be designed to ensure it is well lit, safe, accessible and free of obstructions;
- be approximately 6 to 8 metres in width to accommodate sufficient clearway, lighting, landscaping and sight lines
- be designed to give the clear impression that they are for public use

## **Zoning**

The former City of North York Zoning By-law No. 7625 and City-wide Zoning By-law No. 569-2013 governs zoning within the Keele Finch area. Once, the OPAs are in full force and effect a zoning review will need to be undertaken, as recommended in this report.

Lands east of Keele Street have industrial zoning. Generally, lands abutting Keele Street and Finch Avenue West are zoned MC(H) in the former City of North York By-law. The MC(H) zone allows for industrial and commercial uses, and only allows light industrial uses across from residential areas. The holding provision restricts retail, service and office uses to a maximum FSI of 0.5 times the area of the lot or 5,000 square metres, whichever is the lesser. Property owners can apply to remove the holding provision to allow for retail, service and office uses up to a maximum FSI of 1.0 the area lot subject to submitting a Traffic Impact Study and Retail and Market Studies to the satisfaction of the City.

Within the interior of the Employment Area, lands are zoned Employment Industrial under By-law 569-2013, with some lands, such as the fuel distribution facilities within and adjacent to the Secondary Plan area, zoned Employment Heavy Industrial. None of the Employment Industrial Lands are zoned Employment Light Industrial Zone, which are areas intended for light manufacturing, industrial and other employment uses that co-exist in close proximity to sensitive land uses.

Generally, lands west of Keele Street are residentially zoned or have mixed-use zoning. Within the *Neighbourhoods* designated lands in the Secondary Plan, single-detached, semi-detached and duplex dwellings are permitted uses. Existing parks and open spaces have an Open Space Zone applied. Existing residential and mixed-use zoned land are generally buffered from the medium and heavy industrial zones by the MC(H) zoned lands.

## CONCLUSION

---

The recommended Official Plan Amendments (OPAs) are the outcome of a comprehensive, community-focused process developed over a three-year period. The OPAs are consistent with the general intent of the Official Plan and advance key policy directions such as:

- coordinating land use and transportation planning
- ensuring transit-supportive development
- providing housing choice
- providing a robust employment base
- providing mobility options
- preserving and enhancing the natural environment
- ensuring community services and facilities are provided in a timely manner to support growth

The Official Plan Amendments have been reviewed against the *Planning Act* and policies of the PPS (2020), the Growth Plan, and the Official Plan. Staff are of the opinion that the proposed OPAs have regard to relevant matters of provincial interest, are consistent with the PPS (2020), conform to and do not conflict with the Growth Plan, and are consistent with the general intent of the City's Official Plan.

Staff recommend that Council adopt the Official Plan Amendment for the Protected Major Transit Station Areas substantially in accordance with Attachment 1, and that City Council authorize the Chief Planner and Executive Director, City Planning to seek approval of the Minister of Municipal Affairs and Housing of the Official Plan Amendment.

Staff also recommend that Council adopt the Official Plan Amendment for the Keele Finch Secondary Plan, substantially in accordance with Attachment 2, and that Council direct the City Solicitor to withhold the introduction of necessary Bills for the Official Plan Amendment until such time as:



- the Minister of Municipal Affairs and Housing makes a decision on the PMTSA Official Plan Amendment
- the Chief Planner and Executive Director, City Planning confirms to the City Solicitor that the Official Plan Amendment does not require any changes, beyond stylistic and technical changes as may be required as a result of the Minister's decision

## CONTACT

---

Cassidy Ritz, Project Manager, Strategic Initiatives, Policy & Analysis, City Planning Division, 416-397-4487, [Cassidy.ritz@toronto.ca](mailto:Cassidy.ritz@toronto.ca)

Matt Armstrong, Planner, Community Planning, North York District, City Planning Division, 416-392-3521, [Matt.Armstrong@toronto.ca](mailto:Matt.Armstrong@toronto.ca)

## SIGNATURE

---

Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

## ATTACHMENTS

---

Attachment 1: Draft Official Plan Amendment 482 - Protected Major Transit Station Areas

Attachment 2: Draft Official Plan Amendment 483 - Keele Finch Secondary Plan

Attachment 3: Lands designated *Mixed Use Areas* located east of Keele Street and classified as a Class 4 noise area pursuant to Publication NPC-300

Attachment 4: Phase 3 Consultation Activities

Attachment 5: Online Survey of Draft Official Plan Amendments - Summary of Comments from January/February 2020 Online Consultation

Attachment 6: Letters from the Province

Attachment 7: Policy Considerations Summary

Attachment 8: Illustrative Plan Showing Proposed and Existing Land Use Designations

Attachment 9: Summary of Public Comments from the November 9, 2020 Community Information Session and Related Survey

