

Keele Finch Official Plan Amendments:

November 9, 2020 Community Information Session and Online Survey

Consultation Summary

This report is not intended to provide a verbatim transcript of the meeting, but instead provides a high level summary of participant feedback.

If you have any questions after reviewing this summary and the appendix, please contact Matt Armstrong, Planner, Strategic Initiatives, City of Toronto at matt.armstrong@toronto.ca or 416-392-3521.

Community Information Session – November 9, 2020

On November 9, 2020, the City of Toronto hosted a **Community Information Session** online using Webex software. Attendees could join using an internet-connected device, such as a computer or smartphone, or could call in using a traditional telephone. This was the 5th public meeting of the Keele Finch Plus Study. Over 100 people attended the meeting.

The purpose of the meeting was to:

- Provide an overview of the Keele Finch Plus Study, including its purpose, how it evolved, and how public input was considered and/or incorporated;
- To walk through two proposed Official Plan Amendments for the Keele-Finch area (the results of the Keele Finch Plus Study) to ensure a good understanding of what the Plans do;
- To review the proposed building heights so that the public understood the intent and purpose of different building types, and the proposed maximum building heights with the Downsview Airport, and a scenario where the Downsview Airport no longer limits heights;
- Respond to questions and document comments about the proposed Plans; and
- To promote awareness and understanding of the two proposed Official Plan Amendments and their implications for the Keele-Finch area.

In addition to the Community Information Session, an **online survey** was made available to all attendees who provided an email address. The survey was also posted on the project website, and sent to the dedicated email list (which contained over 400 subscribers at the time). A total of 26 completed surveys were received.

This consultation summary provides a summary of the Community Information Session and survey.

Promotions

A four page flyer which explained the purpose of the meeting, basic contents of the Official Plan Amendments, and Community Information Session details was mailed to all addresses roughly between Tobermory Drive/Black Creek in the west, The Pond Road in the north, the rail corridor in the east, and

Grandravine Drive in the south. The flyer was also mailed to everyone on the interested parties list. A total of 15,780 notices were mailed out.

The dedicated study website listed the event, digital and print ads were placed in local newspapers, emails were sent from the dedicated listserv, posts were made through official City social media accounts, and word was spread through the local Councillor and centres of influence (e.g. through community groups such as the Community Action Planning Group, and through organizations such as the DUKE Heights Business Improvement Area).

Consultation Details and Summary

The Community Information Session ran from 7:00 p.m. to 9:00 p.m. on Monday, November 9, 2020. Councillor Perruzza (Humber River-Black Creek) and Councillor Pasternak (York Centre) offered introductions. City Staff gave a presentation, which included photos, maps and text, and the public were invited to ask questions and provide comments during the event. The Official Plan Amendments were made available on the front page of the project website in advance of the meeting (posted in February 2020), and paper copies were made available in the community at the Jane/Sheppard Library and Grandravine Community Centre. The public was encouraged to view the materials online. Questions and comments were also received in advance of the meeting and after the meeting.

Feedback was encouraged from participants during the Community Information Session by using the Webex software's Q&A function, or by asking a question verbally. In total, more than 30 questions were asked using the Q&A function, and several questions were asked verbally. City Staff were able to answer all questions asked over the course of the meeting.

The meeting was recorded, and a link to the recording was sent to those on the dedicated email list on Tuesday, November 10, 2020.

For more on the event itself, attendees, promotion and more details, please see Appendix A.

Summary of Comments and Questions

Feedback was received from attendees during the Community Information Session, and through the surveys received. **The following is a summary of the feedback received, grouped thematically.** Verbatim feedback from commentary received through the Q&A function of the Webex software is available below in Appendix B, and verbatim feedback from the survey is available below in Appendix C.

Overall, there was an interest in learning about the Official Plan Amendments for the Keele-Finch area. The following is a brief summary of comments and questions received:

Purpose of the area

One of the most consistent comments throughout the consultation process was a desire for the Keele-Finch area to become a destination. That was reiterated at the Community Information Session. The survey also indicated strong support for the vision and objectives of the area, and area structure policies. One survey respondent indicated that it "makes sense" to focus on the main streets of Keele

and Finch. One person expressed concern regarding how well the plan was taking into consideration the identity of the area.

Why Identify two Protected Major Transit Station Areas (PMTSAs)?

At the public meeting, a question was asked about why Staff are recommending two PMTAs. Staff responded:

- The results of the Keele Finch Plus Study were sufficiently detailed to enable advancement of the PMTSAs.
- The area is planned to meet and exceed the density targets of the Growth Plan.
- Staff heard concerns about gentrification and a PMTSA makes inclusionary zoning possible in the future (it is not currently recommended in this area).

