

## **Keele Finch Plus - Encouraging Growth and Community Building - Interim Report**

**Date:** June 15, 2018

**To:** North York Community Council

**From:** Director, Community Planning, North York District and Director, Strategic Initiatives, Policy & Analysis

**Wards:** Ward 8 - York West

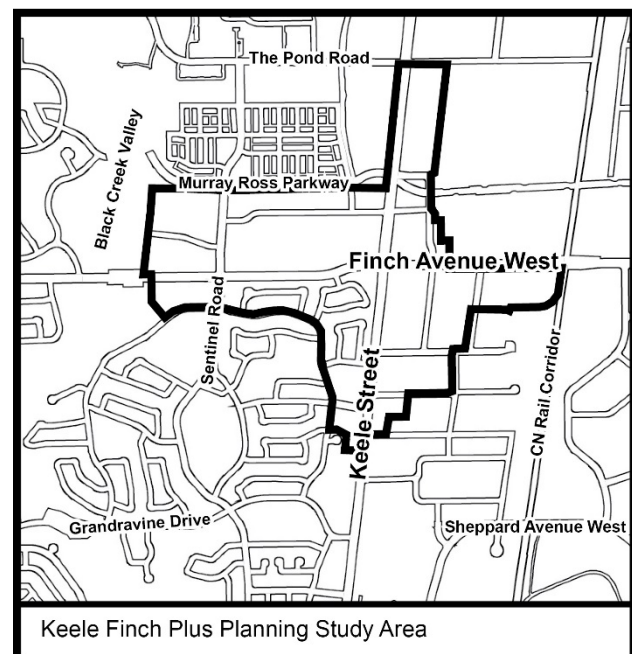
### **SUMMARY**

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The Keele Finch Plus Study is about encouraging growth, place-making and community building around transit infrastructure in northwest Toronto. The Study is a comprehensive planning exercise for the area centred around the Keele Street and Finch Avenue West intersection, which will result in an updated planning framework for the area. The Finch West subway station opened in December 2017. Metrolinx anticipates construction to begin on the Finch West Light Rail Transit (LRT) later in 2018, with completion in 2023.

Phase 1 (Study Initiation) was reported to Council in December 2016. Phase 1 consisted of taking stock of the area through research, technical assessments and public input to guide the Study. This report focusses on Phase 2 (Plans and Analysis) of the Study, which consists of two sub-phases: Developing Options and Selecting a Preferred Concept.

The options were developed based on the outcomes of Phase 1, input from transportation planning and urban design consultants, as well as through public and stakeholder input obtained through various engagement activities, including an open house and public workshop in March 2017. Principles developed through this process informed the development of the options. The principles are included in Attachment 4.



The options were developed to outline various ways that development could be shaped to respond to the emerging issues identified in Phase 1, with the intent to create a preferred concept based on the merits of each option.

Three options were developed to demonstrate how the Keele Street and Finch Avenue West area could grow and change in the future. Each option was based on these principles and a public realm concept plan. The public realm concept plan was developed to improve the transportation connections to area assets (e.g. transit stations and stops, and the Black Creek Valley), provide a wider variety of public spaces, and ensure walkable development blocks. The options included:

- Option 1 'The Stations' which concentrated intense development near transit stations or stops.
- Option 2 'Nodes and Corridors' which built on the growth nodes in Option 1 at a lesser intensity and introduced a series of development corridors along Keele Street and Finch Avenue West.
- Option 3 'Main Streets' which included an area-wide transformation with the most intense development and a goal of creating an area with sufficient density to support a series of retail main streets.

The three options were presented and discussed with the public and stakeholders at an open house and public workshop in September 2017 as well as at other events and meetings with stakeholders. Attachment 3 provides a summary of public engagement activities in Phase 2.

The three options were evaluated against the principles and criteria developed in Phase 1. Option 1 was least preferred by the public and also performed poorly from a transportation perspective. The resulting preferred concept combines aspects of options 2 and 3, along with additional modifications that respond to technical evaluation and public input.

This report presents the preferred concept, outlines directions to be incorporated into a draft Secondary Plan and recommends that additional public consultation be undertaken on the draft Secondary Plan leading to a final report.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. North York Community Council endorse the directions in Attachment 5 and concept in Attachment 6 as a basis to develop a draft Secondary Plan.
2. North York Community Council request City Planning staff to consult with the public on the draft Secondary Plan in the fourth quarter of 2018.

3. North York Community Council direct City Planning to report back with a recommended Secondary Plan in the second quarter of 2019 and hold a Statutory Public Meeting.

4. North York Community Council direct City Planning staff to utilize the directions in Attachment 5 and preferred concept in Attachment 6 in the review of development applications in the Study Area.

## **FINANCIAL IMPACT**

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There are no immediate financial implications resulting from the adoption of the recommendations contained in this report. The final outcomes of the study may have financial implications in the provision of infrastructure, such as new streets and parkland improvements. The final report will address infrastructure requirements and financial implications to the City.

## **DECISION HISTORY**

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At its meeting of December 9, 2015, City Council adopted the Finch Avenue West and Sheppard Avenue East Corridors - Planning Study Approach. This included an approach to studying the Finch Avenue West light rail transit (LRT) corridor in advance of the opening of the new transit line. The Keele Street and Finch Avenue West area was recommended to be studied first. Keele Finch Plus results from that direction.  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG8.9>

At its meeting of December 13, 2016, City Council received for information the Keele Finch Plus – Encouraging Growth and Community Building Phase 1 Report. This report included a summary of work completed in Phase 1 of the Study, including results of research, technical assessment and public input. A series of findings and emerging issues that resulted from Phase 1 work were listed in the report and guided Phase 2.  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY18.33>

## **COMMENTS**

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### **Issue Background**

The Keele Finch Plus area is located in northwest Toronto, south of York University, east of the Black Creek Valley, northwest of Downsview Airport and west of the Canadian National Rail Corridor. Part of the DUKE Heights Business Improvement area (BIA) is within the area (east of Keele Street).

Residential areas are located west of Keele Street in two main forms: a 'neighbourhood unit' development south of Finch Avenue West and a 'tower in the park' development between Finch Avenue West and the Finch Hydro Corridor.

East of Keele Street are commercial, warehouse, industrial and other uses associated with a large and important employment area. Significant heavy industries, including large fuel distribution terminals are located here. Further area context is described in Attachment 1.

The Keele Finch Plus Study is a comprehensive and strategic Planning Study initiated in 2016 to establish a planning framework for the area that leverages the transit investments that are completed or underway. The extension of the Line 1 subway was completed in December 2017 and includes the Finch West subway station, which is roughly in the centre of the Study Area. A new light rail transit line (LRT) for the Finch Avenue West corridor is planned and funded, and anticipated to begin operation in 2023. The LRT will connect underground with the Line 1 subway at Finch West station.

The aerial in Figure 1 shows the Study Area and locations of existing and planned transit infrastructure in the area. Rapid transit can help to provide better access to and from an area, and stimulate growth and change. Rapid transit alone may not trigger private sector investment, particularly in areas that have not seen significant investment in recent years. In these instances, other stimuli may be needed, including as-of-right zoning, public realm improvements, incentives, or other measures. These stimuli can be recommended or addressed through a planning study. Collectively, these stimuli in combination with rapid transit are more likely to result in growth and change than with rapid transit alone.

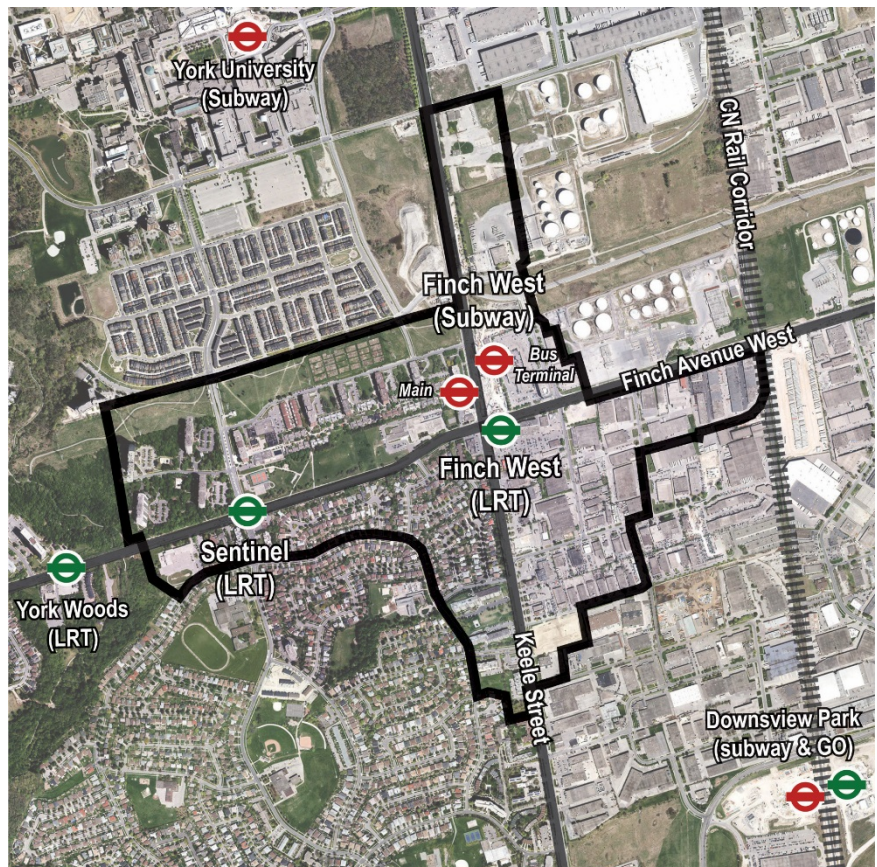


Figure 1 Aerial image of the Keele Street and Finch Avenue West area showing existing and future rapid transit stations and stops.

### *Study Process*

The Keele Finch Plus Study consists of 3 phases in total. Phase 1 was completed in 2016 and consisted of:

- research on the area context, existing planning framework, demographics and employment;
- technical assessments for transportation, land use compatibility and aviation; and
- public consultation about aspects of the area that they like and would like to see change.



A summary of the outcomes from Phase 1 of the Study is included in Attachment 2.

This report addresses Phase 2, Plans and Analysis. The final phase - Implementation - involves refining directions and preparing a Secondary Plan and implementation strategy for Council's consideration. Refer to Figure 2 for a timeline.



Figure 2 - The Keele Finch Plus Study Process.

Consultation with the residential, business and institutional communities has been an important aspect in the development of the Planning Framework for the area to date. A number of public consultation events and meetings were held in both Phase 1 and 2. A list of consultations and promotion in Phase 2 are included in Attachment 3.

## Phase 2 – Plans and Analysis

Phase 2 of the Study expanded on the results and lessons learned in Phase 1, including the findings and emerging issues developed from a combination of research, technical assessment and public input. Phase 2 had two sub-phases. The first sub-phase consisted of developing options. The second sub-phase is 'selecting a preferred concept', based on evaluating the options through public input, and professional and technical analysis.