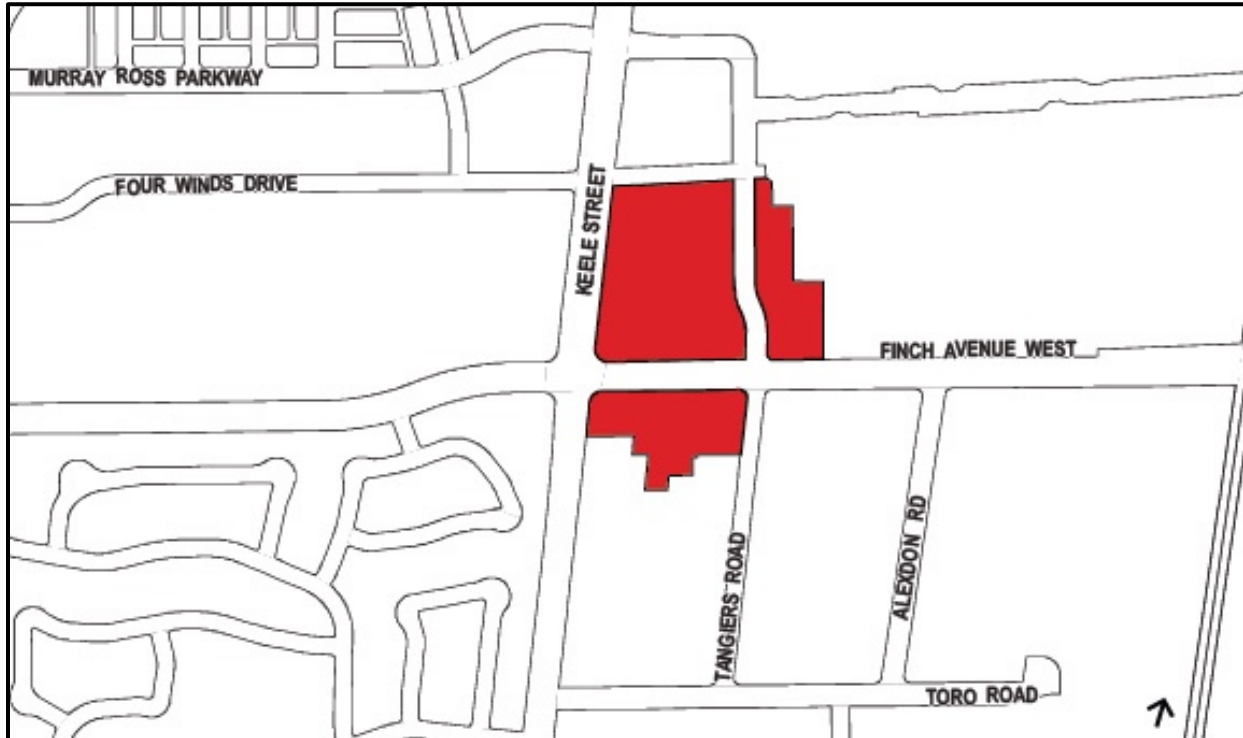
## **Attachment 1: Draft Official Plan Amendment - Protected Major Transit Station Areas**

Provided separately as a PDF and posted under the Agenda Item for Planning and Housing Committee's December 8, 2020 meeting.

## **Attachment 2: Draft Official Plan Amendment - Keele Finch Secondary Plan**

Provided separately as a PDF and posted under the Agenda Item for Planning and Housing Committee's December 8, 2020 meeting.

**Attachment 3: Lands designated Mixed Use Areas located east of Keele Street and classified as a Class 4 noise area pursuant to Publication NPC-300**



## Attachment 4: Phase 3 Consultation Activities

Event	Description/Details	Connections
<p><b>Planners in Public Spaces (PiPS)</b></p>	<p><i>This was the 7th 'pop-up' style consultation event for the Keele Finch Plus Study.</i></p> <p><b>Event Details</b>  <i>Finch West Subway Station            May 7, 2019, 4:00 - 7:00 p.m.</i></p> <p><b>Promotions</b></p> <ul style="list-style-type: none"> <li>• study website listing</li> <li>• emails to dedicated project listserv</li> <li>• City social media</li> <li>• word of mouth: local Councillor and DUKE Heights BIA</li> </ul>	<ul style="list-style-type: none"> <li>• 94 conversations</li> <li>• 78 handouts distributed</li> <li>• 14 comment sheets</li> <li>• 22 email sign ups</li> <li>• hundreds of people walking by (exposure)</li> </ul>
<p><b>Community Open House</b></p>	<p>This was the 4th open house for the Keele Finch Plus Study.</p> <p><b>Event Details</b>            James Cardinal McGuigan School            1440 Finch Avenue West            June 20, 2019, 4:30 - 8:30 p.m.            Presentations: 5:30 p.m. and 7:30 p.m.</p> <p><b>Promotions</b></p> <ul style="list-style-type: none"> <li>• newspaper: North York Mirror (print) &amp; Downsview Advocate (print and digital)</li> <li>• mail out to those who previously provided address</li> <li>• study website listing</li> <li>• emails to dedicated project listserv</li> <li>• City social media</li> <li>• word of mouth: local Councillor and DUKE Heights BIA</li> </ul>	<ul style="list-style-type: none"> <li>• 70 attendees of diverse backgrounds, including younger and older people, renters, homeowners, business people, students, community organizations (such as the Community Action Planning Group), architects and developers</li> </ul>

Event	Description/Details	Connections
<p><b>Community Information Session</b></p>	<p><b>Event Details</b> Virtual Event held using Webex Software, which allowed online or phone-in access November 9, 2020 7:00 - 9:00 p.m.</p> <p><b>Promotions</b></p> <ul style="list-style-type: none"> <li>• newspaper: North York Mirror (print) &amp; Downsview Advocate (digital)</li> <li>• mail out of over 15,000 notices to all addresses in the area roughly 1.2km from the Keele and Finch intersection (east of Keele), and bounded roughly by The Pond Road, Driftwood/Tobermory and Black Creek, and Grandravine Drive (west of Keele)</li> <li>• The mail out included web links, call in details, and a summary of the Plans</li> <li>• study website listing</li> <li>• emails to dedicated project listserv</li> <li>• City social media</li> <li>• word of mouth: local Councillor and DUKE Heights BIA</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Over 100 people attended the Virtual Event</i></li> </ul>

## **Attachment 5: Online Survey of Draft Official Plan Amendments - Summary of Comments from January/February 2020 Online Consultation**

Provided separately as a PDF and posted under the Agenda Item for Planning and Housing Committee's December 8, 2020 meeting.

## **Attachment 6: Letters from the Province**

Provided separately as a PDF and posted under the Agenda Item for Planning and Housing Committee's December 8, 2020 meeting.