A question about PMTSAs and "full scale revitalization" was asked. Staff responded:

- As Staff understand it, there is no requirement for full scale revitalization in a PMTSA. Density targets include consideration of both existing development to remain and redevelopment.

Connectivity

There were a couple comments about general connectivity in the survey. These included concern about traffic and a desire for a less stressful commute, and a comment about the need to bring people from neighbourhoods to the Sentinel/Finch Node.

New Streets, Street Extensions, and Changes to Existing Streets

The street north of Fountainhead Park

At the public meeting, there were a couple questions raised about the purpose of the street on the north end of Fountainhead Park, whether it reduces the size of the park, and if it would impact the amenities in the park (including the existing playground). One question was about when the idea of a street was raised during the Study. There was also concern expressed in results of the survey about the "inclusion of contentions streets".

At the public meeting, staff explained that:

- The Plan proposes to protect more of the area as parkland in the future than what is there today (much of the green space is actually owned by the school).
- The street would be located north of the park on lands that are currently park land.
- While the school site is likely to continue to be a school long into the future, it is possible that the school could sell the lands or the site could redevelop. A street is needed to service a development on this large site.
- The intent of the street is to be a shared street that is focussed on pedestrians and cyclists, and it should feel like an extension of the park.
- The street also makes it possible to have parking along it, which frees up the existing parking lot on the park site to be repurposed as more park active space.
- The street allows parcels on the north side of the park to redevelop, allowing new buildings to face and frame the park. This will allow more "eyes-on-the park", which will have the effect of making the park feel safer.

- The idea for a street on the park was identified early in the Study and has been discussed and/or shown at every public meeting back to March of 2017.

Tangiers Road

At the public meeting, concern was expressed by representatives from a fuel distribution company about the northerly extension of Tangiers Road. Staff responded that:

- The extension of Tangiers Road is in the Official Plan already (to Petrolia Road) and that this extension would come into play if the land owners choose to develop their lands.
- The purpose of the extension is to allow the Keele Street frontage to redevelop and create a good transition east-west from York University lands on the west side of Keele Street (where residential use permissions exist) to industrial facilities on the east side of Keele Street (where heavy industries exist).
- The purpose is also to allow an alternative route north-south through the employment area on the west side of the rail corridor.
- Many conversations were held with fuels companies, and Staff believed that there was support from the fuels companies regarding this extension.

From the survey, one commenter noted concern about the extension of Tangiers Road to the south. This concern was with respect to an existing operating business and place of worship. As with the above extension, the street extension is anticipated to be realized through redevelopment, and therefore does not impact existing businesses.

The Proposed New Street South-of and Parallel-to Finch Avenue West Concern was expressed by one person in the survey about this street extension in the area between Villatta Gardens and Keele Street. The concern was about infiltration of vehicles into the neighbourhood, and a suggestion was raised that this connection be for walking and cycling only.

The Proposed Street between Keele Street and Tangiers Road

A question was asked at the public meeting whether a street was required between Keele Street and Tangiers Road. Staff responded that:

- Yes, a new street is required at the northeast corner of Keele Street and Finch Avenue West.
- The purpose of this new street is to break up the large block if there was new development, to provide addresses to new (taller) buildings and to make space for a new public park.
- Staff gave the example of emergency services needing a direct address to provide a quick emergency response, as an additional reason why public streets are needed.
- The types of streets are outlined in the Secondary Plan on Map 6.

Four Winds Drive

There were questions about any plans to change Four Winds Drive and about whether there would be a left-turn lane introduced at Four Winds Drive. Staff responded that:

- The Plan does not get into detailed design of streets.
- The width of the planned streets helps inform the possibility of left turn lanes.
- The north side of the street is envisioned to have a sidewalk in the future.

Integration with Other Areas of the City

A question was raised at the meeting regarding how this Plan is integrated with other nearby Plans and other areas of the City. Staff responded that:

- Staff are working with their colleagues on these other nearby Plans, including the Finch West Goods Movement Study.
- Staff are familiar with nearby Plans and initiatives and are coordinating with their colleagues (for example, the Project Manager for the Keele-Finch Official Plan Amendments also worked on the York University Secondary Plan).

Land Use and Land Use Compatibility

Several questions were raised about land use and land use compatibility.

Land Use

A question was raised about consideration of conversion of employment areas to non-employment uses. Staff responded that consistently and throughout the Study, Staff indicated that there would be no consideration of this. Any conversions need to be considered through the Municipal Comprehensive Review process.