### *Developing Options – Public Input*

Options were developed over the course of 2017. As part of this work, an Open House and Public Workshop was held on March 7, 2017 to:

- Update the public on work done to date (mainly Phase 1 work);
- Discuss implications of Phase 1 results (e.g. flight path height limits);
- Get initial thinking and ideas from the public on a "local urban structure" (i.e. where new connections are needed, where development should be focussed and what the area's organizing elements are);
- Discuss and get feedback on the Phase 1 emerging issues/principles;
- Discuss initial thoughts on building types (e.g. walk-up, mid-rise, tall building, etc.) and where they should go or not go; and
- Raise awareness of the Study.

Approximately 60 people attended the event. Promotion of the event occurred through a variety of means, including newspaper advertisements, e-updates, flyers, social media, Planners in Public Spaces (PiPS) events. A consultation summary is available on the project website at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus).

At a high level, attendees expressed enthusiasm for new investment and development to take place as a result of the transit infrastructure, provided that the new development and supporting community infrastructure enhances and improves the area. For example, participants wanted improvements to parks and community facilities, but also wanted new development to be walkable and include retail on the ground floor (particularly at the nodes of Keele Street and Finch Avenue West, and Sentinel Road and Finch Avenue West).

Participants also provided their opinions on where new development should be focussed, and where connections should take place to improve the transportation network. Figure 3 presents a consolidation of all areas identified by participants as part of the 'area of development focus' exercise. Darker colours on the figure represent areas where there was the more consensus for change, while lighter colours represent the opposite.

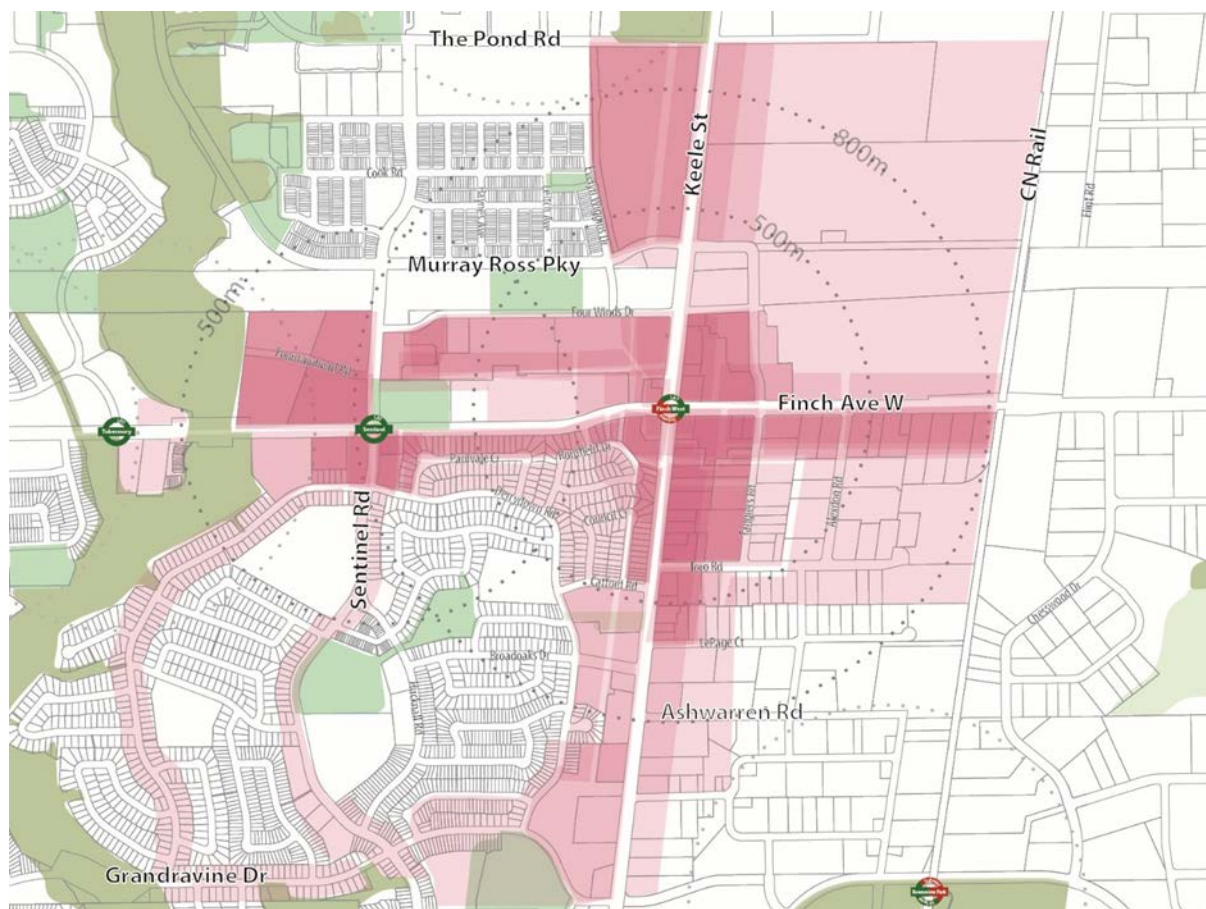


Figure 3 - A consolidation of all areas identified by participants as part of the 'area of development focus' exercise in March 2017. Darker colours represent areas of greater consensus among participants.

Additional consultation took place with the York University Heights Neighbourhood Action Partnership at the York Woods Library, and through meetings and discussions with stakeholders in the area. This includes discussions with the DUKE Heights Business Improvement Area (BIA), the Canadian Fuels Association, the school boards, land owners, residents and business owners. Planning students at Seneca at York

University, Ryerson University and the University of Toronto were also involved in discussions about the Study.

Outreach was made to five aboriginal groups with potential interest in the area: The Mississaugas of the New Credit, The Kawartha Nishnawbe First Nation, The Six Nations of the Grand River Territory, the Conseil de la Nation Huronne-Wendat, and The Metis Nation. An invitation was made to consult directly with these groups, as well as to make them aware of the public consultation. The Conseil de la Nation Huronne-Wendat responded regarding areas of archaeological interest and requested to be kept informed of any archaeological study in the area.

### *Principles*

The emerging issues that were developed and reported on in Phase 1 were brought back for further consultation with the public in Phase 2 to develop a series of principles. Generally, there was strong support of the principles by the public. Feedback received led to the development of additional principles for a total of 13 principles. These principles guided the development of the Options and are included in Attachment 4.

### *The Options*

Three options were developed for further discussion with input from the public. All options were based on the principles and a public realm concept plan that included new streets and pathways, as well as a public realm framework that conceptually showed new parks, public squares and more walkable, cycle friendly and green streetscapes. The three options are:

- Option 1 'The Stations' which concentrated intensive development near to the intersections of Keele Street and Finch Avenue West, and to the intersection of Sentinel Road and Finch Avenue West (i.e. near to the rapid transit stations and stops).
- Option 2 'Nodes and Corridors' which builds on Option 1 and spreads development along the Keele Street and Finch Avenue West corridors. However, Option 2 had reduced development intensity near to the stations compared with Option 1.
- Option 3 'Main Streets' which included area-wide transformation with the most intensive development and a goal of creating sufficient density to support more than one retail 'main street'.

Each of the options proceeded using a built form concept of mid-rise buildings near to major intersections and along major streets. A transition down in scale from these mid-rise buildings to lower density and lower scale buildings was included in the options.

### *Identifying a Preferred Concept – Public Input*

The three options developed were presented to the public for discussion and input at an Open House and Public Workshop on September 28, 2017. The options are available at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus).

The purpose of the Open House and Public Workshop was to:

- Report back to the public on what we heard in March 2017;
- Present the three options for how the area may grow and change in the long term;
- Discuss with the public the merits and shortcomings of each of the options, in order to make the options better;
- Focus the discussion on connections, the public realm and buildings (specifically the type, size and placement of buildings); and
- Receive feedback on community services and facilities, including which facilities the public uses and which they believe could use improvement.

Similar to the March 2017 Open House and Public Workshop, promotion of the event was made through a variety of methods. Approximately 100 people attended the event. A consultation summary is available on the project website at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus).

One of the most consistent messages heard from the public was the need to transform the area immediately around the subway station into a 'destination'. Comments were made about encouraging shops, services, restaurants and possibly even cultural facilities nearby. Participants called for the area to have a distinct and vibrant character, with enough interest to encourage people who work in the area to linger and stay into the evening. Affordable spaces for artists were also mentioned.

Creating a denser, connected community was of interest to the vast majority of participants. Better integration among the residential communities was called for, as well as with York University. Participants liked the connections shown in Options 2 and 3. However, some participants were concerned that the area could be overwhelmed with students or overwhelmed by the size and scale of development. Option 3, in particular was cited as having gone too far in terms of the scale of the development on the south side of Finch Avenue West (between the nodes) and in how development was depicted around Fountainhead Park. Option 1 was not preferred.

Participants wanted comfortable, pleasant streets and connections that are more walkable or cyclable and more direct. There was near-universal support for improving connectivity. There was consensus about improving framing of public spaces, improving safety and creating a more 'complete' community.

Improvements to Fountainhead Park were indicated as being desired, along with new parks of a decent size. Participants thought the parks shown in the options should be larger. The DUKE Heights BIA also identified it was eager to see more park space east of Keele Street.

There was consensus that midrise buildings were appropriate across many portions of the Study Area. However, there was some debate about what 'midrise' meant. Some identified a maximum of six to eight storeys. Others suggested as tall as possible around key intersections. Finch Avenue West has a planned right-of-way width of 36 metres, enabling a midrise building up to 36 metres, as appropriate. There were comments about limiting the size of buildings around Fountainhead Park and on the south side of Finch Avenue West between Keele Street and Sentinel Road.



### *Identifying a Preferred Concept – Research and Technical Evaluation*

Transportation consultants evaluated the three options based on four criteria:

- connectivity and geographic coverage for active transportation;
- transit usage and capacity;
- the potential to increase sustainable mode share; and
- automobile performance and capacity.

The consultants noted that option 1 was least preferred. In their analysis, the number of connections and pathways in Option 3 performed best. The consultant recommended the inclusion of all contemplated streets and connections identified in Option 3, and specifically called out four new connections as being important:

- a new street between Murray Ross Parkway and Niska Road;
- a new street between Sentinel Road and Keele Street;
- the extension of Tangiers Road northward; and
- a new parallel street between Finch Avenue West and Toro Road.

The consultant also recommended some scaling back of gross floor area (GFA) from Option 3 in order to arrive at an option that can be supported by the transportation network.

As a result of the advice provided by the consultant, an option that contains all of the connections contemplated in Option 3 at a level of intensity of Option 2 would perform best. A mobility plan will be developed by the consultant for the preferred concept in the next phase of the Study. This will include identification of street types, conceptual street designs and transportation demand management measures.

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

Based on feedback and input received during stakeholder consultation, a more detailed noise, air quality and safety assessment is being undertaken. The assessment considers the potential impacts of nearby industry from a cumulative impact perspective. A report with recommendations from the consultant is anticipated by the summer of 2018 and will be used to inform final land use permissions in the Keele Finch Plus area.

### *Community Services and Facilities*

A Community Services and Facilities (CS&F) Profile was completed 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 the most recent 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 continued 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 Street and Finch Avenue West area; and
- There is a need to improve the existing spaces and promote attractive and engaging community gathering spaces.

The Profile further identifies that the next wave of city-building at Keele Street and Finch Avenue West 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; and
- 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.

