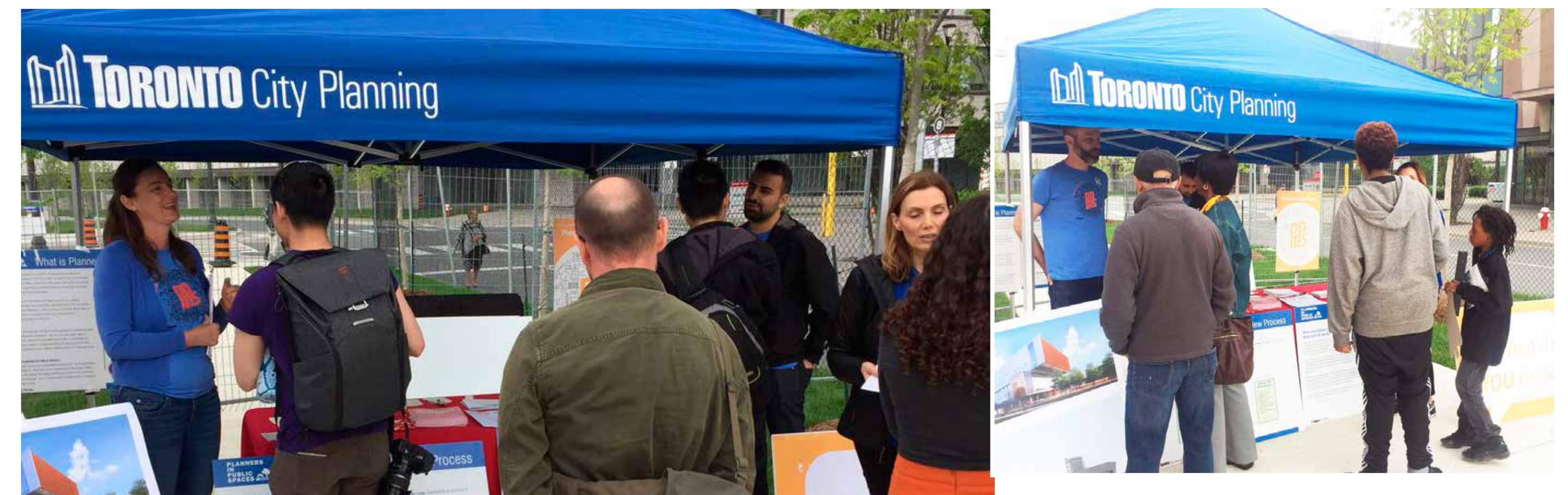


## Public Meeting



The second open house and public workshop took place on March 7, 2017, at James Cardinal McGuigan Catholic Secondary School. About 60 people participated. Photos above show participants involved in activities and writing comments, and an audience watching the presentation.

## Planners in Public Spaces (PiPS)



A PiPS event was held at the York University Subway Station (May 27, 2017). There were approximately 30 discussions about Keele Finch Plus among the hundreds of attendees. More PiPS events are being planned for the Fall 2017.

## Other Outreach

Planners visited schools and spoke with students, attended DUKE Heights Business Improvement Area events, and conducted other outreach to learn from local residents and businesses about what is important to them as the area grows. Over 200 people were signed up to the email listserv.





## Connections

*In March 2017, a public workshop was held. Participants were asked to identify where they would like to see new connections, improved connections, or where connections should be made formal. This board shows some of the results. A Consultation Summary is available at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus)*

Better connect the area in general, especially the different residential communities.

Make informal connections more formal.