A question was raised about whether affordable housing would be considered east of Keele Street. Staff explained that, regardless of affordability, there is no consideration of residential uses in Employment Areas designated lands. Staff did mention that the site at the southeast corner of Keele Street and Finch Avenue West is already designated Mixed Use Areas in the Official Plan, and that site is an identified Housing Now site.

There was a question about how Provincially Significant Employment Zones (PSEZ) are integrated into the Plans. Staff responded that:

- The employment areas employ many people and is an asset in the area.
- Employment Areas are protected in the Official Plan and in Provincial Policy
- If an area is already designated Mixed Use Areas within a PSEZ, then it can permit non-employment uses, provided there are a significant number of jobs.
- It is important to protect businesses which have few other places to go in the city, and this area is one of those places (e.g. there are nearby fuels companies, chemical factories, and manufacturing businesses exist here).

There were some concerns raised in the survey about Keele Street being a dividing line between land uses, and how realistic the General Employment Areas designation is on the east side of Keele Street.

Land use compatibility

A number of concerns were raised about land use compatibility and safety in the area related to nearby industries.

A representative from a fuels company and from an organization representing fuels companies both expressed that they are not supportive of residential uses east of Keele Street. A comment was also made at the meeting from a representative from the Fuels Association that the Study was well organized and that there were many opportunities to engage and provided feedback, but that this issue remains.

Concerns were expressed about placing residential uses in locations that were perceived to be too close to the fuel operations, and that more consideration of risk and the potential result of an industrial incident needs to be factored in.

Staff responded to these concerns by stating that:

- A consultant was hired to conduct a noise, air quality, and safety assessment of the area, and that Staff are relying on that advice.
- The results of the Study indicate certain areas where residential uses can be permitted and certain areas where they should not be permitted. The Plan has incorporated this advice, and has not included residential permissions where the results of the noise, air quality, and safety assessment indicate that residential is not appropriate.
- The Plan includes land use compatibility and mitigation policies.
- The Plan includes requirements for detailed risk assessment requirements for new development.

Some people commented that the fuels distribution facilities should be decommissioned or moved. Staff responded that:

- The fuels distribution companies are important infrastructure and serve a wide area.
- That they are connected underground to pipelines, which means that they cannot easily be moved.
- That we need a Plan for growth that works with these facilities to ensure that they can continue to operate into the future.

Goods Movement

There were comments about goods movement and about truck movement. Some respondents want to see trucks moving away from residential areas. There was concern about heavy trucks related to pedestrian safety. There was also concern that streets need to be sufficiently wide to ensure that trucks could continue to be accommodated.

Business Support and Incentives

Questions were raised at the public meeting regarding whether there were incentives from the City to realize the objectives of the Plan. There were also concerns raised about consideration for businesses in a post-COVID world. Staff responded that:

- It is a tough time for many people and businesses, and we need to work together to get through these challenges.
- There are existing incentives that the City offers, including business support through Economic Development Division, and incentives such as the Imagination Manufacturing, Innovation and Technology (IMIT) program remain in place.
- There are no additional incentives included in the Plans.
- The extent of impacts from COVID on businesses are not yet known, but the Plan does offer a myriad of different options for business locations, and the land uses include a variety of potential uses, which may allow businesses to 'pivot' as challenges emerge.
- This is not the first pandemic that the world has seen and cities are resilient.

There was also a question at the meeting and comments in the survey about ensuring that existing businesses can continue to operate. At the meeting, staff responded that:

- Existing uses, whether desired in the Plan or not, will continue to be permitted to operate. However, if a use is not permitted by the Plan and the owner of the land wants to develop, then that new development will be expected to comply with the Plan or submit an application for an Amendment.
- Where changes in zoning result in a use no longer being in conformity with the zoning, then that use is considered "legal non-conforming", and there are provisions which allow businesses in those situations to continue to operate.

Green Space and Urban Agriculture

There was a question at the public meeting about whether the green space between Sentinel Road and the high school would remain as green space. Staff responded that:

- The high school lands are not within the jurisdiction of Parks, Forestry and Recreation, so they could develop. However, the Plan protects more the green space eastward than is protected today.
- Staff agree that open space should be protected for community use.

There was also a comment that the Plan should include more urban agriculture. Staff responded that the Plan makes that possible, particularly in the hydro corridor where the Plan designates that area as park space.

Safety Concerns related to Crime

There was a question about policing at the public meeting and whether the police had been involved in the development of the Plans. Staff responded that the police are circulated on development applications, and that they have their own plans for service. In other words, the police will be aware in advance of growth in the area and will need to plan for that growth. Staff further responded that Crime Prevention Through Environmental Design (CPTED) was considered in the development of the Plans to assist in ensuring safe and comfortable areas.

In addition to the above, there were concerns raised in the survey comments about the need for more lighting, more police service, and the concern about adding more streets due to the potential for drive-by shootings.