## Attachment 7: Policy Considerations Summary

### Section 2 of the Planning Act

There are 20 matters of provincial interest in Section 2 of the *Planning Act*. Relevant matters of provincial interest addressed in the two Official Plan Amendments (OPAs) include:

- **The protection of ecological systems, including natural areas, features and functions:** The two OPAs designate existing and planned natural areas and features as *Parks and Open Space Areas – Natural Areas* and there are policies in the Secondary Plan that speak to preserving and enhancing the Black Creek Valley.
- **The supply, efficient use and conservation of energy and water:** The Secondary Plan's Resiliency objective addresses a number matters to support energy efficiency and conservation. The built form policies also support a passive design approach for buildings to leverage solar gain, minimize heating loads and improve daylighting.
- **The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems:** The two OPAs are transit supportive to make efficient use of transit. The Secondary Plan's mobility network will ensure adequate provision of transportation infrastructure, with a focus on active transportation and transit. Streets have been planned to support the incorporation of green infrastructure and adequate municipal servicing is currently available. Functional servicing reports will continue to be required at the development stage to verify adequate servicing.
- **The minimization of waste:** The Secondary Plan requires buildings to be designed to support adaptive reuse to avoid the waste and pollution of the production of new building materials.
- **The orderly development of safe and healthy communities:** one of the core purposes for the two OPAs is to set out a framework to ensure the orderly development of the area and ensure safe and healthy communities.
- **The accessibility for persons with disabilities:** The planning of all streets in area addresses the need for wide pedestrian clearways to accommodate people of all ages and abilities. Requirements, such as right-of-way widths, to achieve the pedestrian clearways are set out in the Secondary Plan OPA.
- **The adequate provision and distribution of educational, health, social, cultural, and recreational facilities:** A review of community service facility needs was undertaken as part of the Study. Priorities for such facilities are identified in the Secondary Plan.
- **The adequate provision of a full range of housing, including affordable housing:** The Secondary Plan requires a mix of housing, and mandates requirements for two- and three-bedroom units. The PMTSA OPA will enable inclusionary zoning under the *Planning Act*, giving the City ability to require affordable housing as part of new developments once an Official Plan framework for inclusionary zoning is advanced.

- **The adequate provision of employment opportunities:** The *Employment Area* east of Keele Street provides employment opportunities. The Secondary Plan also supports local employment and small businesses, and additional employment intensification opportunities. The minimum density requirements in the PMTSA OPA and minimum height requirements in the Secondary Plan also supports additional employment opportunities.
- **The protection of the financial and economic well-being of the Province and its municipalities:** The Secondary Plan's implementation policies and requirements for infrastructure safeguards the City's financial and economic well-being.
- **The protection of public health and safety:** The Secondary Plan's mobility system was developed taking into account health and safety. A key purpose for undertaking the Noise, Air Quality and Safety Assessment, and resulting policy directions, is to ensure public health and safety.
- **The appropriate location of growth and development:** The two OPAs set out the appropriate locations for growth and development through the land use designations and associated policies. The Secondary Plan also identifies appropriate locations for low-, mid- and tall buildings.
- **The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians:** The Secondary Plan builds on the Official Plan's policies for sustainable development. It is a transit-supportive plan designed to leverage the investment in higher-order transit. Policy directions throughout the Secondary Plan support active transportation. The two OPAs set out requirements for minimum densities and heights for buildings to support a compact urban form.
- **The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant:** Key objectives in the Secondary Plan relate to the area's identity and livability. The Secondary Plan identifies new public spaces and improvements to existing public spaces that will be achieved over the life of the Plan. The Secondary Plan's public realm and built form and development criteria policies will ensure these spaces are high-quality, safe, accessible, attractive and vibrant, and that the built form is well designed.
- **The mitigation of greenhouse gas emissions and adaptation to a changing climate:** The Secondary Plan emphasizes the need to reduce people's reliance on personal automobiles to, among others, reduce greenhouse gas emissions. The Plan's policies also support green infrastructure and the passive design of buildings which can assist with adapting to a changing climate. Renewable and alternative energy facilities are permitted and encouraged.

## Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) is a key part of the Province's policy-led planning system. It sets the policy foundation for regulating and the development and use of land, and aims to enhance the quality of life for all Ontarians. The PPS recognizes that local context and character is important. Policies are outcome-oriented

and some policies provide flexibility in their implementation provided that provincial interests are upheld.

All decisions of Council in respect of the exercise of any authority that affects a planning matter is required to be consistent with the Provincial Policy Statement (PPS). The recommended OPAs are consistent with the PPS 2020 and in many instances exceed the minimum standards set out in the PPS.

The PPS is required to be read in its entirety and all relevant policies applied to each situation. Relevant policies for the two recommended OPAs are included in Section 1 (Building Strong Healthy Communities) and Section 2 (Wise Use and Management of Resources).

### **Building Strong Healthy Communities**

Policy 1.1.1 of the PPS identifies a number of criteria required to sustain healthy, liveable and safe communities, which includes among others, accommodating an appropriate market-based range and mix of uses to meet long-term needs, avoiding development that may cause public health and safety concerns, and ensuring sufficient infrastructure and public service facilities, for the City as a whole. The proposed land use redesignations in the PMTSA OPA and the more detailed land use direction in the Secondary Plan OPA supports achieving a mix of uses, while protecting public health and safety and the natural environment. Improvements to the area's streets will improve accessibility of all people, and the planned fine-grained street network and community service facility priorities ensure the necessary infrastructure and public service facilities. Finally, the Plan has considered market-based input from a real estate market consultant hired through the Finch Avenue West and Sheppard Avenue East Planning Approach work that initiated the Keele Finch Plus Study.