This work recognizes that implementation of Community Services and Facilities policies of the adjacent York University Secondary Plan may benefit the Keele Finch Plus Study Area. The York University Secondary Plan identifies two potential sites for school and/or community facilities south of The Pond Road, which would be accessible to residents.

## **Preferred Concept**

The evaluation of the three options, including all background work, technical assessments, as well as public and stakeholder input has led to the development of a preferred concept. The preferred concept is based on the principles developed during the course of the study. The preferred concept includes the identification of nodes and corridors as an area structuring element, a land use plan and, and a public realm concept plan. The concept also provides a streets and blocks plan, directions for parks and open space, building type and height. The directions and concept plans are included in Attachments 5 and 6 respectively. The following is a high-level summary of the main components of the concept.

The plan has been tested and evaluated with respect to density outcomes. It will continue to be tested and refined in relation to community services, transportation, water and other infrastructure needs.

### *Nodes and Corridors*

The proposed structure for the area consists of a series of 'nodes and corridors'. The individual nodes and corridors are labelled and shown in Figure 4. The area around Keele Street and Finch Avenue West will be the primary node and destination. This node, referred to as the "Keele-Finch Node", is envisioned to have the highest intensity of development as well as being a retail, restaurant and employment centre. This reflects input from the public and stakeholders to create a 'destination' around the Keele Street and Finch Avenue West intersection. It is also an appropriate location to focus growth and development with respect to the Finch West Subway Station and future mobility hub.

The area around Sentinel Road and Finch Avenue West is a secondary node, labelled "Sentinel Node" in Figure 4. This node is envisioned to support an increased level of residential density along with some convenience retail focussed at the Sentinel Road and Finch Avenue West intersection.

The corridors labelled "Finch Corridor East" and "Keele Corridor North" in Figure 4 will contain additional employment opportunities in a variety of forms. The "Finch Corridor West" will evolve to contain additional housing in a low-rise form that animates Finch Avenue West. The "Keele Corridor South" is envisioned as a retail 'high street' to build on its existing function as a shopping area.

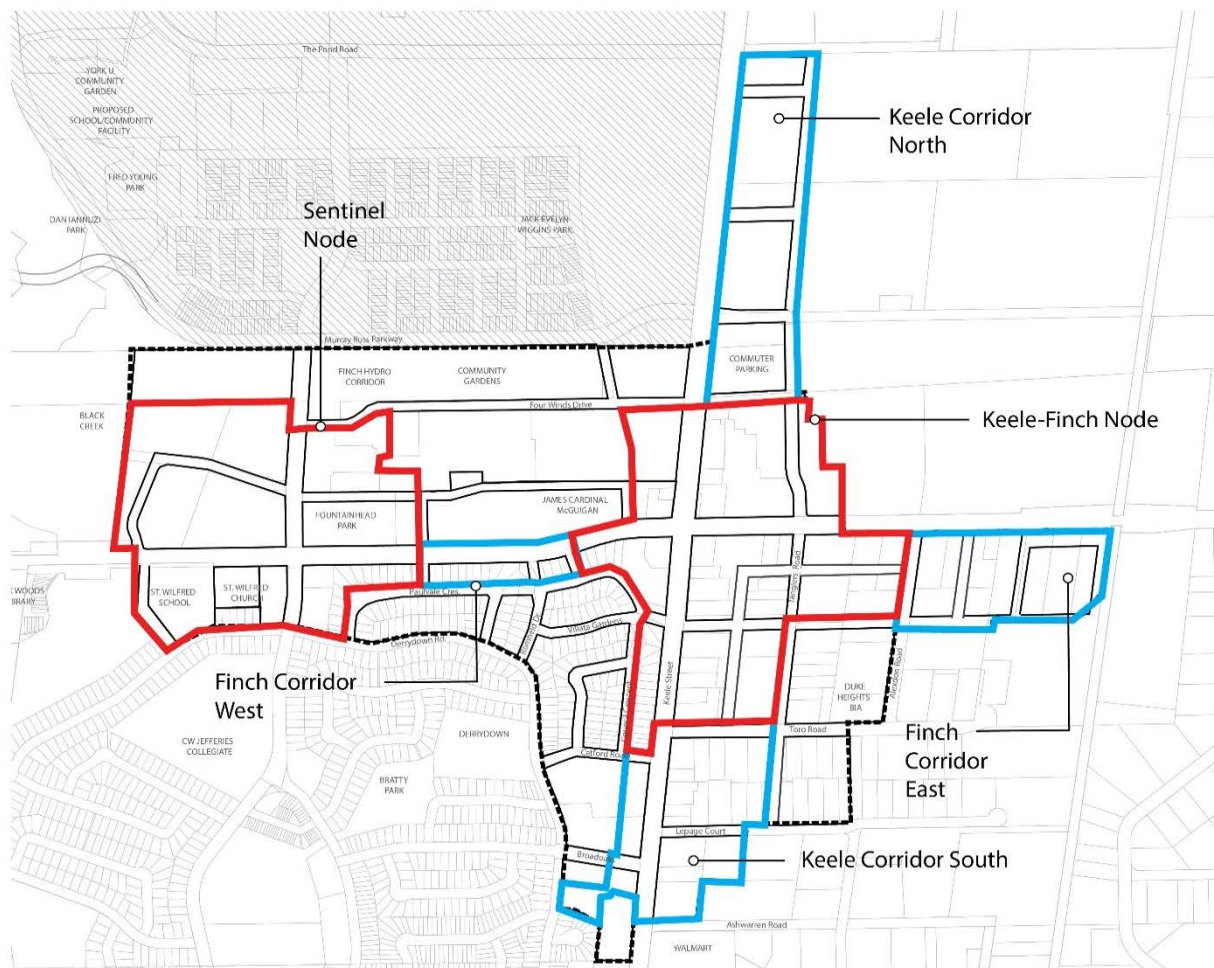


Figure 4 - The nodes and corridors of the preferred concept

## *Land Use*

The detailed land use directions included in Attachment 5 will assist in ensuring a complete community by providing the uses needed to meet daily needs, including employment and shopping uses near where people live. This reflects input that residents would like to be able to shop and dine locally, and that the area should provide new employment opportunities for locals and York University graduates. The land use concept also considerably increases the potential for redevelopment along major streets to reflect the need for growth on lands that are well served by transit.

The land uses identified in map 5 of Attachment 6 are broad land use categories to indicate general intent. They do not specifically reflect land use designations in the City's Official Plan. The directions included in Attachment 5 provide more detailed land use direction consistent with land use designations in the City's Official Plan. The ongoing noise, air quality and safety assessment is anticipated to result in refinement to permitted uses on *Mixed Use Areas* designated parcels. The final land use permissions will be addressed in the future Secondary Plan.

Some land use redesignations will be needed to achieve the concept. The redesignations only apply to a small portion of lands currently designated *Neighbourhoods* and *Apartment Neighbourhoods*. These lands are located near or along Keele Street on its west side, and near to the intersection of Sentinel Road and Finch Avenue West. Any further redesignation of *Employment Areas* designated lands may only occur through a new Municipal Comprehensive Review.

## *Public Realm Concept*

The public realm consists of the streets, parks, open spaces and public buildings in the area. The public realm concept shown in Figure 5 identifies these and how these will work together to enhance area identity, amenity, comfort and safety, while building on the improved and more direct active transportation network. It includes the conceptual location of new and improved parks, open spaces, public squares and improved streetscapes (particularly along Keele Street and Finch Avenue West). These locations were chosen in part to reflect the need for a diversity of public spaces throughout the area, but also to support a more amenitized employment area east of Keele Street. Locations were also chose in part based on opportunities (e.g. where land is already designated for open space), where there was limited park space (e.g. east of Keele Street), where growth is proposed and generally not along arterial streets (a best practice). Areas that are part of the natural heritage system are highlighted in the concept. The streets, parks, open spaces and public buildings together with the built form direction give shape to growth and create a high quality complete community.

The Black Creek Valley and the Finch West Hydro Corridor are recognized as significant open space assets that frame, define and contribute to the character of the area. However, they form barriers within the area. The public realm concept includes improved pathway and bridge connections for both pedestrians and cyclists to and across both the Valley and Hydro Corridor. One of the connections crossing the Valley may result in protection and enhancement to the natural environment. The Toronto Region Conservation Authority indicated that a lighted pathway and bridge crossing of



Black Creek between Murray Ross Parkway and Niska Road could benefit the natural environment by limiting disturbance of the valley resulting from informal usage and crossings.