Density

There were a couple comments in the survey that there should be more density near to Keele and Finch, though this should only be permitted if it can be serviced and if the buildings are "architecturally pleasing".

Architecture / Building Design

Comments in the survey indicate that there should be more specific guidance on the design of buildings, and that buildings should create identity. There were suggestions on form and on building materials (e.g. brick).

The survey also asked what elements are important with respect to building design and heights. Respondents were strongly supportive of:

- maintaining sufficient distance between buildings;
- compatibility with design and orientation of existing buildings;
- maintaining open space; and
- greater setbacks from base to podium.

Building Heights

There was some interest in the community about building heights. There was a single question asked about heights at the Community Information Session. That question was about where to find heights in the Plan, which was answered by Staff. There was concern expressed about migratory birds, and Staff responded that the City of Toronto has Bird Friendly Guidelines which will apply to buildings in the area.

The survey included questions about building heights and there were several comments about height in the survey. The survey asked respondents to weigh in on factors which are most important when thinking about buildings heights. There was strong support for:

- having tall buildings identify and contribute to creating a destination;
- a mix of building types;
- ensuring services (hard and soft) can support tall buildings and their occupants;

- maintaining distances between towers;
- transition from tall buildings to lower scale buildings; and
- compatibility with existing buildings.

There was general support for the heights in the Plan, though that support was not universal. One comment indicated there should be no height restrictions (to allow buildings to be built in response to the public transit investment), while one other person commented that heights "do not fit into the area". Other feedback received from the survey included:

- there should be a variety of heights for visual interest;
- mid-rise buildings may be more family friendly and an alternative to tall buildings;
- if Downsview airport is gone, there should be more tall buildings;
- there needs to be better transition from the Sentinel Node to low-rise areas;
- heights at Sentinel should not be taller than the buildings already there; and
- adding new tall buildings could give the area a much needed facelift.

Station Integration with Development and Air Rights

There were comments and questions from the public about building over the transit stations and about air rights at the meeting. Staff responded that the Plan supports buildings over the transit stations, but that air-rights transfer (e.g. density transfers) are not part of the Plans.

Community Services and Facilities

There were comments from the public at the meeting and in the survey regarding community services and facilities. Concerns were raised about the impact of development on the ability of community services and facilities to support the population. Staff responded that the Plan identifies community services and facilities needs that were identified through the Keele Finch Plus Study, and that development growth would contribute to the provision of community services and facilities ("growth pays for growth"). There was also a comment in the survey that more community centres are needed.

Other Comments

- There was a question at the Community Information Session about the cost of the Plans. Staff responded that for the most part, "growth pays for growth" and gave the example of the current development application at 1285 Finch Avenue West where the developer is proposing new buildings and proposing to convey a new street and park (identified in the Plans). Staff mentioned that there will be some exceptions, such as the westward extension of Murray Ross Parkway, which will require additional study in the future if there is sufficient development to warrant this street extension.
- There was a comment in the survey that the encouragement of new investment in the area was positive.

Appendix A: Community Information Session Details

Date, time and location of consultation: Monday November 9, 2020 between 7:00 p.m. to 9:00 p.m., online using Webex software (online or telephone-in options were available).

Format: Information Session format using Webex software (i.e. a virtual meeting), opened with introductions by Councillors Perruzza and Pasternak, and a presentation by City Staff of approximately 45 minutes. There was an open Questions and Answers box, and attendees could 'raise their hands' digitally to request to speak.

Materials: The two Official Plan Amendments were posted online in February of 2020 on the front page of the dedicated website, as well as internal to the site. Paper copies of the Plans were also made available at the Jane/Sheppard Library and at the Grandravine Community Centre two weeks in advance of the meeting date.

Promotions: Two newspaper ads: 1) North York Mirror on Thursday October 22, 2020 in print and 2) Downsview Advocate online from Monday October 26, 2020 to Monday November 9, 2020, and through electronic means (email listserv, website post, Facebook and Twitter posts). A four page flyer was mailed out to all addresses roughly within an area bounded by Tobermory Drive/Black Creek, The Pond Road, the CN Rail Corridor, and Grandravine Drive. The flyer was also mailed to all addresses on the interested parties list. A dedicated website was set up for the Study and contained event details. An email was sent on October 26, 2020 to the Keele Finch Plus listerv containing over 400 subscribers in advance of the event. A reminder email was also sent on the day of the event. Social media were used for promotion through City of Toronto official accounts (e.g. @CityPlanTO on Twitter). Promotion through Councillor Perruzza's office and through Councillor Pasternak's office.