Policy 1.1.3 provides policy direction intended to ensure land and resources are used wisely, promote efficient development patterns and green spaces, protect resources and ensure effective use of infrastructure to minimize unnecessary public expenditures. Land use patterns in cities are required to have densities and a mix of land uses that address these matters in a transit-supportive form, while supporting active transportation and goods movement and addressing air quality, climate change and energy efficiency. The policy framework for the Keele Finch area contemplated by the recommended OPAs achieves these policy directions. The overall vision for the area is to leverage transit investment to support intensification in a transit-supportive and compact form with improved connectivity and infrastructure to support people's daily needs, active transportation and adapting to a changing climate. A broad range of uses are contemplated, including parks and open spaces, and significant opportunities for intensification are provided for.

The two OPAs implement appropriate development standards, such as minimum and maximum heights and land use compatibility policies, to facilitate intensification while protecting public health and safety associated with general safety considerations, airport operations in the area and the fuel distribution facilities. The development standards also support people's physical and mental well-being. Among others the Secondary Plan ensures access to sunlight and outdoor spaces, and supports high-quality living and working conditions.

Policy 1.1.3.5 requires municipalities to establish minimum targets for intensification. Any minimum targets established in provincial plans, such as the Growth Plan, prevails over any municipal minimum target. The PMTSA OPA utilizes the minimum targets set out in the Growth Plan as these represent reasonable targets for this area. The Secondary Plan OPA's local development policies will ensure the orderly progression of development and timely provision of infrastructure and public service facilities as required by Policy 1.1.3.7.

Policy 1.2.6 of the PPS addresses land use compatibility. Major facilities, such as the fuel distribution facilities, and sensitive uses should be planned to prevent or mitigate adverse effects and ensure the long-term viability of the major facilities. The land use direction in the Secondary Plan incorporates findings from the Noise, Air Quality and Safety Assessment and will safeguard sensitive uses and the major facilities in the area.

Policy 1.3 of the PPS addresses employment. Planning authorities are required to promote economic development and competitiveness. The policies require a mix and range of employment and institutional uses and maintaining sites for employment uses to support a wide range of economic activities. The OPAs reflect the existing *General* and *Core Employment Areas* designated lands (i.e. maintain and protect them) and provides other opportunities to grow the area's employment base, such as through the Secondary Plan's *Mixed Use Area B* designated lands. Mixed-use commercial uses and mixed-use residential developments are permitted in appropriate areas and will have a compact form.

Policy 1.4 addresses housing. An appropriate range and mix of housing options and densities are required to meet the projected market-based and affordable housing needs of current and future residents. The land use designations in the OPAs and height limits in the Secondary Plan will ensure a diversity of housing in the area, from more intense low-rise residential buildings to high-quality tall buildings focussed around transit stations and stops. Tall buildings are focussed near the transit stations and stops to use land efficiently, support the infrastructure investment in transit and support active transportation. The PMTSA OPA will enable inclusionary zoning under the *Planning Act*. Inclusionary zoning will establish targets for the provision of affordable housing. The Secondary Plan also requires a mix of unit types and mandates larger units to support a range of different households.

Healthy and active communities are to be promoted by addressing the matters in Policy 1.5. Streets and public spaces need to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation. Safety considerations for streets and public spaces are woven throughout the Secondary Plan. The street network and resultant right-of-way widths were also planned using a complete streets approach that prioritizes pedestrians and active transportation. The Secondary Plan recognizes existing valued parks and open spaces, and identifies park priorities to complete the network of parks and open spaces.

Infrastructure and land use considerations were integrated in the Study as set out in Policy 1.6 of the PPS. The intensification in the area will need to be supported by adequate infrastructure and public services facilities. Intensification near transit stations

and stops will assist in increasing ridership to support the financial viability of the transit lines. The proposed right of way widths provide space to incorporate green infrastructure and required setbacks at grade ensures building functions are accommodated on site, and also support site servicing and green infrastructure. The planned street network will facilitate the movement of people and goods, including between provincial highways and the industries in the *Employment Areas*. Existing infrastructure and public service facilities' capacity is being capitalized on, such as leveraging Fountainhead Park and existing municipal servicing. The Secondary Plan also requires transportation demand management plans to reduce reliance on automobiles and optimize transit investment.

The Keele Finch area is located in the vicinity of the Downsview Airport and the Barrie GO rail corridor, and as such Policy 1.6.9 is required to be addressed. Height limits in the Secondary Plan reflect the current airport operation, with policies that provide flexibility for heights should the operation change or cease to operate. The Noise, Air Quality and Safety Assessment demonstrated the Keele Finch area is within the PPS's NEF/NEP noise limits and recommended warning clauses for the airport. Noise impact from the rail corridor are not a concern for intensification in the area.

Policy 1.7 addresses a wide range of matters to support long-term economic prosperity. It addresses similar patterns to other policies addressed above, but also provides direction to:

- Enhance the vitality and viability of main streets like is contemplated for Keele Street and Finch Avenue West
- Encourage a range of housing options and encouraging residential uses that respond to market-based needs, like is contemplated in the Plan, where housing options range from single and semi-detached homes, to walk up apartments, mid-rise buildings and tall residential towers
- Promote well-designed built form, which is addressed in both the Official Plan's policies and the Secondary Plan's built form and development criteria
- Conserve features that help define character and contribute to a sense of place, such as requirements to respect and reinforce the green and open character of the Keele Finch apartment areas and the protection and enhancement of other major parks and open spaces
- Promote energy conservation, which is likewise addressed in the Official Plan's policies, but was also considered as part of the built form direction for the Secondary Plan and its mobility system policies
- Provide opportunities for renewable and alternative energy systems, which is addressed in the Secondary Plan's land use permissions which permit and encourage renewable and cogeneration facilities

Policy 1.8 of the PPS provides further policy direction for energy conservation, air quality and climate change. It requires promotion of a compact form and structure of nodes and corridors, such as the proposed Area Structure which is predicated on a series of nodes and corridors. The two OPAs focus travel-intensive uses near to the transit stations and stops, and will work to improve the mix of employment and housing to shorten commutes, support active transportation and decrease transportation congestion. The Secondary Plan's built form policies address design and orientation of

buildings in consideration of energy efficiency. Lastly, the Secondary Plan's parks and open space and setback policies work to maximize vegetation, while ensuring viability of development sites.