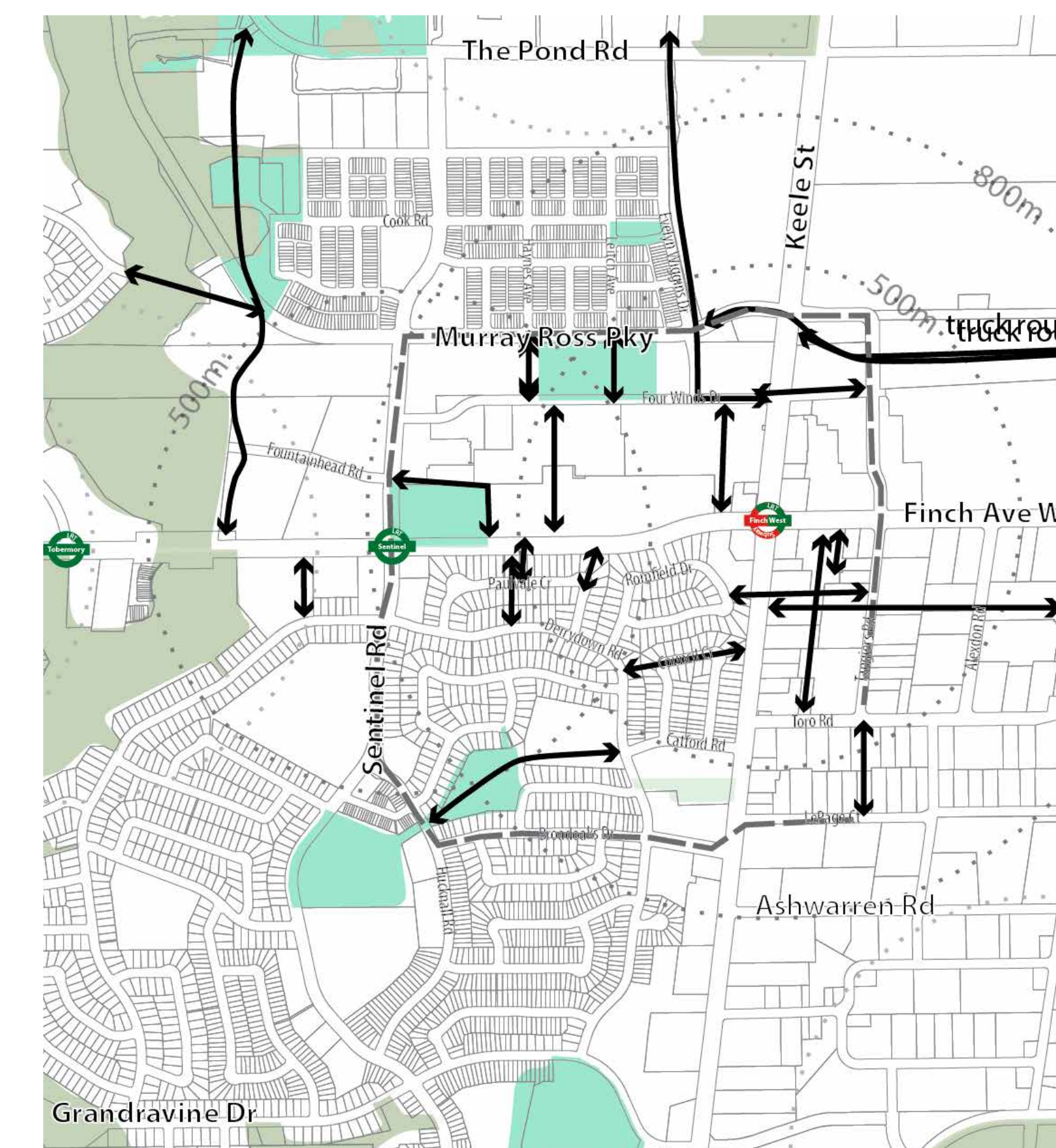
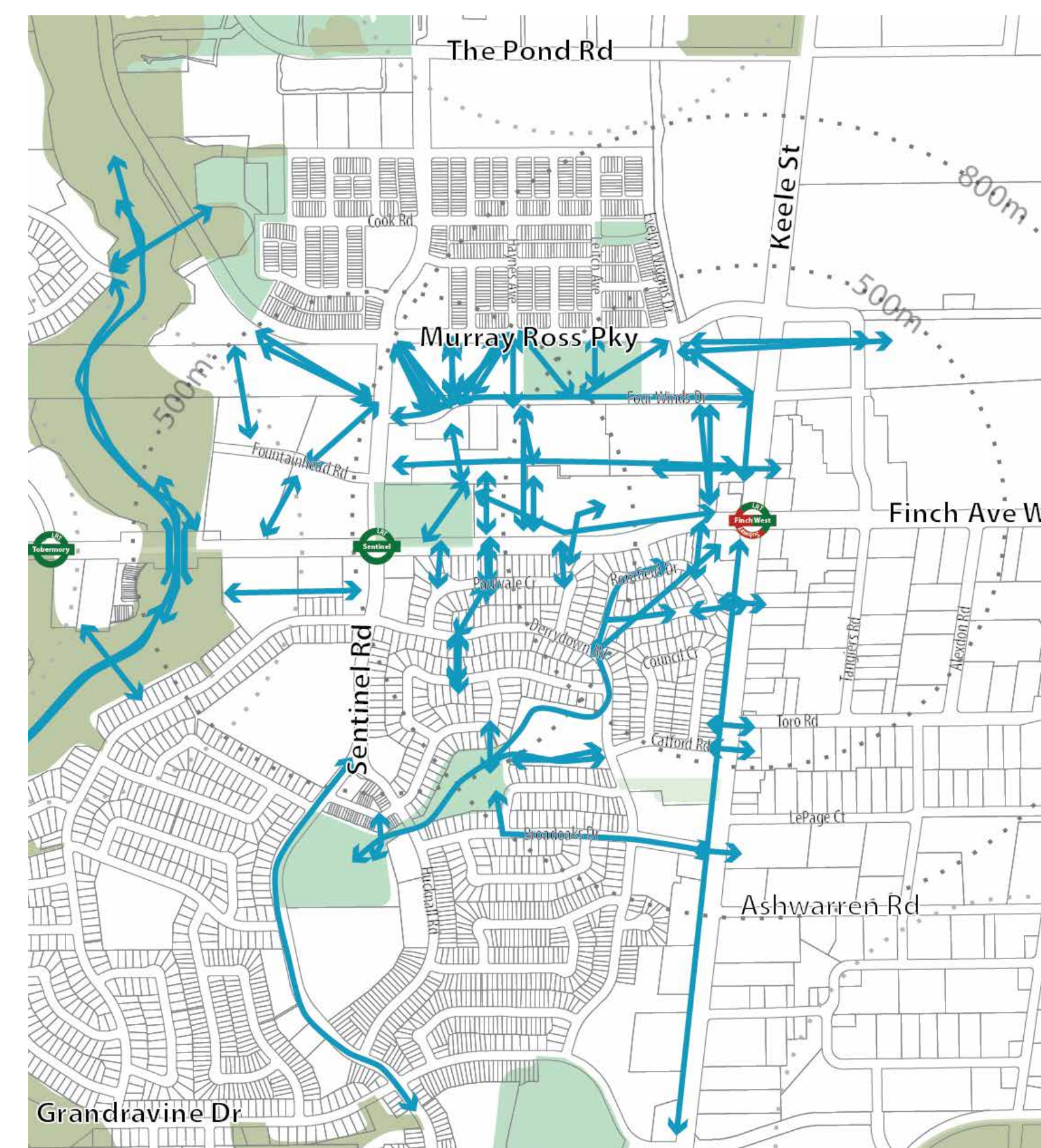
Make connections more direct (e.g. the east-west hydro corridor trail connection across Keele Street).