Feedback opportunities: Staff covering many disciplines, including Transportation Planning, Urban Design and Community Planning, as well as Staff from the Transportation Services and Parks, Forestry and Recreation Divisions were present to take questions and to collect feedback. Staff encouraged attendees to also write in, email or call Staff if they wanted an additional opportunity to engage.

Reach: There were 122 unique attendees according to the Webex software to the event on November 9, 2020. It is possible that some of the sign-ins were viewed by multiple viewers (e.g. couples or families), meaning that the number of attendees may be higher. There were 4,601 Twitter impressions and 212 engagements from the @CityPlanTo twitter account about the event.

Comments received: Comments were received by Staff, emails received, and notes, comment sheets and phone calls. Over 40 questions were asked during the event.

Appendix B: Verbatim Comments from the Community Information Session Q&A Function

Q&A Session for Official Plan Amendments for the Keele Finch Area

Note that email addresses and names of attendees have been removed.

Session number: 1331782938

Date: November 9, 2020

Starting time: 6:29 PM

- 6:57 PM

Q: Hi there

Priority: N/A-

7:03 PM

Q: how many members of the public are currently present?

Priority: N/A-

-Cassidy Ritz - 7:11 PM

A: There are approximately 80 members of the public-

7:11 PM

Q: thank you so much for answering my question

Priority: N/A-

7:24 PM

Q: please elaborate on the process to get involved around inclusionary zoning for members of the public

Priority: N/A-

-Cassidy Ritz - 7:30 PM

A: Information on Inclusionary Zoning is available here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/inclusionary-zoning-policy/>. There is a final Virtual Public meeting tomorrow (November 10th). -

7:27 PM

Q: does growth & change here refer to land value?

Priority: N/A-

-Cassidy Ritz - 7:32 PM

A: From a planning perspective, growth and change refers to redevelopment and intensification-

7:33 PM

Q: Is there a plan for extending the LRT beyond Keele, to possibly link up with the Yonge Subway line at Yonge St?

Priority: N/A-

-Cassidy Ritz - 7:34 PM

A: No. There are currently no plans to extend the LRT to Yonge-

-7:34 PM

Q: I will be interested in knowing the impact of this future growth and development on our police and fire services.

Priority: N/A-

7:37 PM

Q: I will also be interested in understanding more about Fountainhead Park. What I read stated that there will be a new local street to the north of Fountainhead Park. Where is this exactly? Would it be within the parameters of the existing Park? This leads t

Priority: N/A-

7:39 PM

Q: I am also interested in understanding better what could happen to Four Winds Drive. What is the expected impact of this Plan on Four Winds Drive. I assume this will be addressed this evening. Thank you.

Priority: N/A-

7:39 PM

Q: what does a "fine grain" of streets mean?

Priority: N/A-

-Philip Parker - 7:47 PM

A: Finer-grain streets mean a network of streets that is more walkable, generally with smaller blocks and intersections that are closer together to allow for greater walkability and more direct pedestrian access.-

7:41 PM

Q: Is there an opportunity to provide more comments outside of this session?

Priority: N/A-

-Cassidy Ritz - 7:49 PM

A: Yes. Matt will be providing details of how you can provide additional feedback-

7:43 PM

Q: Is there a plan for managing the petroleum storage lands as part of this planning process?

Priority: N/A-

8:45 PM

Q: Before any tax monies go towards this project what is the council and the police going to do to ensure we don't have a shootout that could easily come into the keele/finch area?

Priority: N/A-

7:45 PM

Q: Is a public road planned north of Finch Ave, between Keele St. and Tangiers?

Priority: N/A-

7:49 PM

Q: matt referred to reducing block size east of keele, does that mean new streets are considered, if so, is there a proposed map for this?

Priority: N/A-

7:49 PM

Q: thank you

Priority: N/A-

7:49 PM

Q: Does the Plan take air rights above the subway station and/or LRT station into account?

Priority: N/A-

7:55 PM

Q: Has this Plan been costed out at all? Are the various stages and elements of this plan broken down and available to the public?

Priority: N/A-

7:58 PM

Q: Is the new street and townhouses to the North of Fountainhead Park on what is park land now:?

Priority: N/A-

7:59 PM

Q: How does this revitalized plan for Fountainhead Park (that you just showed) affect the newly built playground in Fountainhead Park? Also, how does this affect the community tennis club? What impact is there on the local Catholic school?

Priority: N/A-

7:59 PM

Q: Will the planned but unbuilt road north of and behind of James Cardinal Mquigan Secondary school affect the ability for the school to be potentially redeveloped in any way?

Priority: N/A-

8:00 PM

Q: I would like to ask a verbal question.