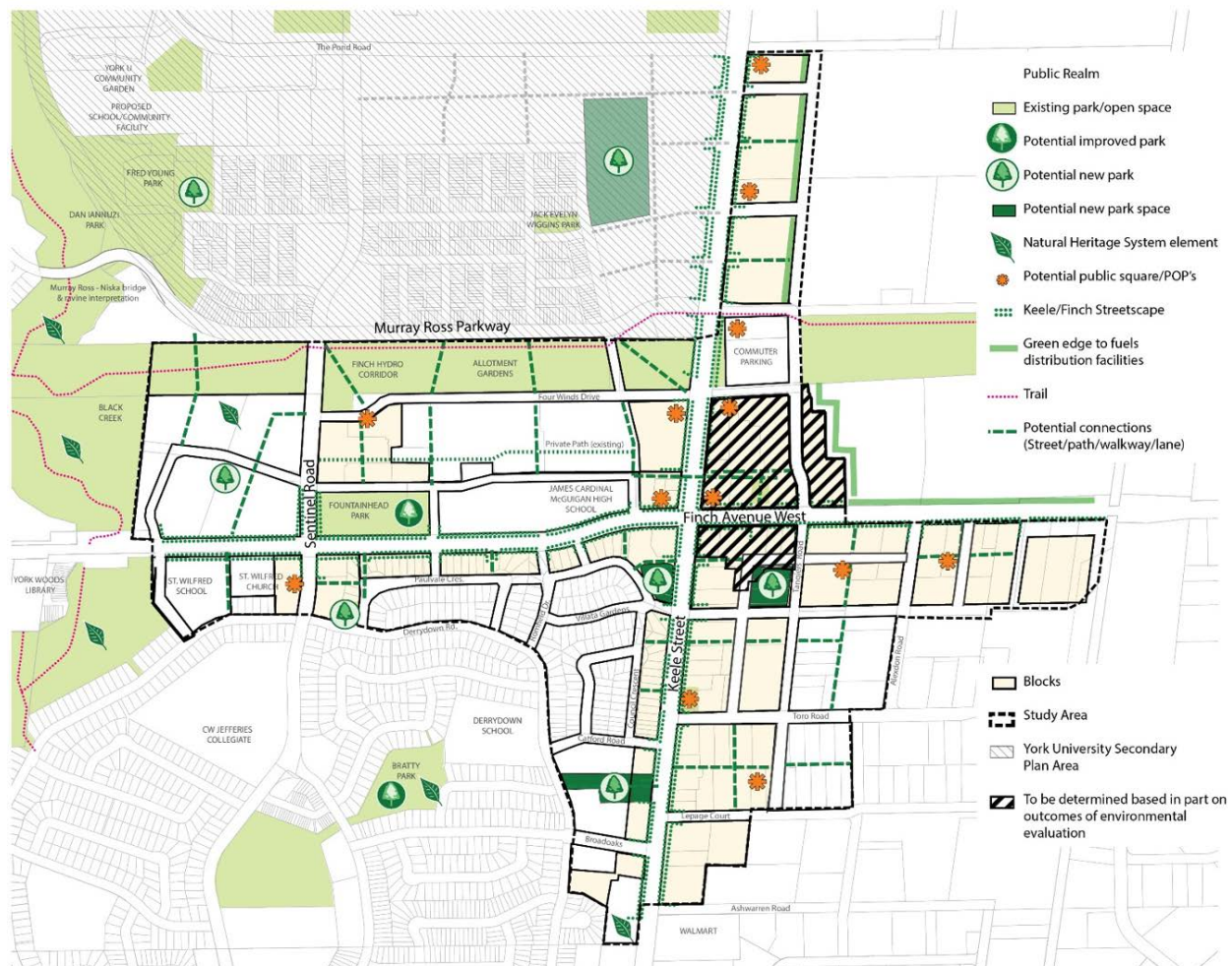


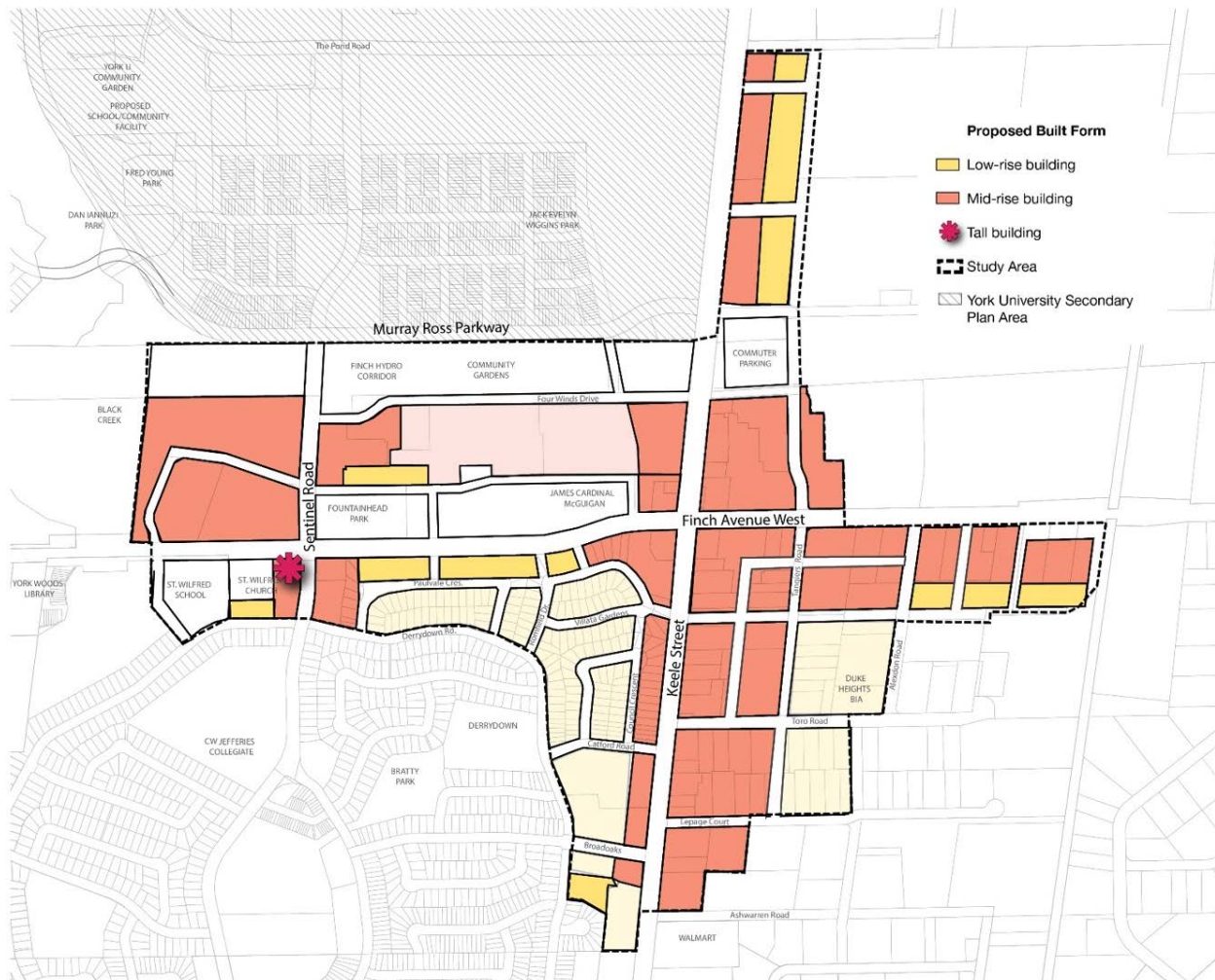
Figure 5 - The public realm concept plan

### Streets and Blocks

Large blocks in the area contribute to both limited routing choices for all transportation modes, but also serve to limit the potential for transit supportive development. This includes large blocks in the *Employment Area* east of Keele Street, as well as several residential blocks west of Keele Street. The streets, connections and blocks plan improves the transportation network for all modes to support a more urban, transit supportive place, with greater routing choice than exists today. The transportation network includes new streets, pathways and additional connections to be determined through the development review process. Collectively, smaller block sizes and more routes serve to support a more direct and comfortable pedestrian and cycling environment that also supports use of nearby transit infrastructure.

## Built Form

The preferred concept also includes built form direction that generally identifies mid-rise built form at the nodes, with a transition down in height and scale to a grade-related neighbourhood scale (see Figure 6). Mid-rise buildings range in height from four storeys to a one-to-one ratio with the planned right-of-way width of a street. Finch Avenue West has a planned right-of-way width of 36 metres. The mid-rise form provides density that is transit supportive while also being of a height that does not impact the operational needs of Downsview Airport. It will also provide for sunny streets and appropriate transitions in scale to low-rise neighbourhoods. The public input received supports a mid-rise form.



A variety of employment building sizes, including multi-floor offices and lower-scale, large-floorplate industrial and warehouse buildings are also included in the concept. This reflects both the current industrial area characteristics while allowing for an increased variety of jobs to continue to support a diverse population in the future.

Where residential buildings are appropriate within the Study Area, the concept allows for a variety of housing types, including multi-floor residential buildings, walk-up

apartments and grade-related units. This variety provides for a range of housing types and sizes throughout the area that can accommodate a variety of households, including families with children. In *Neighbourhoods* designated areas that are outside of the nodes and corridors, the concept envisions only low-rise residential uses (e.g. houses) and considers a more compact form for infill development, such as enabling smaller lots for new single- and semi-detached houses.

## **Next Steps and Conclusion**

Significant components of work are nearing completion. This includes research, technical assessments, a public realm concept plan, community services and facilities profile, public and stakeholder consultation. Further technical study by consultants on environmental evaluation and monitoring, and transportation consultants on a mobility plan may result in further refinement to the directions and will be addressed in a final report. Final identification of street and connection types is still to be completed.

City Planning recommends that Staff be directed to prepare a draft Secondary Plan based on the directions and illustrations included in Attachments 5 and 6, with anticipated completion by the fourth quarter of 2018. Staff also recommends that consultation on the Secondary Plan occur in the latter half of 2018. The plan will be tested further as it relates to both community services and infrastructure needs (e.g. transportation and water). A final report with implementation measures, including a recommended Secondary Plan, is expected in the first half of 2019.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

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Attachment 1 - Area Context

Attachment 2 - Phase 1 Findings

Attachment 3 - Phase 2 Consultation List and Promotions

Attachment 4 - Principles for Keele Finch Plus

Attachment 5 - Secondary Plan Directions for Keele Finch Plus

Attachment 6 - Preferred Concept



## Attachment 1 – Area Context

### *Area Context*

Located at one of the highest elevations in Toronto, the Keele Finch Plus Study Area is east of Black Creek Valley, northwest of Downsview Airport and west of the Canadian National Rail (CNR) Corridor. Part of the DUKE Heights Business Improvement Area (BIA) is within the area (east of Keele Street). The area is also southeast of York University.

The area is physically isolated from the surrounding city fabric by virtue of its location between Black Creek Valley to the west and the CN rail line to the east. Within the Study Area, only Finch Avenue West crosses these significant features. The area's built environment was also influenced by York University's Sasaki Campus Plan of the 1960s. The plan, which consisted of large scale institutional blocks with private streets, rather than public streets, led to a similar development beyond the campus. This included a discontinuous street network that included few public streets and pockets of residential tower in the park development.

### *Employment Areas and Industrial, Office and Retail Uses*

The east half of the Study Area includes part of an *Employment Area*, which contains a large amount of manufacturing, warehousing, distribution and office uses. Some heavy industries, including provincially important fuel distribution facilities are located nearby. Employment in manufacturing uses increased by 8.9 per cent between 2010 and 2015 in the Dufferin Keele North Employment Area. Toronto's high tech aerospace industry is located nearby and includes research centres and airplane manufacturing.

Office uses in various mid-rise forms are located along Finch Avenue West, whereas lower scale and more industrial, manufacturing, auto related, warehousing and other uses are located in the interior of the *Employment Area*. Most of the retail uses are located along the east side of Keele Street and concentrated near the intersection of Keele Street and Finch Avenue West. There is also a shopping mall at 45 Four Winds Drive.

East of Keele Street parcels and blocks are large when compared with other areas of the city with rapid transit service. There are few connecting public streets through these large blocks. The manufacturing and warehouse uses east of Keele Street result in parcels and blocks that are much larger than the residential fabric on the west side of Keele Street.

The *Employment Areas* are important to the City and Province, and are protected for employment uses. There are a number of industries in the area that require environmental compliance approvals (ECAs) in order to operate. These businesses

have authorization for the regulated discharge or emission of contaminants such as those related to air, noise, waste and sewage. The concentration of these industries requires due diligence regarding compatibility between uses.

### *Parks and Open Space*

The area is physically defined by two prominent open space features: Black Creek Valley and the Finch Hydro Corridor (see Figure 1). These large, green open spaces are valued by the community and will continue to be assets into the future. Black Creek Valley is a steeply graded natural area, that is predominantly forested with a multi-use trail that connects beyond the Study Area along a north-south axis. The Valley is part of the natural heritage system and has significant cultural heritage importance to First Nations. Similarly, the hydro corridor contains a multi-use pathway (called the Huron-Wendat Trail) and cycling route that connects along an east-west axis and intersects with the Black Creek trail just south of York University. This portion of the hydro corridor is a significant open space that includes a large, well-used allotment garden. East of Keele Street, there is a commuter parking lot that serves the Finch West Subway Station.

Though they are valued area assets, Black Creek Valley with its associated open spaces and the Finch Hydro Corridor also serve to physically separate communities because there are few public streets or formal pathways that cross them. Improved connections to and across these open spaces would create better physical links between communities, and in turn may improve social connections.