### **Wise Use and Management of Resources**

Relevant policies in Section 2 of the PPS relate to maintaining, restoring and improving natural features and conserving significant cultural heritage resources. These policy directions have been met through the land use designations in the two OPAs and associated policies that speak to protecting and enhancing natural areas. Cultural heritage and archaeological resources are adequately addressed through the Official Plan's existing policies. The Secondary Plan recognizes the importance of interpreting and commemorating Aboriginal cultures.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

All decisions of Council in respect of the exercise of any authority that affects a planning matter are required to conform with the Growth Plan. The recommended Official Plan Amendments (OPAs) conform and do not conflict with the Growth Plan.

The Growth Plan sets out a vision for the Greater Golden Horseshoe (GGH) as a region that is a great place to live, work and play. It supports the achievement of complete communities that have access to transit, protected employment zones and a variety of housing. Its policies are grouped into three thematic areas: where and how to grow, infrastructure to support growth and protecting what is valuable.

### **Where and How to Grow**

The policies for where and how to grow are premised around accommodating forecasted growth in complete communities. Complete communities are well designed areas and/or cities that meet people's daily needs by providing convenient access to jobs, local services, public service facilities and a full range of housing.

Policies such as 1.2.1, 2.2.5.1 and 3.2.1, among others, directs municipalities to undertake integrated planning. The Keele Finch Plus Study was undertaken as an integrated planning exercise. The Secondary Plan identifies the infrastructure and public service facilities needed to support growth and generally how this infrastructure will be delivered. Both OPAs establish a policy framework that optimizes infrastructure. The most intense development will be concentrated around transit stations, and the minimum requirements for densities and building heights will ensure land is efficiently used and a compact urban form is achieved. Land use designations and associated policies in both OPAs ensure environmental and conservation objectives are achieved. The natural environment will be protected and enhanced, existing parks will be improved and new public open spaces will be created. The Secondary Plan emphasizes the need to reduce dependence on private automobiles and policies throughout the Plan address sustainability and conservation.

The Keele Finch area is envisioned as a complete community and the OPAs address the matters identified in Policy 2.2.1.4 of the Growth Plan. The land use designations and associated policies will ensure a diverse mix of uses. The Secondary Plan's retail and community service facility policies will ensure convenient access to local stores,

services and community services. One of the key objectives of the Secondary Plan is to improve social equity and the overall quality of life of existing and future residents. A number of policies in the Secondary Plan support this objective, such as policies that seek to ensure local employment opportunities, create a safe public realm and that support improving existing parks and open spaces.

The land use designation policies in both recommended OPAs provide for an appropriate level of intensification. The Secondary Plan's building type and height direction will ensure the appropriate type and scale of development and built form transitions to adjacent areas as contemplated by Policy 2.2.2.3 of the Growth Plan.

Policy 2.2.4 of the Growth Plan addresses transit corridors and station areas. The Keele Finch area was prioritized by City Council in December 2015 for planning in recognition of the higher-order transit investment. Since that time, the Growth Plan was amended and directed the delineation of each MTSA in official plans through a MCR, and also permitted advance delineations as PMTSAs through Section 16(15) of the *Planning Act*. The continued prioritization and the advancement of the PMTSAs are consistent with both the direction of City Council and Growth Plan.

The PMTSA OPA addresses the requirement to delineate major transit station areas and, as noted in this report, addresses the requirements of Section 16(15) of the *Planning Act* and meet the criteria for their delineation. The transit station areas have been planned to meet and exceed the Growth Plan's minimum density targets. The Finch West Transit Station Area has the potential for up to 350 people and jobs per hectare. The Sentinel Transit Station Area has the potential for up to 250 people and jobs per hectare.

The transit station areas have been planned to be transit-supportive. The Growth Plan defines transit-supportive as development that makes transit viable and improves the quality of the experience of using transit, often referring to compact, mixed-use development with a high level of employment and residential densities. Each transit station area will have a mix of uses, with the Finch West Transit Station Area supporting the most employment. Both areas support significant residential intensification in a variety of building types. Overall, the residential population in the transit station areas is planned to double, and the Secondary Plan's built form policies will ensure this intensification happens in a compact form, while improving the quality of the experience in using transit and moving actively. The Secondary Plan's mobility system will provide a robust, fine-grained network of complete streets and other walking and cycling connections to achieve the Growth Plan's requirement for multimodal access to station and major trip generators such as York University.

The transit station areas and Secondary Plan area as a whole have also been planned to have a diverse mix of housing types, which also addresses Policy 2.2.6 of the Growth Plan. The Official Plan permits secondary suites in all areas designated *Neighbourhoods*. The Secondary Plan allows for single-detached, semi-detached and duplex dwellings in the Derrydown Neighbourhood in a form that is sympathetic to the area's character-defining features. The Secondary Plan also supports other low-rise building types, such as walk-up apartment buildings, mid-rise and tall buildings in

appropriate locations. The PMTSA OPA will enable inclusionary zoning in the future to support the provision of affordable housing.

The Secondary Plan policies seek to minimize the provision of parking, and directs that appropriate minimum and maximum parking standards will be established in the Zoning By-law. Lastly, some land uses are proposed to be prohibited in the Secondary Plan. These include self-storage warehouses and vehicle-related uses. Large-format retail greater than 6,000 square metres is also proposed to be prohibited, which also supports addressing Policy 2.2.5.7 b). These uses would adversely affect achievement of transit-supportive densities.