Priority: N/A-

8:01 PM

Q: How is this development plan linkng up with development of neighboring areas (in particular the industrial area east of Keele and the Jane/finch neighborhood)?

Priority: N/A-

- 8:01 PM

Q: To be honest, this is scary. I understand that this was not intended to be a consultation session but I am seeing information that is unfamiliar to me and I've been involved all along. Janis Jaffe-White

Priority: N/A-

8:01 PM

Q: Is there opportunity for true affordable housing or is this a gentrification plan. (Inclusionary Zoning is not true affordable housing)

Priority: N/A-

8:01 PM

Q: What degree of non compliant uses are allowed to expand?

Priority: N/A-

8:02 PM

Q: Where can I find the proposed building heights before airport closure, and proposed building heights after airport closure?

Priority: N/A-

-Cassidy Ritz - 8:06 PM

A: The Secondary Plan can be found on the landing page of www.toronto.ca/keelefinchplus. Building heights with the airport are on Map 9. Building heights without the airport are included in Policy 7.3.6-

8:07 PM

Q: Could you please admit me back into the meeting? Thanks.

Priority: N/A-

8:08 PM

Q: How does the Provincial Employment Zones factor into the Keele and Finch Plus Study?

Priority: N/A-

8:09 PM

Q: is it possible to build affordable housing on keele street if the lot is zoned employment?

Priority: N/A-

-James Pasternak - 8:25 PM

A: The HousingNow site on Keele street is stalled. Please call my office if you'd like to discuss. -

8:20 PM

Q: Unfortunately, I could not join at 7pm. Is this presentation being recorded and can I view it on your website? Or failing that, will the slides be made available?

Priority: N/A-

-Cassidy Ritz - 8:20 PM

A: The slides will be posted on the website-

8:25 PM

Q: thanks

Priority: N/A-

8:29 PM

Q: is there any consideration with regards to Employment lands and the way of working in a post pandemic era? for example, with a large number of the workforce working from home or remotely, how can employment lands be thought of in a different light?

Priority: N/A-

8:31 PM

Q: Thank you!

Priority: N/A-

8:31 PM

Q: Are there any plans to develop the parkland that currently exists on the northside of Finch between Sentinel and the Catholic high school? Or will it remain as greenspace for the community?

Priority: N/A-

8:46 PM

Q: Hello. Are there any future plans to currently widen four winds dr that leads out to leading out into keele street? It is difficult for vehicles that exit the parking garage from 1 four winds dr.

Priority: N/A-

8:55 PM

Q: What principles from Vision Zero have been incorporated into this secondary plan, specifically around the neighbourhood schools?

Priority: N/A-

8:55 PM

Q: Thank you for addressing my questions. After tonight I am interested in seeing the earlier documents presented to us that shows the shared street proposal integrated into the park. I can f/u directly with you Matt. Many thanks.

Priority: N/A-

9:03 PM

Q: Is there sufficient sewer and water capacity to support the proposed densities?

Priority: N/A-

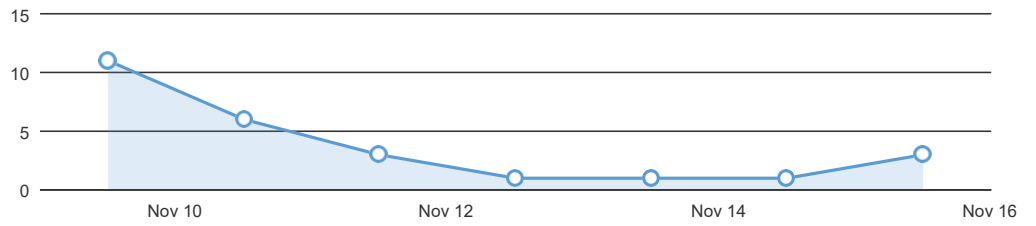
Appendix C: Results of the Survey

Keele Finch Plus Community Information Session

Respondents



Response timeline












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

Please select the description that best describes your relationship with the Keele Finch area. Select all that apply.	Count	% of responses	%
I live in the area	13		50%
I work in the area	6		23%
I go to school in the area	1		4%
I own property in the area	9		35%
I represent a land owner in the area	6		23%
I commute through the area	6		23%
Other, please specify	3		12%

What do you like or dislike about the Protected Major Transit Station Area Official Plan Amendment? (Please be specific)