Better access to community assets like the community garden & library.

More pleasant connections with improved sidewalks, greenery, and public realm improvement.

More ways to get around with more streets.

...and many  
more comments.  
Thank you  
for your input  
& participation!



*The maps above are a digital summary of all connections provided from the public in March 2017. On the left are pedestrian/cycling connections, with streets on the right. The images below show some of that work.*





## Area of Development Focus

In March 2017, a public workshop was held. Participants were asked to identify where they would like to see new development occur in the future. This board shows some of the results. A Consultation Summary is available at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus)

Several participants identified two nodes:  
1) Keele & Finch, and 2) Sentinel & Finch.

Keele & Finch should be a retail/commercial node, with Sentinel & Finch more residential.

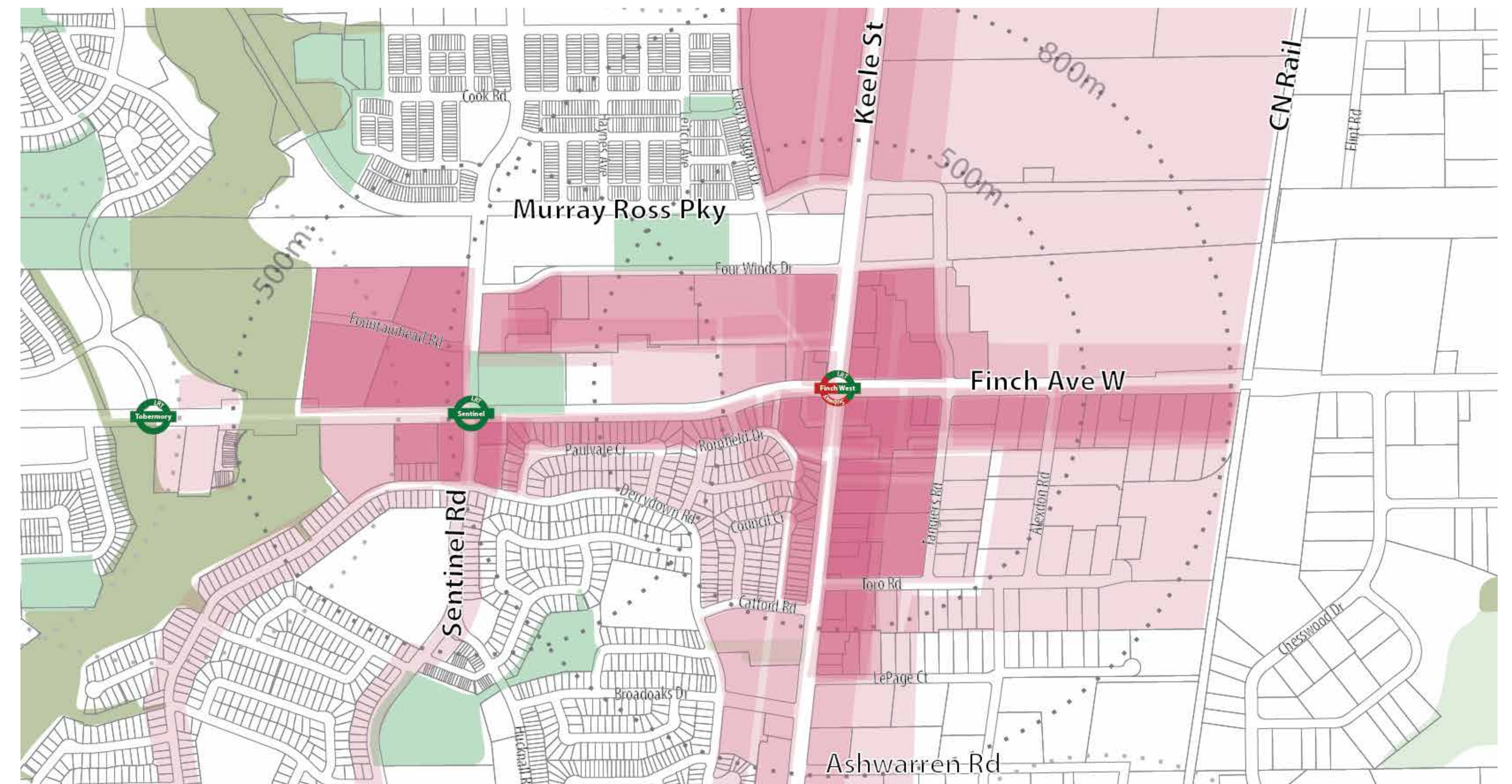
All areas should have improved green and open spaces with new development.

Secondary development areas southeast of Keele & Finch, and along both major streets.