Policy 2.2.5 of the Growth Plan addresses employment. Economic development and competitiveness is required to be promoted by making efficient use of employment areas and increasing employment densities. New development in the *Employment Area* designated lands east of Keele, much like the balance of the Secondary Plan area, will be required to meet minimum densities and heights. Setback requirements in the *Employment Area* are also proposed to be reduced from nine metres to three metres. The reduction still supports beautification of the *Employment Area* and strengthens the relationship between buildings and the street, but allows additional opportunity to intensify the area. The *Mixed Use Area B* lands identified in the Secondary Plan will likewise support increasing employment densities.

Major office uses are directed to the Finch West Transit Station Area as directed in Policy 2.2.5.2, while taking into consideration outcomes of the Noise, Air Quality and Safety Assessment, and in accordance with Policy 2.2.5.8 which recognizes the potential need to restrict these uses to minimize and mitigate adverse impacts to existing industry.

Retail and office uses are directed to locations that support active transportation and concentrated within the vicinity of transit stations. The Secondary Plan requires retail and service uses along the ground floor of buildings in certain locations to support complete communities. Retail is also encouraged and permitted along other key frontages to support the retail sector.

In accordance with Policy 2.2.5.4, the Secondary Plan limits surface parking in the *Employment Areas*, and the planned street network in these areas supports active transportation. As previously noted, the minimum densities and heights in the respective OPAs supports achieving a transit-supportive built form.

The employment areas have been appropriately planned for and the matters addressed in Policy 2.2.5.7 have been addressed. The City's Official Plan prohibits residential and other sensitive land uses in *Employment Areas*. As noted above, the Secondary Plan also restricts the size of retail uses. The outcomes of the Noise, Air Quality and Safety Assessment and resultant policies in the Secondary Plan support achieving an appropriate interface between employment and non-employment areas.

Within the *Mixed Use Areas* east of Keele Street, development criteria is provided to ensure that the redevelopment of these existing employment lands retains space for a similar number of jobs. The Secondary Plan also expands on the requirement in Policy



2.2.5.14 of the Growth Plan to see a net gain in employment uses as part of any redevelopment.

### **Infrastructure to Support Growth**

The Growth Plan directs municipalities to undertake an integrated approach to land use planning, infrastructure investments and environmental protection. Relevant policies in this section of the Growth Plan for the two OPAs include the policies that deal with integrated planning, transportation, and public service facilities.

As previously noted, the Keele Finch Plus Study was an integrated planning exercise. From a transportation perspective, the Secondary Plan reflects outcomes from the transportation studies undertaken. It establishes a fine-grained multi-modal mobility system that is predicated on prioritizing transit and active transportation and to provide enhanced connectivity for all modes.

A complete streets approach was adopted in planning the street network. The minimum right-of-way widths identified in the Secondary Plan OPA will ensure complete streets. The complete streets approach not only supports moving people, but also the movement of goods. Additional policy direction for goods movement is likewise provided in the Secondary Plan. The Secondary Plan, in accordance with Policy 3.2.2.4 also includes transportation demand management policies which seek to reduce automobile dependency.

Based on consultation with Toronto Water, there is generally capacity within the existing water and waste water servicing in the area for the planned population and employment densities in the Secondary Plan. Functional servicing reports will be needed at the development review stage to ensure adequate servicing. As per current practices, stormwater management plans will also be required to be submitted as part of complete applications. The Growth Plan requires these stormwater management plans to, among others, incorporate an integrated treatment approach and align with the City's Wet Weather Flow Master Plan. The City is in the process of updating its Wet Weather Flow Master Plan.

The Community Service and Facilities Review undertaken to support the Secondary Plan identifies the necessary public service facilities and involved consultation with service providers. Priorities to support growth are reflected in the Secondary Plan. The local school boards were consulted as part of the study. No additional new schools were identified as being needed. The Secondary Plan policies support redevelopment of existing school sites in a mixed-use form and to support community hubs in accordance with Policy 3.2.8.3. Additionally, direction is likewise provided for new community facilities, expansions and/or retrofits to existing facilities to be located within mixed-use buildings, where possible, which addresses Policy 3.2.8.4.

### **Protecting what is Valuable**

The Growth Plan recognizes that the GGH has a broad array of important hydrologic and natural features, irreplaceable cultural heritage features and valuable renewable and non-renewable resources, and that these resources are essential for quality of life, economic prosperity, environmental health and ecological integrity. It also recognizes the importance of municipal policy to address climate change. Relevant policies for the

Keele Finch Area and the two OPAs relate to the natural heritage system, public open space, cultural heritage resources and a culture of conservation.

The OPAs protect natural heritage features through the land use designations and additional policy directions are contained in the Secondary Plan to enhance existing natural heritage features. The Secondary Plan OPA:

- Relies on the Official Plan for addressing cultural heritage resources, and in particular for this area archaeology, as well as energy conservation and efficiency for new developments, and alternative energy systems;
- Includes policies that address commemoration and interpretation of First Nations cultures;
- Includes an area public realm structure and urban design standards that support energy efficiency and passive design;
- Includes policies that direct buildings to be designed to support adaptive reuse in the future to avoid the waste of producing new building materials;
- Advances an extensive network of green infrastructure in streets and parks and open spaces and requires enhanced measures for naturalized approaches for managing stormwater on development sites; and
- Supports the achievement of complete communities and reducing the dependence on automobiles.

## Official Plan

The City's Urban Structure (Map 2) directs growth and change within a framework of *Centres, Avenues, Employment Areas*, as well as the *Downtown and Central Waterfront*. A large portion of the Keele Finch area, east of Keele Street, is an *Employment Area* and is required to be maintained for employment and economic activities.

While Map 2 does not identify the Keele Finch area as a *Centre* or *Avenue* that is planned to accommodate the City's highest levels of growth, Section 2.2: Structuring Growth In the City: Integrating Land Use and Transportation, indicates that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Map 4 and 5 of the Official Plan identify existing and planned transit corridors within the Keele Finch area. Two transit corridors are identified on Map 4 of the Official Plan that intersect in the Keele Finch area. The extension of the Line 1 subway and Finch West Subway Station represents one of these corridors, and the future Finch West LRT achieves the intent of the other.