- I dislike the inclusion of roads that aren't in existence that are contentious e.g. New Link 2 north of Fountainhead Park & the Tangiers extension. All potential roads (or promenades) should be distinguished differently from existing roads. I do not like the proposed density and congestion at the Keele/ Four Winds intersection: there needs to be more breathing space & gradation into the green of the hydro corridor - highrise and high density on both sides on Keele would be too abrupt and "tunnel-like"
- Makes sense that it is geographically focused on the main avenues in the area - Keele and Finch. It is confusing when you overlay these geographies with the land use designations on how one balances the policy to encourage higher densities of population and employment when it falls in an area of the secondary plan that maintains modest or low densities of either population or employment.
- It's good, but the Sentinel Station Area will need a connectivity strategy to attract people from the low-rise residential neighbourhood to use it.
- I like that the plan encourages new investment and new amenities in the area. With the plan taking several years to materialize, what I dislike is that it is not clear that there are sufficient protections in place for existing business owners to ensure that their businesses are not negatively impacted from the growth. This includes the ability to develop and evolve their business to meet unknown, unforeseen, and changing customer needs.
- I've lived and grew up in the area for over 25 years and it's nice to see change happening in this area. Mind you traffic has been chaotic these past 10 years in the area and has made many commutes going in or out to my neighbourhood a bit of a stressing matter but hopefully in the end it is all worth it.
- I dislike that there is nothing to address the decommissioning and reclamation of petroleum storage lands east of keele st. A 25-30 year long term plan should consider the competing impacts of possible reduced demand and increased risk of higher population in the area. I also dislike the maintenance of the area as an industrial corridor. I would have hoped that industrial transport would have been planned to be redirected to access the petroleum lands without passing through non-residential areas such as south down keele st., or give consideration to an exclusive commercial corridor along the rail line that could link up to steeles ave., for example. Commercial and employment lands are one thing but heavy industry risks are at odds with long term area development.
- The main planners despite the fact that they are really good at pretending to be inclusive they don't consider the questions posed by POC seriously and not straight forwardly
- NO TO THE ROAD EXTENDING TANGIERS TRUE TORO ROAD. AT 31 TORO ROAD IS THE ONLY ONE TRUCK BODYSHOP IN TORONTO AND AT THE BACK HUGE MUSLIM MOSQUE. 31 TORO ROAD FOR TORONTO IS LIKE A HERITAGE PROPERTY. THERE IS NO MORE SPACE TO SERVICE TRUCKS AND BE A FIRST RESPONDER TO PETROLIUM TRUCKS DRIVING FROM FINCH PETROLIUM TERMINAL. THIS IS ONLY HIGH END TRUCK FACILITIES IN TORONTO . ROAD HAVE TO GO AROUND.

What elements do you like most about the Keele Finch Secondary Plan?
 (Please select all that apply. Note that there are separate questions on building heights after these questions)

What elements do you like most about the Keele Finch Secondary Plan? (Please select all that apply. Note that there are separate questions on building heights after these questions)	Count	% of responses	%
Vision and Objectives	8		53%
Area Structure Policies and the concept of Nodes and Corridors	7		47%
Land Uses Proposed	7		47%
Policy directions around the Public Realm (street character, parks and opens spaces)	6		40%
Mobility policies	4		27%
Policies about how new development should look and be shaped	5		33%
Housing policies	5		33%
Community Service and Facility policies	5		33%
Other, please specify	2		13%

What would you change in the Keele Finch Secondary Plan? And why would you change it? (Please be specific)