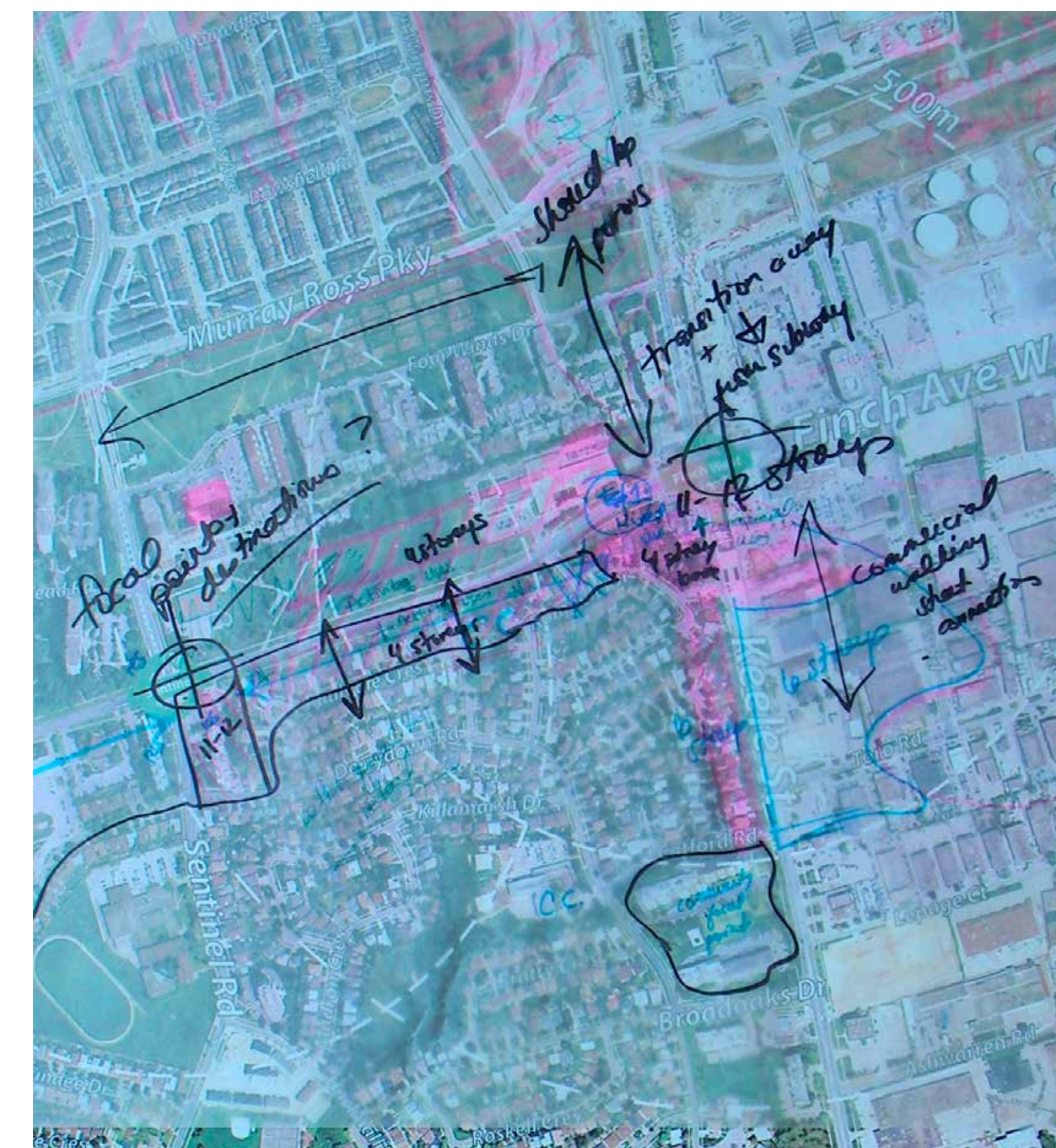
Infill on tower sites - more so at Fountainhead than along Four Winds.

Some interest in redevelopment north of James Cardinal McGuigan.

...and many  
more comments.  
Thank you  
for your input  
& participation!



The map above is a digital summary of where participants told us they would like development to be focussed. Where more tables selected an area, it shows up darker. Below are examples of participant work.





## Building Types

*In March 2017, a public workshop was held. Once participants were asked where development should be focussed, they were then asked about what type of development. This board shows some of the results. A Consultation Summary is available at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus)*

There was general consensus that midrise and taller buildings should be considered at Keele & Finch, and at Sentinel & Finch.

Participants felt that office and commercial midrise buildings were appropriate on the east side of Keele south of Finch, as well as east of Tangiers.

There was some debate about development on the west side of Keele, and on the south side of Finch between the two nodes. Some suggested townhouses, while others suggested walk-up buildings and midrise buildings.

**...and many  
more comments.  
Thank you  
for your input  
& participation!**



*Participants at the March 2017 public workshop are shown here working with facilitators to identify what types of buildings should be considered in the future, and where they should be considered.*





## Guiding Principles

*'Emerging Principles' were reported to Council in 2016. These were based on a combination of research, technical assessment and public input obtained through Phase 1 of the Study. In March 2017, we asked participants to complete a survey on the the emerging principles. Results are shown below for each principle.*

Involve the community in transforming the area into a transit supportive place over the medium to long term. **76% Strongly Support**  
**24% Support**

Ensure the complexity of the area is well understood and expressed. Investment and change in policy should reflect the differences in the area. **67% Strongly Support**  
**24% Support**