Map 3 in the Official Plan shows right-of-way widths of existing Major Streets. Finch Avenue West and Keele Street south of Finch Avenue West are identified as having a 36 metre right-of-way width. North of Finch Avenue West, Keele Street is identified as having a right-of-way width of 45 metres or greater. Right-of-way widths for other streets in the Keele Finch area, such as Tangiers Road, are also identified in Schedule 1 and new street links are identified in Schedule 2. The majority of the streets in the Keele Finch area in Schedule 1 are identified as having a 27 metre right-of-way. Sentinel Road north of the Finch Avenue West is identified as having a 33 metre right-of-way.

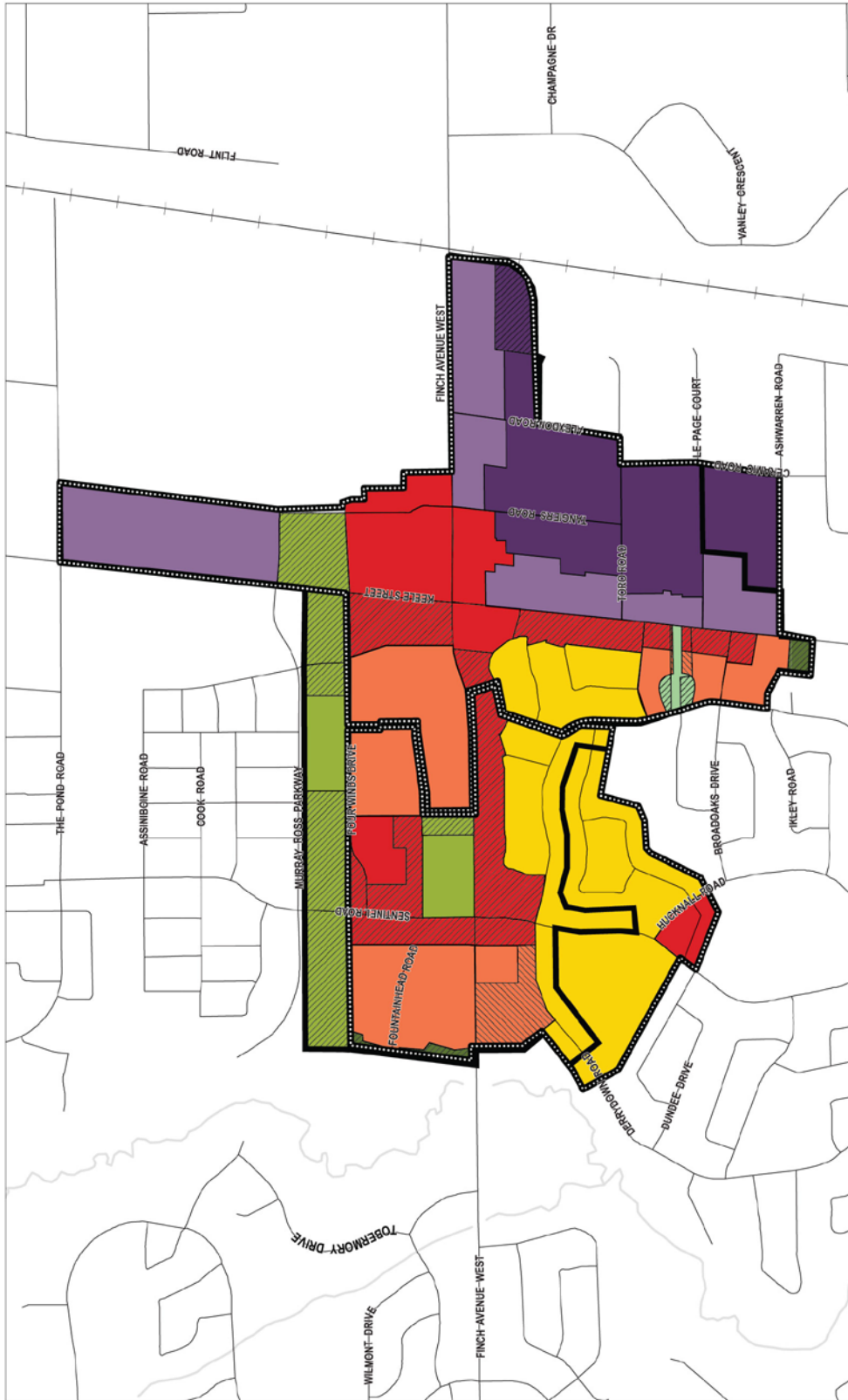
Section 2.3.1, Healthy Neighbourhoods, addresses priority neighbourhoods like the Keele Finch area and identify that revitalization strategies will be prepared that address a range of matters, including improving local parks and community services and facilities, improving the public realm, and identifying opportunities to build a range of new housing.

Section 3.1 provides policy direction related to the built environment, and addresses the public realm and built form. The Official Plan recognizes the importance of good urban design in building a successful city and strives to ensure that the best possible development choices are made. Beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings are a key shared asset. Official Plan Amendments 479 (Public Realm) and 480 (Urban Design), recently came into force and strengthen the existing policies and provide greater clarity through new policies that describe the public realm, built form and built form types.

Policies that identify permitted uses and that further guide growth and change are also set out through land use designations in Chapter 4 of the Official Plan. Some land use designations emphasize compatible infill development (*Neighbourhoods* and *Apartment Neighbourhoods*), whereas others support growth (*Mixed Use Areas* and *Employment Areas*). The Keele Finch area's existing land use designations are identified on Map 16 and shown on the following page. They include *Neighbourhoods*, *Apartment Neighbourhoods*, *Mixed Use Areas*, *General* and *Core Employment Areas*, and *Parks* and *Other Open Spaces* designated lands. The Finch Hydro Corridor in the area is generally designated *Utility Corridors* with the exception of the allotment gardens which are designated *Parks*. For illustrative purposes only, a plan showing the final land use designations across the area and areas subject to the proposed redesignations is shown in Attachment 8.