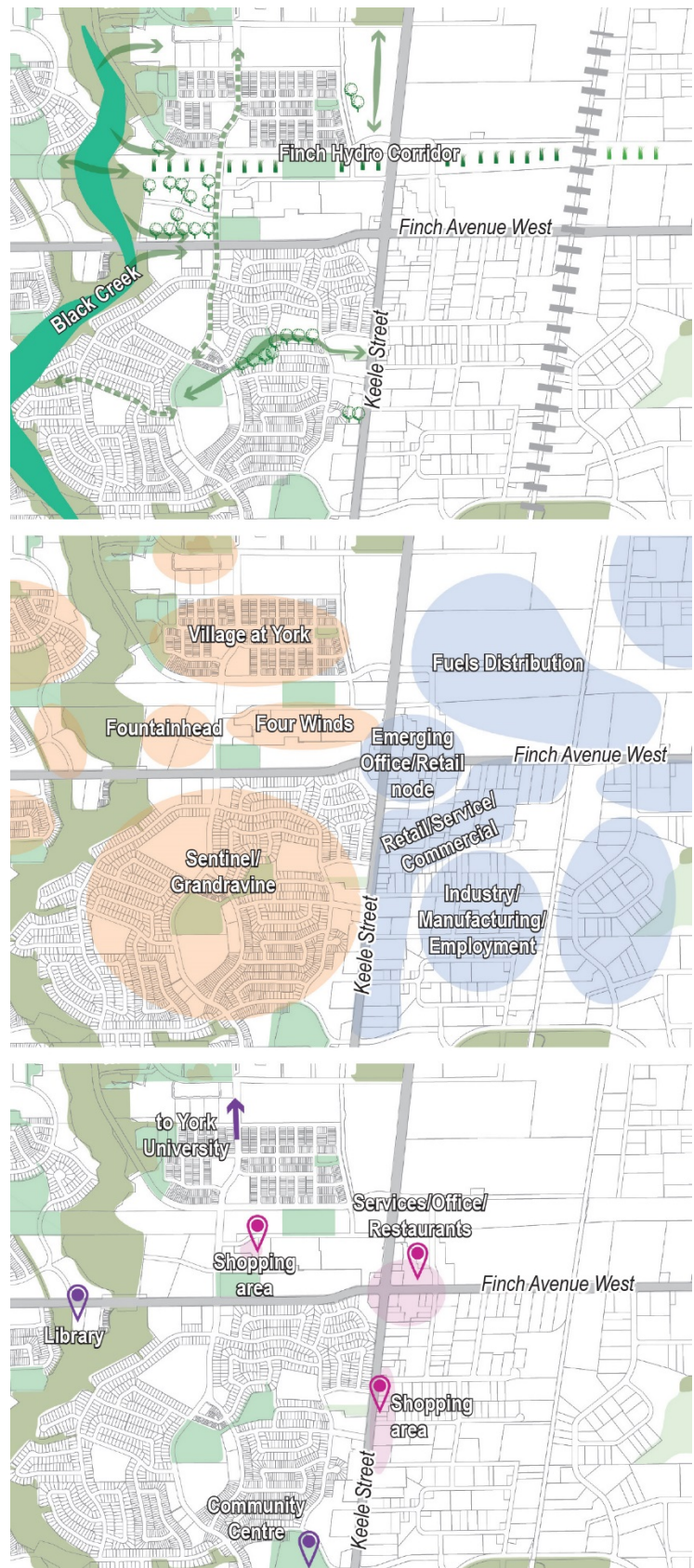


Figure 1 - Some of the area's existing organizing elements. Green spaces, residential and commercial areas, and a sample of area destinations.

In addition, the natural features of the valley would benefit from stewardship, interpretation and more formalized accesses and crossings.

The area also has a number of other parks and open spaces. Parks, Forestry and Recreation Division's park catchment methodology, which was adopted by Executive Committee in November 2017, shows the total amount of parkland that is accessible within 500 metres of census dissemination blocks. Results show that the residential area west of Keele Street has a good supply of parks with the majority of dissemination blocks having access to more than 5 hectares of public parkland. Contributing to the high amount of parkland is Bratty Park (approximately 1.9 hectares), a portion of which is part of the natural heritage system with its stand of trees and Fountainhead Park (approximately two hectares) with its playground and tennis facilities. Fountainhead Park abuts the James Cardinal McGuigan Catholic Secondary School grounds, which contains a school yard of roughly three hectares in size. The portion of the study area east of Keele Street has access to less than 0.5 hectares of parkland within a catchment area of 500 metres.

### *Residential Areas*

Residential development is concentrated west of Keele Street and consists of both *Apartment Neighbourhoods* and a 'neighbourhood unit' residential neighbourhood to the southwest of Keele Street and Finch Avenue West (labelled Sentinel/Grandravine in Figure 1). The neighbourhood unit form is characterized by a focus on parks and schools in the interior of the area and surrounded by low-density houses. Major arterial streets define the edge of the neighbourhood's borders with houses that back onto major streets rather than front onto them. The street network within the neighbourhood itself is discontinuous with very few through streets. Though much of this area supports a consistent pattern of single detached dwellings, there are portions of the Study Area with a variety of low-rise building types. The prevailing character specific to Sentinel/Grandravine consists of single-detached bungalow type dwellings on large lots, with townhouse, walk-up apartment and apartment buildings located at the edges. Semi-detached houses are prevalent further south and also located near to Sentinel Road.

Northwest of Keele Street and Finch Avenue West is a large master planned apartment neighbourhood called 'University City' dating from the late 1960s (labelled Fountainhead and Four Winds in Figure 1). The Four Winds community is a 'tower in the park' form of development consisting of slab tower buildings spaced about 90 metres apart from each other. They range in height from 11 storeys at Keele Street to 14 storeys at Sentinel Road. The spaces between buildings are mainly large, private landscaped open spaces (the exception being University City Mall). University City was developed subsequent to the Sentinel/Grandravine neighbourhood unit to the south and was marketed as a 'complete community'. The inclusion of a mall, schools, parks, open spaces and a connection to York University at one of its major gateway streets along Sentinel Road were all intended to help 'complete' the community. Walking was encouraged in the plans mainly through private mid-block connections. As such, few streets were included in the plan, which today results in limited vehicular connectivity. An additional street connection to Finch Avenue West was originally identified, but never constructed.

The Fountainhead Road area consists of 4 'tower in the park' tower buildings, which were developed as part of 'University City'. The Fountainhead Road apartments are rental in tenure and significantly taller than those along Four Winds Drive. The site is located adjacent to Black Creek Valley and a portion of the site is part of the natural heritage system and is well covered by mature trees. Access into the site and to buildings are from private driveways. The space between the towers is taken up by landscaped open space and surface parking lots.

### *People and Jobs*

In 2015, a profile of the Finch West LRT Corridor was completed which provided a profile for the Corridor based on a number of segments. The segments that capture the Keele Finch Plus Study Area had a higher proportion of newcomers than in Toronto in general. The profile is available on the City's Planning Studies website at <https://www.toronto.ca/wp-content/uploads/2017/08/8f44-finch-avenue-west-light-rail-transit-corridor-profile-Division-Planning-....pdf>.

A Community Services and Facilities (CS&F) Profile was completed as part of Phase 2 of the Keele Finch Plus Study. The CS&F Profile provides more detail on the composition of the area population. The CS&F Profile is available on the project website at <https://www.toronto.ca/wp-content/uploads/2018/01/8ce5-City-Planning-Keele-Finch-Plus-Community-Services-Facilities-Profile-Dec2017.pdf>.

Based on the 2016 Census and 2017 Toronto Employment Survey, there was a population of 9,516 people and 2,722 jobs within the Study Area. This results in a density of 93.1 people and jobs per hectare.

### *Planning Framework – Growth Plan and Regional Transportation Plan*

The Provincial Policy Statement (2014) and Growth Plan for the Greater Golden Horseshoe (2017), along with municipal Official Plans, provide a policy framework for planning and development in the Province. The Keele Finch Plus Study is being advanced in a manner that is consistent with the Provincial Policy Statement (PPS) and conforms with the Growth Plan.

The Growth Plan builds on the policy foundation of the PPS and sets out general planning directions to 2041. All planning decisions must conform with the Growth Plan. The Growth Plan sets out a number of principles to guide planning decisions, some of which are: creating complete communities, recognizing diversity and supporting cultural heritage, protecting natural areas, integrating land use planning and infrastructure investment, protecting employment areas and intensifying transit station areas.

The Growth Plan identifies the need to create complete communities that are healthier, safer and more equitable, while also making better use of land and infrastructure, by directing growth to *strategic growth areas*. The *strategic growth areas* include *urban growth centres*, *major transit station areas (MTSAs)* as well as brownfield sites and greyfields. *Major transit station areas* are required to be delineated as part of a Municipal Comprehensive Review exercise. The area to be included in the delineation is generally defined around a 500 metre radius of a rapid transit station. The Study Area



will have two MTSAs – the Finch Avenue West subway station and an LRT stop at Sentinel Road and Finch Avenue West. Areas within the MTSAs are required to be planned to meet a combined population and employment density target as set out in the Growth Plan.

The Big Move Regional Transportation Plan identifies 'mobility hubs' as areas extending roughly 800 metres from the intersection of two or more rapid transit lines, with a minimum volume of anticipated future transit usage. These hubs support seamless transit integration and higher density development. There is one mobility hub in the Study Area centred on the intersection of Keele Street and Finch Avenue West. Metrolinx's Mobility Hub Guidelines focus on a number of items including creating seamless mobility, developing pedestrian priority, place making, built form transition and parking management. Four 'zones' and related land use considerations are discussed in relation to defining a mobility hub area. The first two zones (up to 500 metres from the transit intersection) typically includes high or relatively high densities, a mix of uses and traveller amenities (e.g. pedestrian pathways and retail). The third zone is a transition zone where development should step down toward the periphery of the mobility hub. Guidelines to achieve a transit supportive density are also included. The minimum density applicable to Keele Finch Plus is 250 jobs and people per hectare within the mobility hub.

### *Planning Framework – Toronto Official Plan*

Toronto's Official Plan sets out how to grow over a long term. The Keele Street and Finch Avenue West area is characterized by a general east-west split in land use designations, with Keele Street as a rough dividing line. Figure 2 shows the land use designations in the area. Most of the land use designations to the west of Keele Street (e.g. *Neighbourhoods*, *Apartment Neighbourhoods*, *Parks*) encourage stability. Most of the land on the east side of Keele Street is designated *Employment Areas*.