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. **71% Strongly Support**  
**14% Support**

Encourage development that contributes to the vitality and vibrancy of the area, and provides amenities and services. **90% Strongly Support**  
**10% Support**

Ensure that the future uses and built form support and complement the existing employment uses in the area, including nearby industry and Downsview Airport. **57% Strongly Support**  
**19% Support**

Support a high quality of life for current and future residents and workers. **90% Strongly Support**  
**4% Support**

Support and encourage a more comfortable, walkable, cycle friendly and more beautiful public realm. **86% Strongly Support**  
**10% Support**

Investment is needed in the public realm to make it more functional and connected, and to enhance the identity and liveability of the area. **76% Strongly Support**  
**24% Support**

Encourage a vital employment area that supports a range of business activities. **62% Strongly Support**  
**33% Support**

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. **81% Strongly Support**  
**10% Support**

### Additional guiding principles based on March 2017 feedback:

Make better use of existing green spaces, including parks, the ravine and hydro corridor.

Leverage the transit to support new employment opportunities.

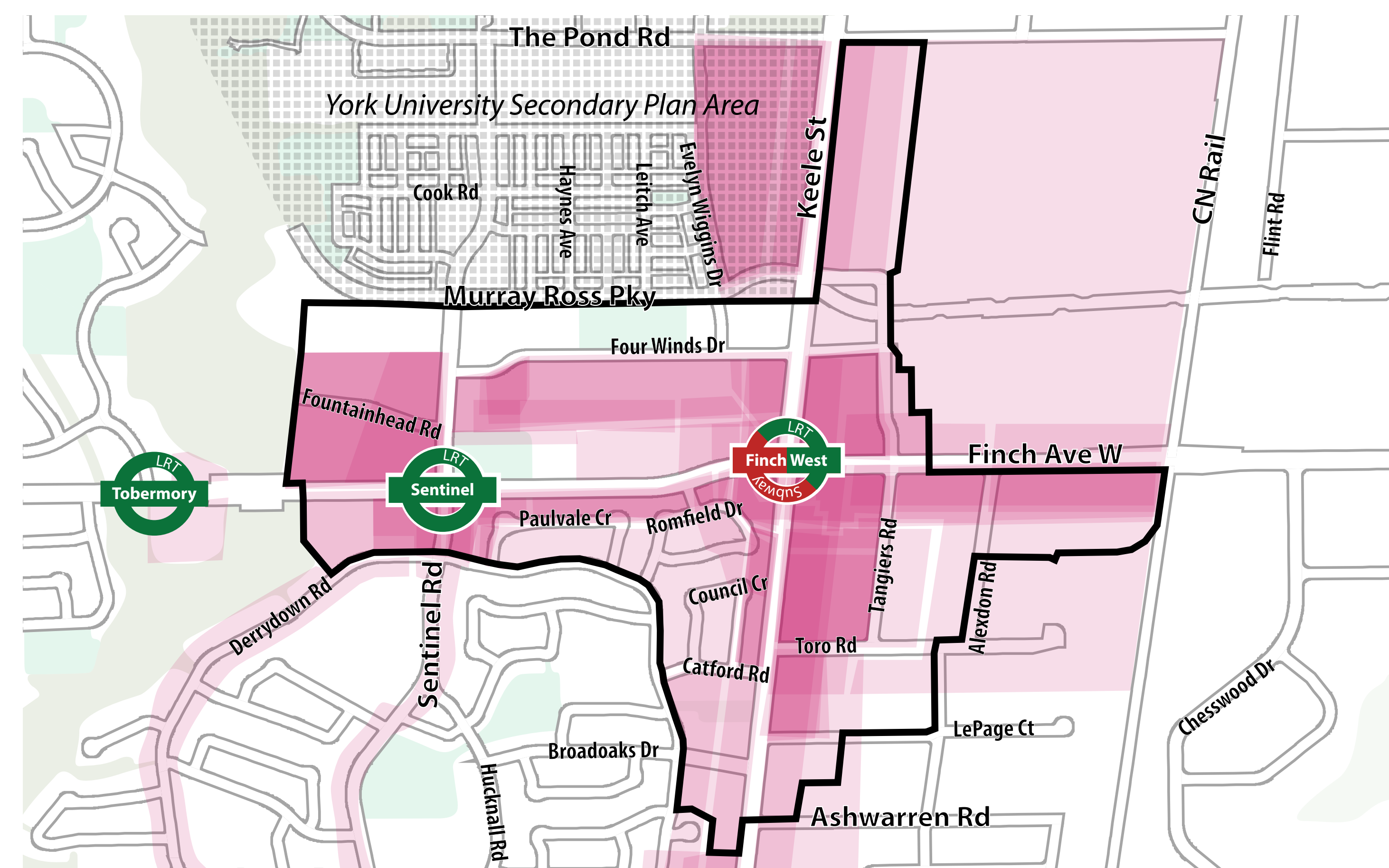
Encourage flexible design of buildings and public spaces that can adapt as the area evolves.



