

PH19.1 - Attachment 5

Attachment 5: Online Survey of Draft Official Plan Amendments – Summary of Comments

On January 23, 2020, draft Official Plan Amendments (OPA) for the Secondary Plan and protected major transit station areas (PMTSA) were posted online for public review and comment. There was a two-week commenting period (January 23, 2020 to February 6, 2020). The posting included an online survey that asked:

- What do you like about the Official Plan Amendments?
- What would change about the Amendments?
- Do you have any other comments?

A total of 18 responses were received for the Secondary Plan OPA, and two responses were received for the PMTSA OPA. Additionally, four letters were received from area land owners and stakeholders. The responses from the online survey are attached. Feedback received from the submitted letters is summarized below:

- Concerns with the permission for residential and sensitive uses in proximity to the Fuel Terminals and a request to change the Mixed Use Areas A designation east of Keele Street to Mixed Use Areas B on the basis of conformity with provincial policies and plans and a review of the WSP noise, air quality and safety study
- Concerns with the extension of the Tangiers Road extension as currently identified in the Official Plan. The current planned expansion could make it more difficult to expand existing uses
- A concern with the requirement for noise, air quality or other environmental studies for new medium or heavy industrial operations
- Concerns with setback requirements for development being based on existing fuel storage tanks as opposed to the lot line
- A request for a policy to be included that speaks to the importance of the existing employment uses in the area, and clear direction with respect to protecting the viability and function of existing employment uses and allowing them to grow
- A request to have the 20-metre landscape buffer for 1270 Finch Avenue West to be wholly located within the 1270 Finch Avenue West property boundary.
- A concern about the lack of a background report or explanation related to the draft PMTSA OPA and prematurity in light of the City's MRC work program
- Justification is needed for the minimum population and employment density targets since the proposed targets are using the Growth Plan minimum targets
- May not be sufficient to rely on the City's Official Plan's land use designations since the Minister is the approval authority and the proposed policy refers to the Secondary Plan land use which is intended to be approved by City Council which could circumvent the Minister's role
- Concerns with the proposed height limit of 25 metres proposed in the Catford Neighbourhood District fails to "optimize" the potential the lands in that they fail to, at the very least, take advantage of the planned right-of-way width of Keele Street at 36 metres, and would therefore not meet the full potential of a midrise building
- Concerns that there is no compelling reason for not adopting a consistent depth for the proposed land use designations along the west side of Keele Street

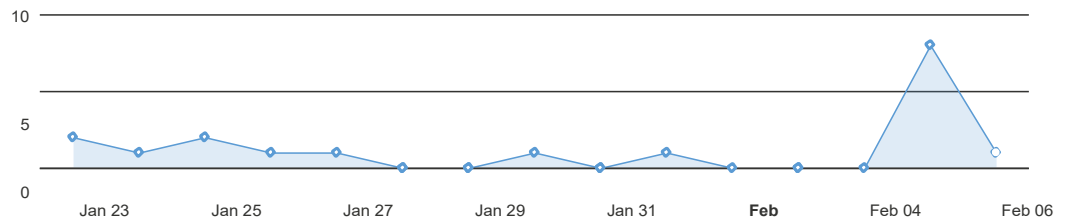
- Concerns with the spatial extent of this Other Open Space designation with a larger “flare” in land area as we move from east to west in the Catford Neighbourhood District which is significantly larger approaching Derrydown Road than the current designation
- Retail required areas in the Catford Neighbourhood District should be amended to only be encouraged given the presence of large format retailers in the immediate vicinity
- Specific clarification be included in the Keele Finch Node policies confirming the opportunity to include residential uses in a mixed-use built form which is viewed paramount to create the intended ‘hub of activity’ within this node and application of the Mixed Use Area A designation across the Mixed Use designated lands east of Keele Street on the south side of Finch Avenue West
- Clarification on whether medical office uses are considered office uses
- More direction is needed for what is to be addressed in an Air Quality Assessment and clarification of evacuation plans
- Suggestions to revise Policy 4.3.3 to provide more flexibility to permit a mix of small and larger scale retail units along Finch. Other uses, such as places of amusement, eating establishments and offices, aside from retail would satisfy the intent of activating the streetscape
- Concerns with the proposed right-of-way widening of Finch Avenue West
- Support for the inclusion of proposed Policy 5.3.2 which provides that the size, location and shape of new parks and open spaces should be determined through a development review process
- Clarification with regard to the interpretation of proposed Policy 5.3.3(b) which provides that a new park east of Keele Street and south of Finch Avenue West will be visible from but not front on major streets
- Clarification on whether further right-of-way widenings on Tangiers Road are needed
- Request for credit associated with the provision of any privately-owned publicly-accessible open spaces (PoPs)
- Concerns with the requirement that all new public streets have a 20-metre right-of-way width
- Support the implementation of alternative parking rates within the area
- Suggestions to revise policies regarding shadow impacts (such as 7.1.4 and 7.1.8(b)) to permit tall buildings and to revise the statement that the dominant building type will be mid-rise
- Clarification on setbacks and when buildings are able to encroach in the setbacks
- Suggestion to change the definition of mid-rise buildings to reflect the ROW width of adjacent streets and clarification on what would an acceptable protusion into the angular plane consist of
- Base building height should be revised to be the greater of 7 storeys or 80% of the right-of-way
- Clarification on why the separation distance between tall buildings is 30 metres and not 25 metres
- Concerns with maximum height limits and specifically whether there is a need for maximum heights
- Concerns with requirements for 2- and 3-bedroom units