Section 5.2.1 provides policy direction for the creation of Secondary Plans. Secondary Plans provide local development policies with the intent of setting the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Official Plan's objectives. Secondary Plans are to be prepared for areas, in consultation with the community, with large areas of vacant or underutilized lands or that are targeted for major public or private investment, among others. Secondary Plans are to promote the desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbourhood districts. Policy 5.2.1.4 identifies the matters that are to be addressed in Secondary Plans.

# Attachment 8: Illustrative Plan Showing Proposed and Existing Land Use Designations



Note: This map is for illustrative purposes only



Transit Station Area Delineations  
Secondary Plan Boundary

Neighbourhoods  
Apartment Neighbourhoods  
Mixed Use Areas  
Natural Areas

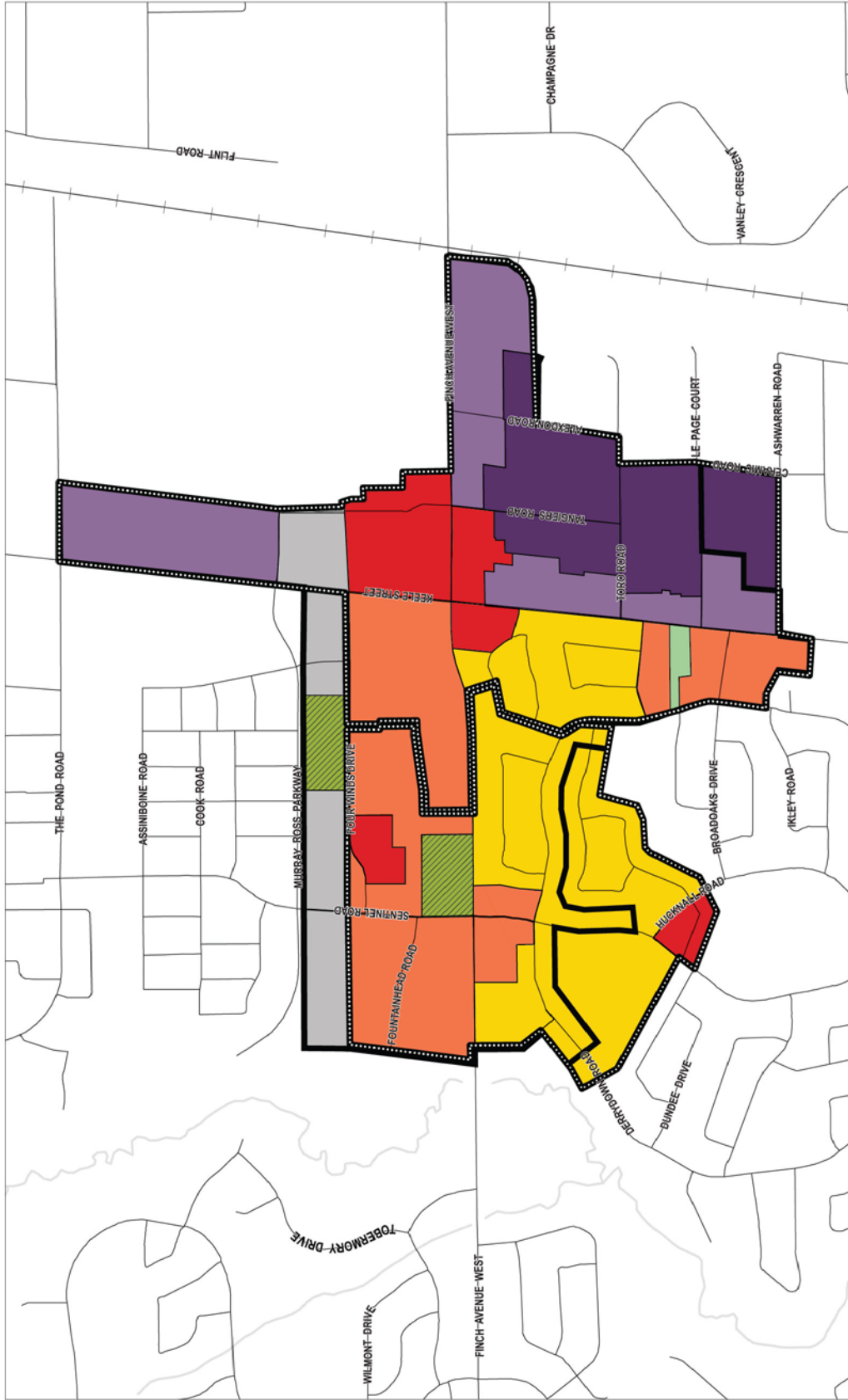
Parks  
Other Open Spaces  
General Employment Areas  
Core Employment Areas

Proposed Redesignations

## Attachment 7

Official Plan Map 16 Land Use - Existing and Proposed Land Use Designations

Not to Scale  
February 2020



Note: This map is an extraction from the Land Use Plan. For current information refer to the Official Plan



# Official Plan Land Use Plan

Keele Finch Plus - Map 16 Existing Land Use Designations

- Transit Station Area Delineations
- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks
- Other Open Spaces
- General Employment Areas
- Core Employment Areas
- Utility Corridors

Not to Scale  
February 2020

## **Attachment 9: Summary of Public Comments from the November 9, 2020 Community Information Session and Related Survey**

Provided separately as a PDF and posted under the Agenda Item for Planning and Housing Committee's December 8, 2020 meeting.