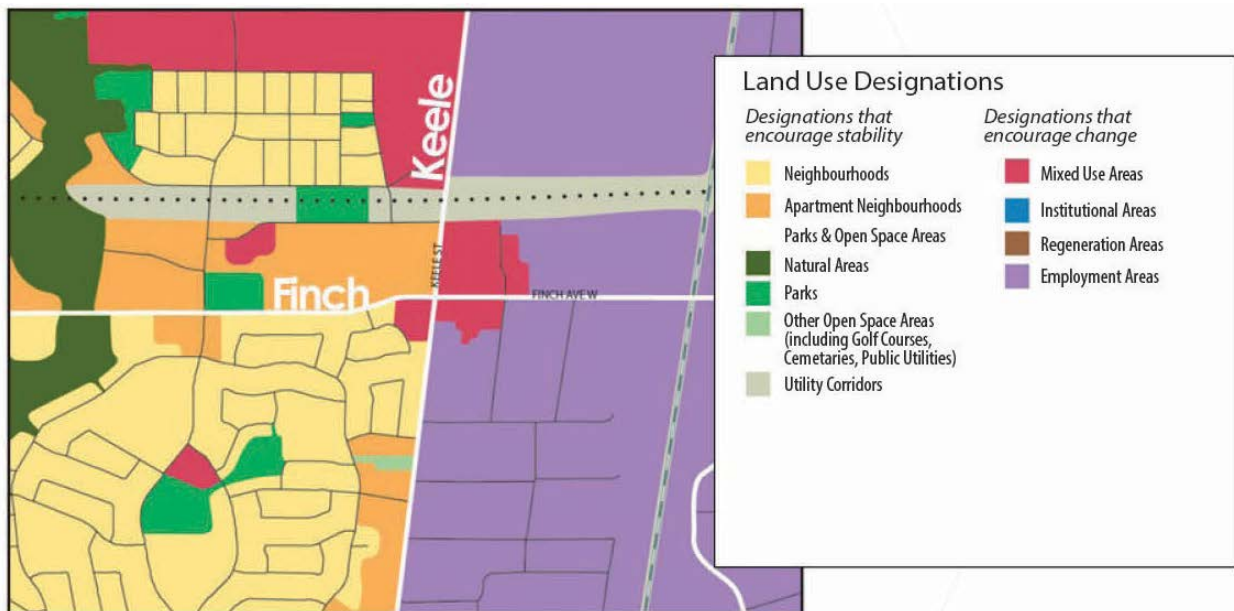


Figure 2 - Excerpt from the Official Plan, showing land use designations around the Keele Street and Finch Avenue West area.

Through the City's recent Municipal Comprehensive Review, a small area of land along Finch Avenue West east of Keele Street was redesignated from *Employment Areas* to *Mixed Use Areas* (Official Plan Amendment 231). Any further redesignation of *Employment Areas* designated lands may only occur through a new Municipal Comprehensive Review.

Growth and intensification is contemplated for lands designated *Mixed Use Areas* and *Employment Areas* in the Official Plan. The recent settlement on Official Plan Amendment 231 includes policies that require sensitive land uses, including residential uses, proposed adjacent or near to *Employment Areas* or within the influence area of major facilities, to be planned to ensure they are designed, buffered and/or separated as appropriate to, among others, prevent or mitigate adverse effects and minimize risk to public health and safety, as well as ensure the continued viability of existing operations and the *Employment Areas*.

A more detailed noise, air quality and safety assessment is addressing land use compatibility issues. This is consistent the Official Plan and also with the PPS.

### *Encouraging Growth and Community Building*

Leveraging the transit investment to achieve community building is of particular importance as the Keele Finch Plus area is located within the existing York University Heights Neighbourhood Improvement Area (NIA), as illustrated in Figure 3. Neighbourhood Improvement Areas 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, the investment in rapid transit should be leveraged for social benefit and to improve the everyday lives of existing residents.

It is important to note that Metrolinx will incorporate a Community Benefits Framework, which provides for local opportunities as part of the construction of the Finch West LRT. The Framework will be modelled on that of the Eglinton Crosstown, which can be viewed at: <http://www.thecrosstown.ca/about-us/community-benefits>.

A large business improvement area (BIA) covers a portion of the Study Area east of Keele Street. This BIA, called DUKE Heights, is actively pursuing both local improvements and growth opportunities for its members and community. The BIA covers the area identified in Figure 4.

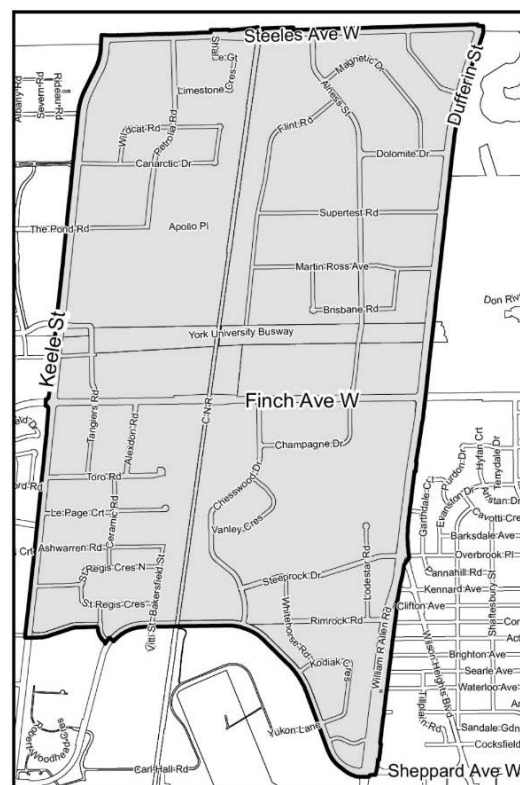
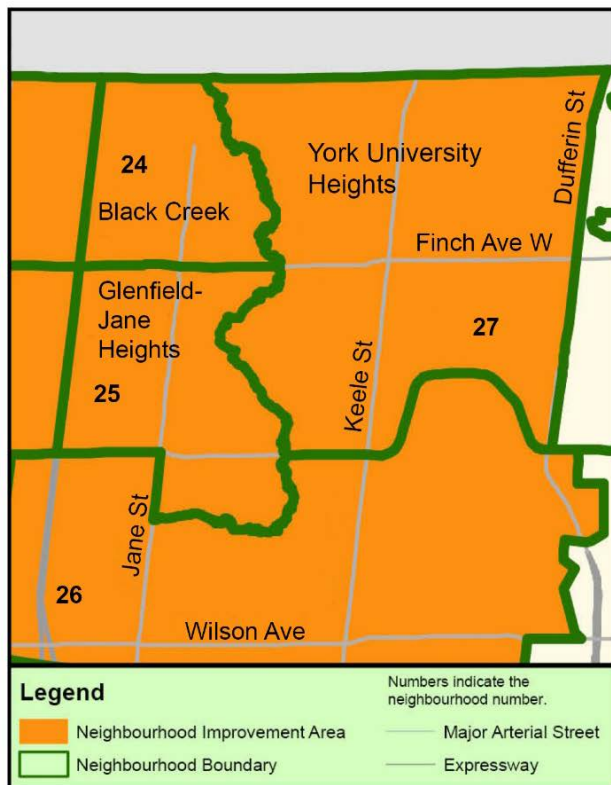


Figure 3 (left) is an excerpt of the Neighbourhood Improvement Areas (NIAs) map and Figure 4 (right) is the DUKE Heights Business Improvement Area map.



## Attachment 2 - Phase 1 Findings

### *Downsview Airport*

In Phase 1 of the Study, the City hired an aviation consultant to identify structure height limits related to the operational needs of Downsview Airport. The results show that in most of the area, the height limits allow for mid-rise buildings (generally up to 36m on a planned 36m right-of-way, as appropriate) or tall buildings with restrictions. Figure 1 shows the indicative structure height limits based on the minimum distance between topography and the obstacle limitation surface in each area. In areas of lower topography, greater structure heights may be achievable. Where a proposed building is in excess of those numbers noted in Figure 1, a detailed assessment based on permissible height above sea level will be required. However, the operational needs of Downsview Airport are just one of many considerations in determining the appropriate heights of buildings or structures. Due to the particular structure height restrictions

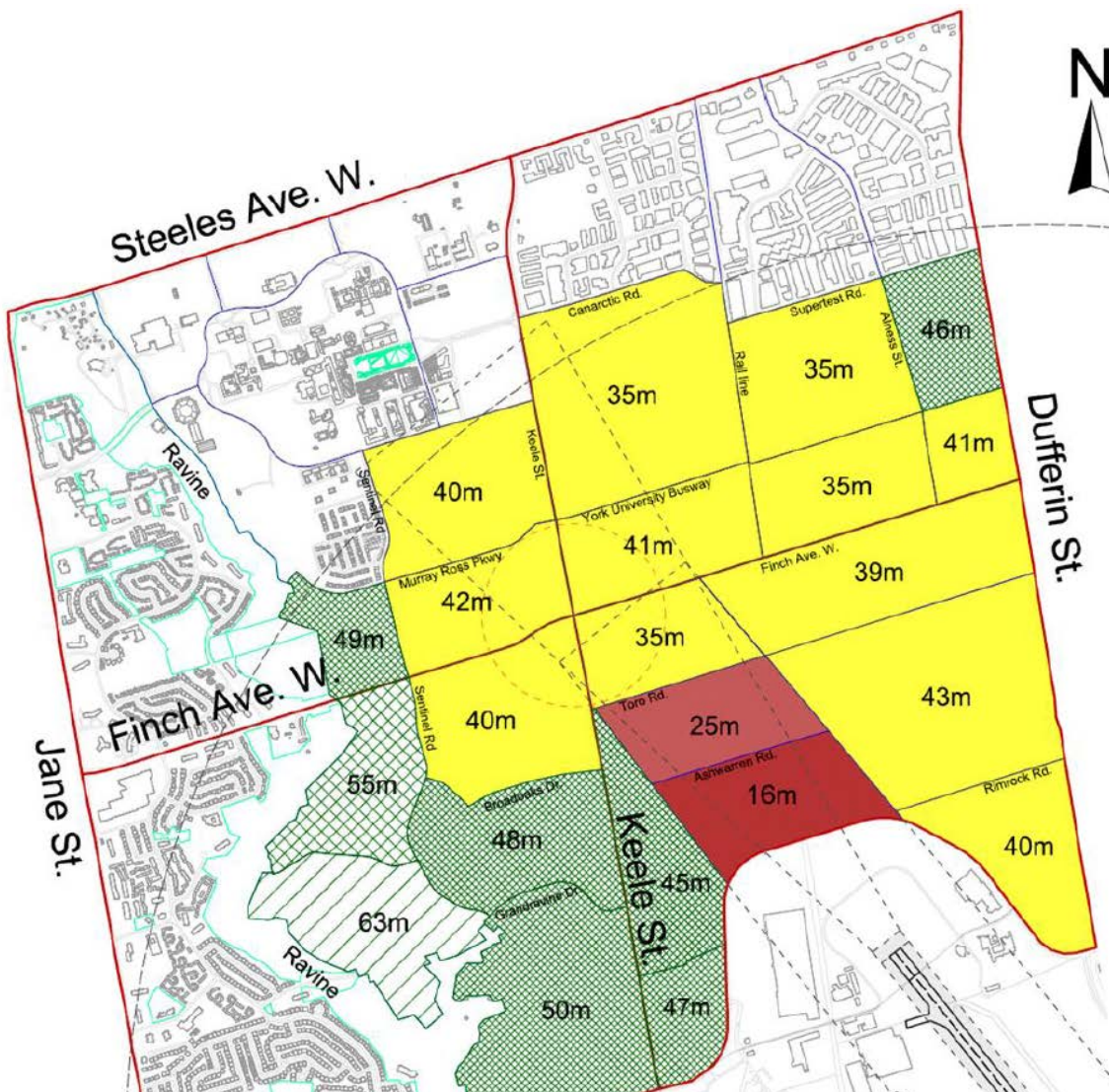


Figure 1 - Diagram showing maximum buildable height of structures in metres by block based only on the operational needs of Downsview Airport (i.e. other planning considerations are required).

identified in Figure 1, a mid-rise form typically nets a greater GFA than a tall building in much of the Study Area.

Bombardier recently announced that it may sell its interest in Downsview Airport. While closure of the airport may necessitate a revisiting of height limits in many areas of the city, the Keele Finch Plus Study is advancing in a way that will provide flexibility whether the airport is operating or not.