- I would include more emphasis on pedestrians e.g. New Link 2 north of Fountainhead should be a promenade not a public road. Framing a park with road, housing and retail reduces the safety and serenity of the much needed green space. A promenade with increased lighting and emergency access would be a better solution in this area. The emphasis seems to be too much on cars. Many people who live in this area are transit users and do not drive. I do not buy the concept that vehicular streets make an area safer when we have such a high occurrence of drive-by shootings and road fatalities. There also needs to be a major rethink of how large trucks and tankers move through the area as it is currently a safety concern: add more density/retail to the equation and you have greater safety, congestion, pollution issues to consider. I understand the plan at this stage is basic, but the overall look and vision feels rather generic. I would really question how much the "identity" of the area is being embraced. We are a neighbourhood which is unique in still having green space, mature trees, promenades and urban farming. We have a very mixed demographic, as can be seen by the local Italian, West Indian, African, Indian & Chinese small-scale and family-run retail. I think the scale and vibrancy of development needs to come through more in the design vision for our unique location.
- The General Employment designation on the east side of Keele Street does not work, in my opinion, with the proposed Mixed Use designation on the west side of Keele Street, south of Finch. It's interesting that the secondary plan establishes a Mixed Use designation near the north-east quadrant of Keele and Finch that actually does not permit residential (so it is a defacto limited employment area), yet on the east side of Keele Street where it is General Employment there is no policies that could consider a wider range of use combinations that work better with the Mixed Use area on the west side AND not create conflict or impact with the Core Employment Area(s) to the east. Again, the secondary plan created TWO Core Employment Areas (A & B), yet did not provide any real 'custom' vision for the General Employment Area - other than requiring that there must be retail uses. Policies could have been considered for the General Employment Area to attract a wider range of uses that with study of mitigation measures, minimum distance separations, etc there could be a way through future rezoning processes to consider limited residential in combination with minimum employment land use requirements in addition to retail uses.
- NO RESIDENTIAL!!!!!!!!!!!!
- There is not much reference to the architectural control in newer developments. Its important that a lot od emphasis is placed on this to ensure area is developed successfully
- I would require high-quality architecture that creates character. The buildings in the concept drawings look nice, but this can only be implemented if mandated (our developers are usually cheap). Good architecture doesn't have to be very luxurious, it should just look good to the eye and create an identity for the neighbourhood (perhaps industrial, or bricks, or a main street identity). It should use colour and good materials. Also, human-scale design is an important factor in creating walkability. Also, maybe there could be a little more density around the Keele/Finch intersection? I might be wrong, I'm not sure what impacts this could have. Lastly, I think Metrolinx's Irt station (on the south side of Finch) can be integrated into a development. Perhaps this could be a policy? Thanks for considering my feedback!
- I would ensure that there are sufficient protections in place for existing businesses.
- Add more community centers
- Please remove the new street from keel to romfield/ Villata gardens. This will cause lots of people driving through out quiet streets to avoid traffic. Don't understand the n we for this street. As long as there is a path for walking and biking , which exists now, it's sufficient. Why more cars driving through housing areas?
- FINCH AND KEEL TO CLOSE TO PETROLIUM TERMINAL AND TO PUT THERE TALL BUILDING WITH A LOT OF PEOPLE IS DANGEROUS AND PLUS ROADS WONT SUPPORT THIS TALL RESIDENTIAL BUILDINGS

What is most important to you when thinking about the heights of new buildings in the area? (Check all answers you think are important)

What is most important to you when thinking about the heights of new buildings in the area? (Check all answers you think are important)	Count	% of responses
Maintaining sufficient distance between buildings	7	54%
Compatibility with design and orientation of existing buildings	7	54%
Minimizing wind and shadow impacts from development	5	38%
Maximizing new residential units including rental	3	23%
Ensuring appropriate hard (e.g. sewers and streets) and soft (e.g. day cares and parks) infrastructure	8	62%
Transitional building heights down in scale to lower-rise areas	7	54%
Having a mix of different building types (e.g. low-rise, mid-rise and tall buildings)	9	69%
Making the area more of a destination and place for people to come to	10	77%
Maintaining the landscape, open character of the apartment neighbourhood	5	38%
Building entrances that are clear to see and accessible from the street	6	46%
Other, please specify	4	31%

What do you like or dislike about the proposed building heights with the Airport in operation? (Please be specific)

- Not enough gradation of heights into the hydro corridor. Too boxy and abrupt.
- Height restrictions seems appropriate if the airport is active.
- Perhaps the towers could have greater set-backs from the podium, to make them less intrusive?
- no comment
- I dislike the height restrictions. I believe with the massive investment in the public transportation in the area, these limits don't utilize the area to the fullest, specially with no Airport to be concerned about.
- TO TALL
- NA

What do you like or dislike about the proposed building heights without the Downsview Airport in operation? (Please be specific)

- As above. Also more variety in heights of highrises would add visual interest.
- Heights could be less restrictive along Keele Street if it meets the other criteria regarding impact on adjacent areas, etc.
- I support building structures that are architecturally pleasing but also bring density to the area
- Nice mid-rise neighbourhood, might be more family-friendly and thus attractive as an alternative to our high-rise districts.
- Without airport more high rise buildings can be added. As housing is a severe problem there should be ability to expand as need arise.
- the midrise buildings are good idea
- TO TALL
- Too much height on Sentinel. There is no real transition from the corner to residential area.

Do you have any other feedback you would like to provide on the proposed minimum and maximum height limits in the Keele Finch Secondary Plan?

- A limitation in the height of the buildings in keeping with the taller buildings currently in the Sentinel/ Finch area.
- No.
- Great work 👍
- Having neighborhoods so close to the fuel tank farm is dangerous without proper shield in case of an explosion.
- As earlier mentioned, I've lived and grew up in the area. Seeing on the occasion planes landing closely was a really cool sight to see. But if newer taller buildings in the area are established, I think it will give the area a much needed facelift considering the years of construction the area has been through.
- NEED SMALLER BUILDINGS WITH WIDE ROADS BCS THIS IS NEXT TO INDUSTRIAL ZONE
- The heights do not fit into the area.