Keele Finch Secondary Plan – Online Survey Responses

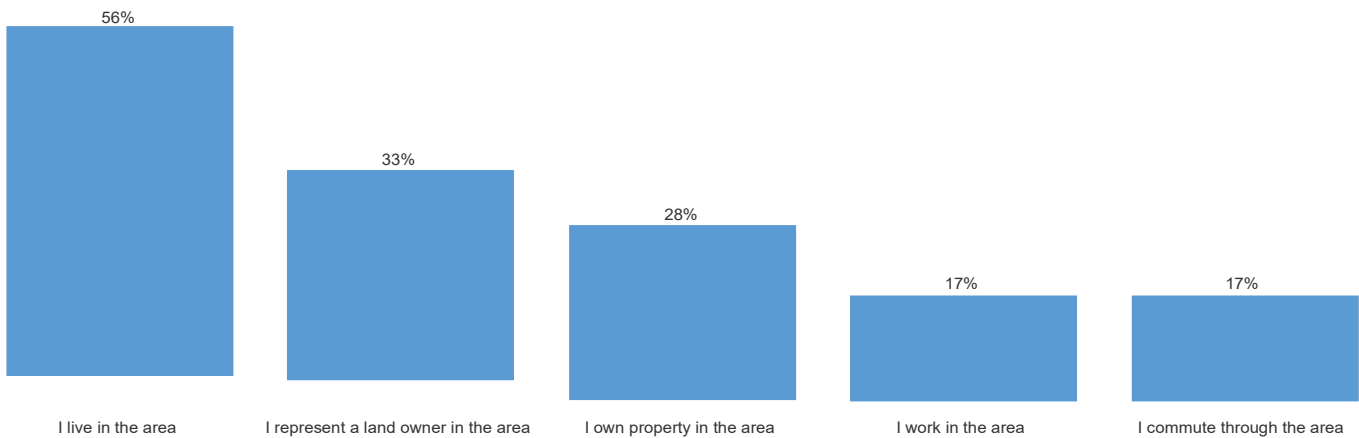
Respondents



Response timeline



Please select the description that best describes your relationship with the Keele Finch area. Select all that apply.



What do you like about the Keele Finch Secondary Plan?

- I approve of the use of land and density
- Better greener spaces. Easy access and safe to subway stations.
- Considers redevelopment opportunities
- Good for the local community in the long run.
- Focus on parks, open spaces and natural areas.
- I like that there is revitalization in the area
- It great that the city is looking at planning our area for revitalization. I like that Finch avenue is being planned to have uses rather than backyards of homes.
- I like it that the area will be updated
- The city is putting effort to redevelop our area, as it has been in de line for a long while.
- The Keele Finch Secondary Plan has set the correct course in directing a vision for “Growing with Transit”, and emphasizes the importance of leveraging investments in higher-order transit infrastructure to enable intensification, development and city-building opportunities, and increasing transit ridership. This is important for the City’s future growth in accommodating a growing population through compact development, reducing reliance on private vehicles, and ensuring land fully utilizes and optimizes transit investment.

- It will help clean up the area
- I like the idea that properly planned construction could rejuvenate the area, but I was only recently informed of the plan and would like to have it broken down more simply. There is a lot of information to absorb.