### *Transportation*

As part of Phase 1 work, City Planning's Transportation Planning staff conducted research into the existing transportation conditions around the Keele Street and Finch Avenue West area. Results pointed to a need for a better transportation network, with improved active transportation and street networks. At present, there are few routing options which contributes to traffic congestion and leads to longer routes for pedestrians and cyclists. The large blocks in the area can be divided into smaller development blocks, consistent with the City's Official Plan to improve walkability. More streets were also identified as being needed to improve connectivity and provide more direct and comfortable connections to rapid transit stations and stops. A need for introducing safer street design for existing and future streets using a complete streets approach.

The area is currently auto-oriented, but has a high proportion of non-auto trips in part because of a larger student population. Roughly 40% of trips were completed by transit, walking, cycling and other sustainable modes. An improved network, combined with consideration of future mobility options and transportation demand management can help to maximize opportunities for creating sustainable transportation in the area.

### *Environmental*

A consultant was hired in Phase 1 to interpret the Province's D-6 Guidelines "Compatibility Between Industrial Uses and Sensitive Uses". The consultant's study recommended that the City require potential developers to complete studies of air quality and noise from a cumulative impact perspective within an 'area of influence' from classes of industrial uses. City Planning has since procured a consultant to conduct a more detailed assessment of noise, air quality and safety of the area. Results are expected in late 2018.

### *Public Consultation*

Over 300 owners, tenants, students, employees and visitors were reached in person through Phase 1 consultations and outreach. Additional individuals were reached through other means, including through the Study website or social media.

At a high level, participants indicated that they expected growth and intensification with the new transit infrastructure. They suggested that Keele Street, as well as the Keele Street and Finch Avenue West intersection, is where intensification should be considered. An improved look and feel to the area was desired, with improved streetscapes, safer neighbourhoods and improved amenities (e.g. cafes, restaurants and cultural facilities). Improving the walking and cycling environment to make it more



comfortable was cited often as well. Consultation summaries are available on the project website at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus).

Participants at a Planners in Public Spaces (PiPS) event indicated that Sentinel Road and Finch Avenue West should also benefit from transit investment, which was significant in guiding the Study to include that area.

### *Emerging Issues*

The research, technical assessment and public input lead to the development of a list of emerging issues to guide the Study. The emerging issues were reported on in December 2016, and include among others: land use compatibility, housing choice, transportation and movement, a desire for improved walking and cycling, beautification and safety, and supporting a high quality of life for existing and future residents and workers. The 'Emerging Issues' were intended to be refined in Phase 2 into principles.

## Attachment 3 – Phase 2 Consultation List and Promotions

### List of Consultations and Engagement Activities

| Consultation Type            | Date        | Location                                   | Approx. No. of Attendees |
|------------------------------|-------------|--|--------------------------|
| Open House & Public Workshop | 07-March-17 | James Cardinal McGuigan School             | 57                       |
| Outreach                     | 17-May-17   | York Woods District Library                | 6                        |
| Planners in Public Spaces    | 27-May-17   | York University Subway Station             | 27                       |
| Youth                        | 30-May-17   | James Cardinal McGuigan School             | 30                       |
| Open House & Public Workshop | 28-Sept-17  | James Cardinal McGuigan School             | 100                      |
| Planners in Public Spaces    | 03-Oct-17   | 45 Four Winds Drive (University City Mall) | 42                       |
| Youth                        | 20-Oct-17   | James Cardinal McGuigan School             | 80                       |
| Planners in Public Spaces    | 28-Oct-17   | Jane Finch Mall                            | 10                       |
| Outreach                     | 17-Dec-17   | 1280 Finch West (Casa Maiz)                | 5                        |
|                              |             |  | Total: 357               |

### List of Promotion Activities

Promotion of Phase 2 of the Study and of the two Open House and Public Workshops was made through the following means:

- Publication on the dedicated website;
- Newspaper ads (North York Mirror on March 2, 2017 and September 20, 2017, and Downsview Advocate February and September issues);
- Online ads, twitter and email listserv notices from the Downsview Advocate;
- Emails were sent through the opt-in Keele Finch Plus listserv, which currently has approximately 247 subscribers;
- Flyers sent to interested parties;
- Tweets from the City Planning official accounts; and
- Through centres of influence, such as through our partners at Metrolinx and the DUKE Heights BIA.

## **Attachment 4 – Principles for Keele Finch Plus**

- Involve the community in transforming the area into a transit supportive place over the medium to long term.
- Ensure the complexity of the area is well understood and expressed. Investment and change in policy should reflect differences in the area.
- Encourage compact development that frames public streets and the public realm of parks and open spaces at good proportion, and both supports and leverages the investment in transit.
- Encourage development that contributes to the vitality and vibrancy of the area, and provides amenities and services.
- Ensure that the future uses and built form support and complement the existing employment uses in the area, including nearby industry and Downsview Airport.
- Support a high quality of life for current and future residents and workers.
- Support and encourage a more comfortable, walkable, cycle friendly and more beautiful public realm.
- Investment is needed in the public realm to make it more functional and connected, and to enhance the identity and liveability of the area.
- Encourage a vital employment area that supports a range of business activities.
- Improve the transportation network by making new connections, supporting goods movement, reducing block sizes and encouraging walkability. This supports active transportation options such as walking/cycling.
- Make better use of existing green spaces, including parks, the ravine and hydro corridor.
- Leverage the transit to support new employment opportunities.
- Encourage flexible design of buildings and public spaces that can adapt as the area evolves.

## **Attachment 5 – Secondary Plan Directions for Keele Finch Plus**

### **General Directions**

The general objective in the Keele Finch Plus area is to support a high quality of life for existing and future residents and workers by growing with transit, enhancing area identity and improving connectivity.

#### *Growing with Transit*

- Leverage transit access to support a complete community where most daily needs can be met in a short walking distance.
- Support the evolution of the Keele Street and Finch Avenue West area into an urban place that supports and leverages higher order transit infrastructure.
- Encourage development at greater densities than exist today in a way that both complements the existing employment uses and respects nearby low-scale neighbourhoods by establishing minimum density targets for the area.
- Support the industrial operations in the area while allowing for compatible growth that appropriately mitigates any negative impacts.
- Support a diverse economy to provide a wide variety of employment uses by leveraging transit access and nearby assets, such as industrial uses, existing and new office uses, York University and the aerospace cluster at Downsview Airport.

#### *Enhancing Area Identity*

- Enhance area identity and liveability through a functional and connected public realm that is comfortable, safe, vibrant, connected and beautiful.
- Leverage and improve key features that contribute to area identity. This includes:
  - The natural and cultural heritage features of the Black Creek Valley and the area's other major open spaces – the Finch West Hydro Corridor and Fountainhead Park;
  - Proximity to York University, including the Sentinel Road corridor;
  - Industrial and employment uses east of Keele Street; and
- Capitalize on the area's topography and in recognition of the area being at one of the highest elevations in Toronto.

#### *Improving Connectivity*

- Ensure the area is well connected to create spaces and places that foster social interaction.
- Reduce block sizes to create walkable development blocks to improve access and support active transportation.

### **Area Structure**

The future structure of the area will consist of a series of nodes and corridors with compact transit-supportive development and a fine-grain street and block network.

### *Nodes and Corridors (Map 1 in Attachment 6)*

- The "Keele-Finch Node" will develop as the area's primary centre. It will develop into a destination for area residents and workers with more employment and retail opportunities and the greatest level of development intensity. It will also feature new and expanded parks and open spaces.
- The "Sentinel Node" will develop as a community destination that showcases the area's parks, open spaces, and natural areas and will include residential intensification and the establishment of new community uses.
- The "Keele Corridor South" will evolve into a retail high street which supports and complements the Keele Finch Node. The west side of the Corridor will have a concentration of residential uses at a moderate level of development intensity that transitions down in height and scale from the Keele Finch Node. The east side of the Corridor will continue to be an important employment spine. Retail uses at grade will be required to enliven the corridor and support the daily needs of area residents and workers.
- The "Finch West Corridor" will accommodate some additional residential uses at a lower level of development intensity than the other Corridors. Development will also transition down in height and scale to adjacent low-rise neighbourhoods.
- The "Finch Corridor East" will be an area of transition between the Keele-Finch Node and heavier industrial areas. It will have a moderate level of development intensity.
- The "Keele Corridor North" will be the area's warehouse and industrial district with new employment uses that are compatible with nearby heavy industries while improving the street edge along Keele Street.

### **Land Use**

Note: Further refinement of land use permissions will occur as part of the development of the Secondary Plan and completion of the noise, air quality and safety assessment.

The Keele-Finch area will have a mix of land uses with a variety of residential, employment, retail and service, parks and open spaces permitted in appropriate areas. Generally, a wide range of residential and commercial uses will be permitted west of Keele Street. Employment uses will be permitted east of Keele Street.

#### *General*

- Parks and open spaces are permitted.
- Auto-oriented uses and other uses that are not transit-supportive will not be permitted in the Nodes and Keele Corridor South and Finch West Corridor.

#### *Keele Finch Node*

- A wide range of retail and service, office uses and other commercial uses will be permitted.
- A mix of residential uses in a variety of built form typologies will be permitted west of Keele Street.



- Residential uses may be permitted east of Keele Street on sites designated Mixed Use Areas subject to the outcomes of the noise, air quality and safety assessment.
- Ground floor retail uses will be required along the Keele Street and Finch Avenue West frontages.
- Medium and heavy industrial and warehousing uses will not be permitted. Light industrial uses will be permitted east of Keele Street on sites fronting onto local streets only.

#### *Sentinel Node*

- Residential uses and locally-oriented institutional and cultural uses are permitted.
- Ground floor retail uses will be required at the intersection of Sentinel Road and Finch Avenue West.
- A broad range of retail and service, office, culture and arts uses will be permitted adjacent to Sentinel Road, Finch Avenue West and at 45 Four Winds Drive, while appropriately conserving existing tree and vegetative cover west of Sentinel Road.

#### *Keele Corridor South*

- A wide range of retail and service, office uses and other commercial uses will be permitted in a low- to mid-rise form will be permitted.
- Residential uses in a range of building types will only be permitted west of Keele Street.
- Ground floor retail and service uses will be required along Keele Street.

#### *Finch West Corridor*

- A range of residential uses in a low-rise scale form will be permitted.
- Ground floor uses may include retail and service uses, home occupations and other small-scale office or arts and cultural uses along Finch Avenue West.

#### *Finch Corridor East*

- A range of retail and service, office and light industrial uses will be permitted.
- Auto-oriented uses and other uses that are not transit-supportive will not be permitted adjacent to Finch Avenue West.

#### *Keele Corridor North*

- A range of industrial and warehouse employment uses are permitted.

#### *Land Use Compatibility*

- The Keele-Finch area has a number of important industrial uses. Where new sensitive uses may be permitted in proximity to existing industrial uses, source and/or receptor mitigation may be required.

## Public Realm

The public realm consisting of streets, parks, open spaces and public buildings as the area's most important public assets. Improving the area's look and feel while enhancing area identity is important for placemaking and making the Keele Finch Plus area a destination. As more people live, work and play in the area, the parks and public realm system will need to be expanded and improved. Improvements to the public realm will be secured on public and private lands as part of development and City-initiated projects.