What would you change about the Keele Finch Secondary Plan?

- More commercial areas and restaurant locations at keele and finch corner
- NA
- Provide for much more height/intensification around the nodes (subway stops)
- dont place new streets into existing single detached neighborhoods. people will drive through small streets to avoid traffic
- Construction disruption. Noise pollution and air pollution.
- I am mainly concerned about too much intensification and new development at the Finch Sentinel node unless air rights above the new station are being taken into consideration. Next, more info is needed: 1) RE Fountainhead Apartment Neighbourhood is a tower-in-the-park neighbourhood adjacent to Black Creek Valley that has a green landscape character and forested setting with a robust, mature tree canopy providing opportunities to connect with nature: Do not know what 'tower-in-the-park' means. What is meant by 'passive' recreation? Also, trees have already been removed or are planned to be removed (and furthermore, the trees that have been removed were not replanted elsewhere as promised). How is this in keeping with maintaining the green landscape character and forested setting? 2) RE New infill buildings will generally be sited where existing surface parking is located: The Plan does not make it clear what existing surface parking 3) RE University City/Four Winds Apartment Neighbourhood is a tower-in-the-park neighbourhood that dates to the late 1960s. It has a series of pavilion-style apartment buildings at regular intervals with interspersed open spaces and townhouses generally to the south that are oriented perpendicular to the towers frame private walkway connections. Modest infill development generally in a mid-rise form in underutilized spaces and redevelopment of existing low-rise buildings may be permitted where street edges and public access are improved: Does this mean there will be new development inside of University City? Does this mean that existing buildings and townhouses in University City will be torn down and replaced with in-fill? 4) RE PG 17: 5.1.4 Sentinel Road north of Finch Avenue West is a green gateway street into York University. The street will be designed and improved: Will there be traffic lights introduced at the intersection of Sentinel and Four Winds Drive? Will the intensification developed on Sentinel towards York campus result in any of the tall rental buildings being removed from the west side of Sentinel between Finch Ave West and Four Winds? Will any private properties in the targeted neighbourhood be expropriated? 5) RE PG 39 8. Housing Residential development will result in a complete and inclusive community through a range of housing opportunities: What is meant by 'inclusive'? There seems to be no reference made to the AODA in the Secondary Plan. How will AODA compliance be assured? 7) RE City is unable to adequately secure or provide the required infrastructure to support the use and/or intensity of a proposed development, the development may not be permitted: When will it be known if the City's infrastructure is adequate or not? There is also no mention in the Plan regarding the need for new public and Catholic schools to be built given the intensification that is planned.
- More areas for community events, It looks like the school will be removed. I'm not sure that the road through the park is a good idea. I would like to get more info about that.
- some of the areas have buildings and condos already on land, I don't see how things will change as it wont be feasible or even possible to redevelop this sites. The plan should concentrate on identifying areas that are able to be developed in the near future.
- Make provisions for larger retail stores restaurants to come to the area
- The current prescribed maximum building heights and considerable building setback requirements needs to be revisited. It appears that the rationale for the stipulated building height benchmarks are based on an aviation and flight path study, but these findings are different than some other aviation studies that actually recommend greater permitted building heights that would not impact the aviation operation, in particular the lands towards the western portion of the Downsview Airport runway. The additional height zones also appear to be disproportionate within the Sentinel Node, and the allowed heights, together with the

additional extra height provisions are still below some of the existing apartment zones that are 23 storeys in height, translating to approximately 64.4m in height if each floor is calculate at 2.8m per floor. The point is these prescribed height limits should be backed with clear data support (such as servicing report indicating the capacity) if the Keele Finch Secondary Plan does indeed suggest the maximum heights are based on ensuring that development does not exceed infrastructure capacity. We do not want to create a grand Keele Finch Secondary Plan vision that cannot attract investment to support and optimize the already heavily invested transit infrastructure due to overly restrictive policies, including restricting height and density that will protect and benefit established residents' interest but prevent opportunities for new families to enter into the market and live within the community. The Keele Finch Secondary Plan has tremendous opportunity to foster a transit oriented community setting with existing Subway Stations supported with the future Finch West LRT transit, and it is crucial that the Secondary Plan guides and promote intensification and innovation, and not put out progress by implementing a plan that is difficult and unrealistic to execute. The Keele Finch Secondary Plan should main its grand vision of "Growing with Transit" by ensuring its policies actually help achieve this goal by promoting transit oriented density, and by allowing more readily available lands to have more flexibility and opportunity for development.

- More park lands
- It's not that i would change the plan. I feel more community discussion would help me understand it and decide what I like or don't like about it.

Do you have any other comments?

- Make cibc and the plaza on the south side of finch have a better curb appeal. They are now outdated and should be renovated to beautify the intersection
- No.
- same as before - need to consider additional heights/intensification at the subway nodes.
- thanks
- What Section 37 funds are anticipated? How will they be spent? 2) Will there be on-leash or off-leash dog parks incorporated into the Plan? 3) What changes will there be to the Hydro corridor north of Four Winds Drive, to the east of Sentinel, south of Murray Ross Parkway and west of Keele Street? 4) Funding for the project is provided by the Province of Ontario and the Government of Canada. The Province of Ontario has committed \$1.2 billion to the project, which includes \$333 million in federal funding <http://www.metrolinx.com/en/greaterregion/projects/docs/finchwest/Updated-Finch-Project-Backgrounder-DECEMBER.pdf> : Has the budget for this project changed?
- I would hope that there is more public input in the plan with are residents and Condo boards. My Condo board was NOT involved in any meetings with the city. I need more info to have an idea about how a road through the park will affect my situation. Really need more public input, most of my neighbours have no idea of what is planned.
- Before such a plan is in effect, it would be best if more area residents were aware of what is going on. I only heard of these plans by word of mouth, most people I speak to have no idea of what is going on, furthermore most people think that they do not have any choice or say on what the city decides.
- I was only recently made aware of the plans for the area. I think the city has an obligation to work with the area residents before approving any plans.
- The city has done tremendous work in drafting up this Keele Finch Secondary Plan, but feasibility of the policies should be considered, and should be based on a data driven approach to assess what this district can do to maxmize growth efficiently and sustainably for the City. The City is facing substantial challenges with lack of housing, and the Keele Finch Secondary Plan presents a prime opportunity to fill in this gap with heavily invested transit investment that can cater to a range of people and income levels while reducing dependency on automobiles. Compact, higher density is necessary for all Major Transit Station Areas, but if the Secondary Plan restricts density and building height rather than encouraging lands to be fully utilized and optimized, it will be utilizing the substantial transit investments ineffectively. The Secondary Plan should also address how the Community Benefits Charge will come into play with Section 37 being phased out.
- ensure that new buildings have affordable rents. Have area residents more involved in this process to

make these changes

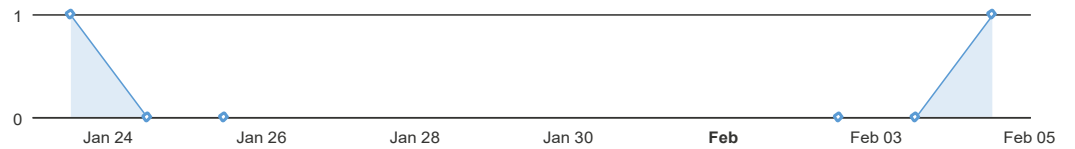
- I have lived in the area for almost 40 years and i have seen a lot of changes in that time. I would like the community to be more involved in any future changes. Besides myself, many of my neighbours are not bery aware of what this plan means for our area. More discussion is needed.

Protected Major Transit Station Areas

Respondents



Response timeline



N 2

What do you like about the Protected Major Transit Station Areas?

- Provide for intensification opportunities
- It provides clear direction that Major Transit Station Areas should collectively achieve a minimum density to support the transit investments. Although obvious, it is important to reiterate to remind its importance within the City and transitioning our car-based mobility network into a transit oriented city.

What would you change about the Protected Major Transit Station Areas?

- allow for much higher heights and intensification
- More emphasis should be made on the importance to fully utilize and optimize lands within a Major Transit Station Area, as this is important to ensure that the significant transit investments are being maximized and efficiently utilized.

Do you have any other comments?

- same as before
- For Major Transit Station Areas, if substantial stable neighbourhoods are within the 500-800m radius, the required minimum density per hectare should be allowed to be redistributed to other properties that have the capacity to accommodate additional density to not lose efficiency within a MTSA zone due to lack of develop-ability within these stable neighbourhood zone. The City is growing and priority must be made to providing more housing quickly, particularly at locations (i.e. MTSA) that are transit supportive.