### *Significant Public Spaces*

- The area has a number of significant public spaces that will receive a higher level of attention that will be reflected in their design treatment. Development adjacent to these public spaces will also have a higher-quality of architectural treatment. The significant public spaces include:
  - The Keele Street and Finch Avenue West intersection, where consideration should be given to accommodate a higher volume of pedestrians in an area with a dense, urban feel;
  - Sentinel Road which is a historic gateway to York University;
  - The Finch Hydro Corridor and allotment gardens as a key open space and important community gathering area;
  - Finch Avenue West between Sentinel Road and the Black Creek Valley, as the green entrance or gateway to the valley;
  - The Finch Hydro Corridor Trail (the Huron-Wendat Trail) which is a green gateway to the Black Creek Valley; and
  - The Black Creek Valley as a key natural and cultural area with amenities for recreation.

### *Parks and Open Spaces*

- New parks and public spaces will be achieved in the area to accommodate increases in people and jobs in the area, while also increasing the amount of parkland east of Keele Street. New parks and public spaces are conceptually identified in the public realm concept plan on Map 3 of Attachment 4.
- Enhancement and stewardship of Black Creek Valley to improve the condition of the valley and enhance its natural features will be undertaken. The new crossing proposed at Murray Ross Parkway to Niska Road will limit informal access and degradation of the valley. Stewardship of the valley as a condition of development in the area will serve to improve the valley.
- Interpretation of cultural and natural heritage will be encouraged, particularly of First Nations cultural heritage in the area and of the Black Creek Valley itself.

### *Streets and Blocks (Map 2 in Attachment 6)*

- The following existing public streets will be extended to complete the street network and improve connectivity:
  - Fountainhead Road southward to Finch Avenue West;
  - Fountainhead Road eastward along the northern edge of Fountainhead Park;

- Murray Ross Parkway to Niska Road;
- Tangiers Road northward to The Pond Road; and
- Tangiers Road southward to Lepage Court, with the potential for further extension to the south as part of an Environmental Assessment process.
- New public streets will be introduced in the following locations to create a more fine-grained street network and improve connectivity:
  - Parallel to Keele Street between Finch Avenue West and Toro Road;
  - Along the eastern edge of Black Creek Valley between Finch Avenue West and Derrydown Road and connecting to the Fountainhead Road extension;
  - Between Keele Street and James Cardinal Mcguigan School; and
  - North of Finch Avenue West between Finch Avenue West and Four Winds Drive connecting Fountainhead Road to the new street to the east of James Cardinal Mcguigan School.
- Additional, publicly-accessible connections that could consist of public streets, pathways, laneways or mid-block connections are identified on Map 2 in Attachment 4. The nature of these connections will be determined as development proceeds.
- New public trail connections will also be created as shown on Map 2 of Attachment 4.

#### *New and Improved Street and Walkway Connections*

- Pedestrian routes should be along public streets wherever possible. Where a public street is not possible, publicly-accessible mid-block connections will be secured and designed to a high-standard.
- Where development includes new publicly accessible street and mid-block connections, these connections will follow pedestrian desire lines with good sight lines, meet crime prevention through environmental design (CPTED) principles and be universally accessible.
- New and enhance connections to and across Black Creek Valley will be provided to limit the barrier of the valley.
- A new connection from Black Creek Valley along Fountainhead Road to Fountainhead Park will be provided to better connect area open spaces.
- An additional connection from Derrydown Road to Finch Avenue West will be provided to connect the community south of Finch Avenue West to formal trails in the valley.

#### *Streetscapes*

- Improvements to the pedestrian environment, including wider sidewalks, enhanced streetscapes with plantings and more direct public access to rapid transit stops.
- Improvements will be prioritized along connections and in places identified in the public realm concept plan in Map 3 of Attachment 4. In addition:
  - Finch Avenue West will receive an updated streetscape through the construction of the Finch West LRT, but may still benefit from additional improvements including street trees in plantings that will encourage them to develop to maturity;
  - Keele Street is a priority street for public realm improvement to improve the pedestrian environment; and

- Sentinel Road will continue to be a gateway to York University, which will be reflected in its public realm treatment.
- Views toward the Black Creek Valley and the open space of the Finch Hydro Corridor will be enhanced with new vantage points introduced as part of development where possible.

## **Built Form and Development Criteria**

Built form will be urban in nature and transit supportive to reflect and support active transportation and the new transit infrastructure.

- Development will:
  - Have active frontages that face and frame all adjacent public streets and other public spaces;
  - Include a variety of heights and scales of buildings to support a variety of housing types and employment opportunities.
  - Include a minimum separation distance of 25 metres between tall buildings, where permitted;
  - Be encouraged to have direct connections to or build above transit stations;
  - Internalize loading and servicing for vehicles within new development and/or coordinate accesses among developments in order to limit curb cuts. Access may occur from new laneways or mews. Vehicular access to new developments will be restricted from local streets; and
  - Will appropriately address City urban design guidelines.
- Development in the Keele-Finch Node will reflect the destination status of the Node. Development will:
  - Have a compact-urban form. Multi-storeyed buildings of a minimum height will be required;
  - Frame streets and other public spaces. Buildings will be constructed close to the lot line or any applicable setback that may be established;
  - Consist of mid-rise buildings;
  - Transition down in height and scale to low-rise Neighbourhoods nearby in scale and have sympathetic building materials; and
  - Support a higher volume of pedestrians at the intersection of Keele Street and Finch Avenue West, which may include providing a 'pedestrian relief zone' at the intersection and/or other amenities, such as weather protection, convenience retail or landscaping.
- The Sentinel Node will develop as a lush, green residential district. Development will:
  - Have a compact-urban form. Multi-storeyed buildings of a minimum height will be required;
  - Provide a green, landscaped frontage along Finch Avenue West and Sentinel Road to reinforce the entrance to Black Creek Valley and acknowledge the gateway to York University along Sentinel Road;

- Generally consist of mid-rise buildings. Tall buildings may be permitted west of Sentinel Road in proximity to the Finch Avenue West intersection; and
- Transition down in height and scale to low-rise Neighbourhoods nearby in scale;
- The Keele Corridor South and Finch Corridor East will be transitional districts. Development will:
  - Generally consist of mid-rise buildings along major streets, but at lesser height and scale than the Keele Finch Node; and
- The Keele Corridor North will develop in a way that is compatible with nearby industrial uses. Development will:
  - Have an industrial or warehouse character;
  - Have be in a low- to mid-rise form; and
  - Frame Keele Street and support a comfortable pedestrian environment to improve walkability to transit stations.
- The Finch Corridor West will develop in a sensitive way to accommodate some additional residential uses. Development will consist of low-rise buildings up to 4 storeys in height and may include town houses and low-rise walk-up apartment buildings.

#### *Apartment Neighbourhoods Development Criteria*

- Development in the Fountainhead Road Apartment Neighbourhood will:
  - Frame streets in a contextually sensitive way that appropriately conserves and protects mature trees and forest cover;
  - Include a range of residential building types, including grade-related units that comprise two, three or more bedrooms; and
  - Appropriately conserve cultural heritage resources and protect and enhance natural heritage resources.
- Development along Four Winds Drive between Sentinel Road and Keele Street will:
  - Provide public access to break up blocks and define routes;
  - Improve the street edge and provide address to development; and
  - Provide new streets as part of any redevelopment of the existing townhouses.
- Infill development along Keele Street between Catford Road and Broadoaks Drive will be permitted where the lands designated Other Open Space Areas is allocated for public use, including a public park.
- Infill development on the lands municipally known as 25 Broadoaks Drive (southwest of Keele Street and Broadoaks Drive) may be permitted up to a maximum height of 4 storeys along the Derrydown Road frontage and provided the development is compatible with adjacent low-rise houses.
- Development on the lands municipally known as 3710 Keele Street (southwest of Keele Street and Broadoaks Drive) are part of the city's natural heritage system. Development will generally be discouraged.



### *Other Neighbourhoods Designated Lands*

- Low-rise residential uses are permitted with a minimum lot size and lot width to enable a more compact urban form.

### *Other Employment Areas Designated Lands*

- Other Employment Areas will develop in a manner that is compatible with adjacent uses and transitions down from the Keele Finch Node.

### *Airport Height Limits*

- Additional height and locations for tall buildings may be considered in portions of the Nodes where height restrictions associated with the Downsview Airport no longer apply. Where additional tall buildings are permitted, they will be subject to performance standards, infrastructure studies and environmental studies to ensure that fit, transition, capacity and compatibility with adjacent uses are considered.

## **Community Services and Facilities**

- New and/or expanded community services and facilities are to be provided in a timely manner to support and be concurrent with growth.
- Development applications may be required to address community service and facility needs as identified through the City's review by providing:
  - new, expanded or retrofitted space for a specific community facility on-site;
  - new, expanded or retrofitted space off-site within an appropriate distance; and/or
  - a contribution towards a specific community service facility that meets identified needs.
- The following community services and facilities will be prioritized:
  - New non-profit child care;
  - Expanded programming space at York Woods District Library; and
  - Above-base park improvements.
- New community facilities, expansion and/or retrofits of existing facilities will be designed to meet the requirements of the City and its agencies and will:
  - Be located in highly visible locations with strong pedestrian, cycling and transit connections;
  - Consider co-location within mixed-use buildings; and
  - Provide for flexible, accessible, multi-purpose spaces that can be animated in different ways and adapted over time to meet the varied needs of different user groups.

## **Housing**

- Residential developments will include a range of building types, unit types and sizes to accommodate a variety of households.
- A minimum amount of larger unit types and minimum sizes for larger units will be required as part of a residential development application.

- Residential units and buildings are encouraged to include amenities to meet the needs of various households.
- A range of housing tenures and affordability will be encouraged.

## **Transportation**

- Development will be designed to use transport resources in an efficient manner. This includes walking and cycling, as well as supporting transit.
- Development will support sustainable modes of transportation, including shared mobility options.
- A fine grain street and mobility system network around the transit stations and stops is important and will be secured through the development review process.
- The continued viability of employment uses is important and support of goods movement should be considered in new development.
- Streets will be designed to accommodate all modes of mobility (i.e. be complete streets). Street types will be identified through a mobility plan, which is anticipated to be completed in summer to fall of 2018.

## **Heritage and Archaeology**

- Any activity resulting in soil disturbance in areas of archaeological potential will require an archaeological assessment in advance of project initiation.
- Engagement with Indigenous communities is required for proposals in proximity to the Black Creek Valley which are also located in areas of archaeological potential.
- Interpretation of the natural and cultural heritage value of the Black Creek Valley are encouraged, and should be included as part of the identified street connection between Murray Ross Parkway and Niska Road.

## **Implementation**

- Appropriate phasing of development will be required to ensure orderly development and the provision of necessary infrastructure to support growth, including new public streets.
- Context Plans may be required for the development in the Apartment Neighbourhoods as part of a complete application.
- To provide for the orderly sequencing of development and the required provision of supporting infrastructure and services, the City may enact a Zoning By-law pursuant to Section 34 or 36 of the Planning Act with a Holding (H) symbol with respect to residential uses on lands designated Mixed Use Areas and Apartment Neighbourhoods.

## **Attachment 6 – Preferred Concept**

Provided separately as a PDF and posted under the Agenda Item for North York Community Council's July 4, 2018 meeting.