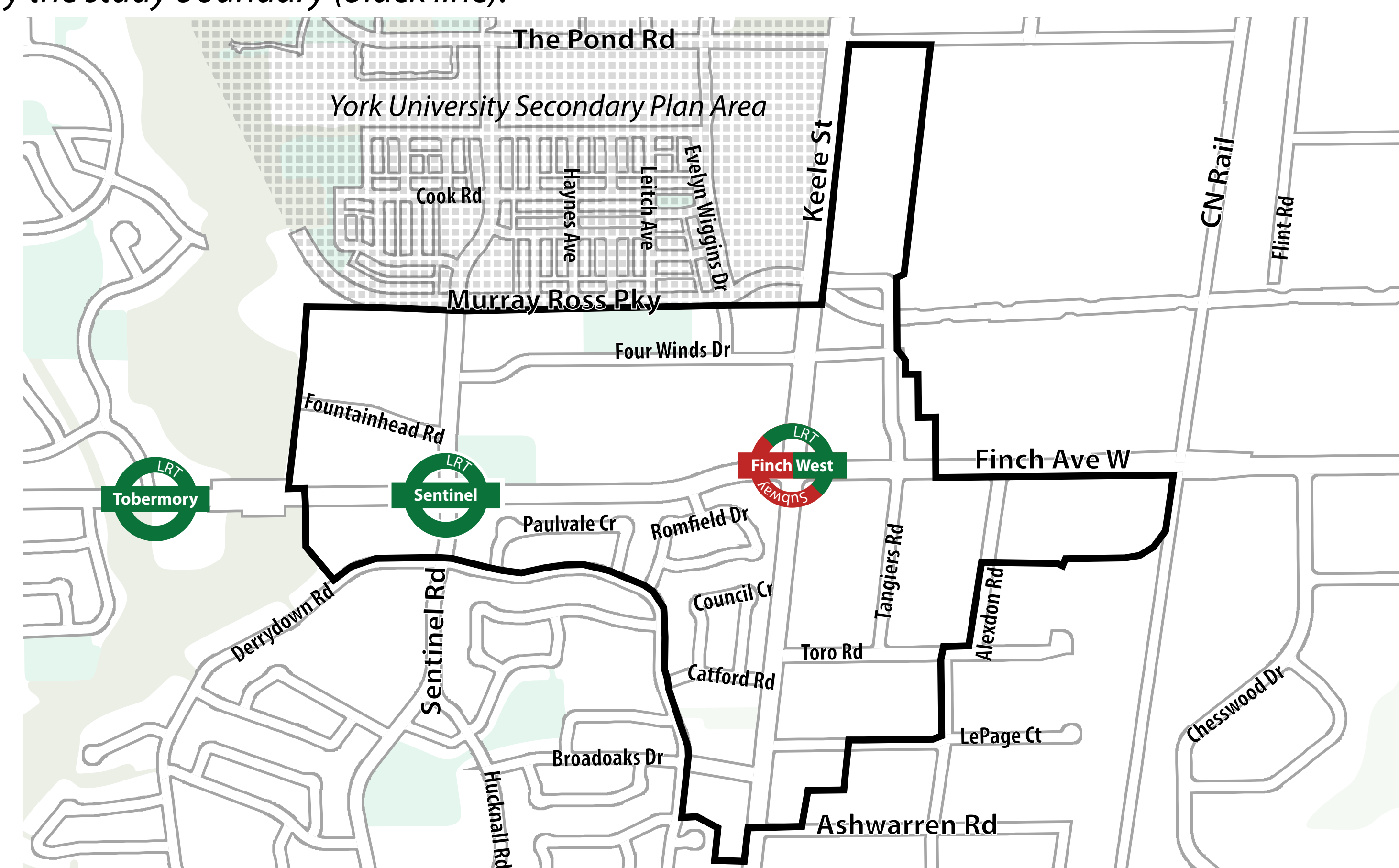
## The Study Area

The boundary was informed by several inputs, including:

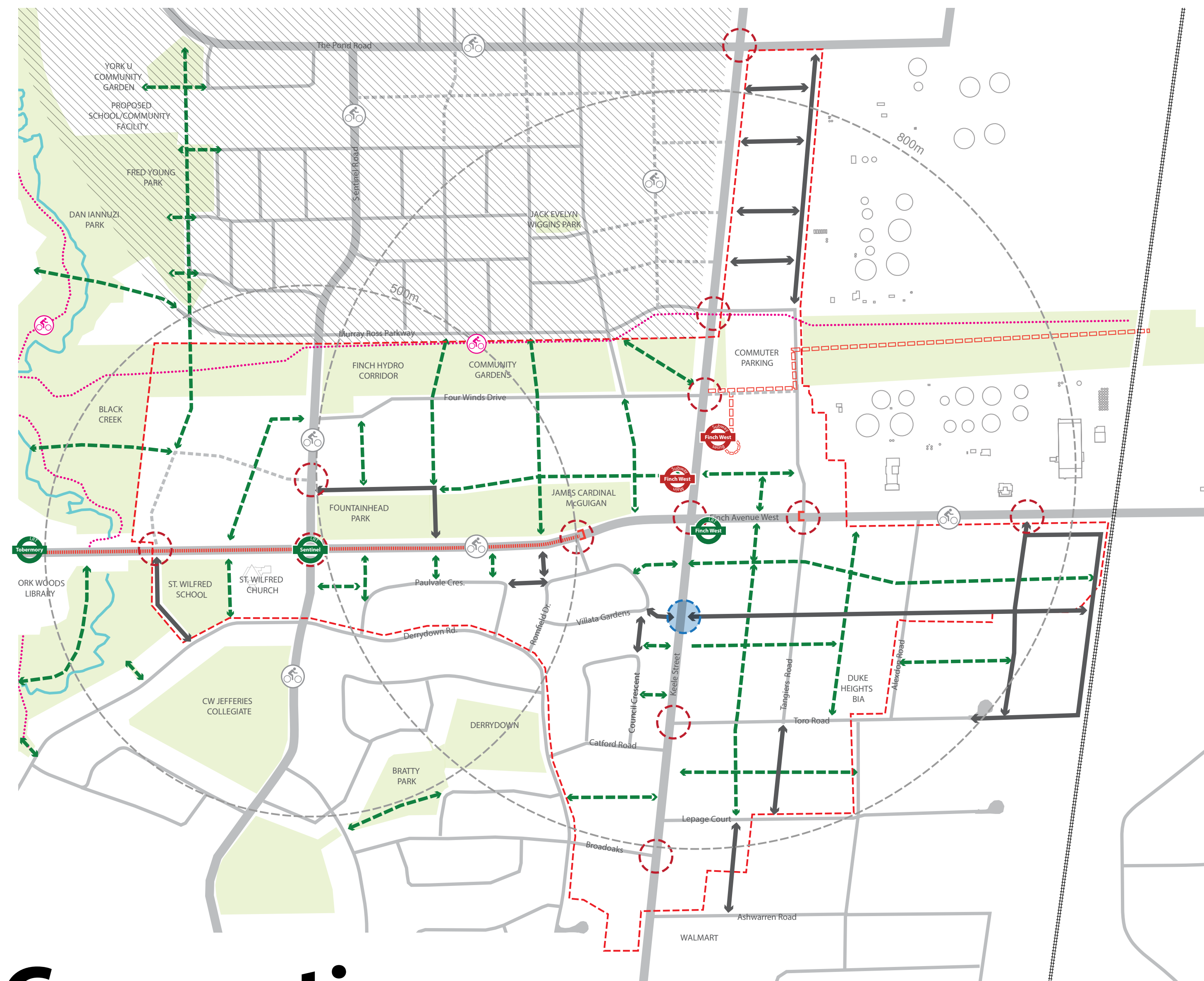
- 500m Rapid Transit Areas in Provincial Policy;
- 800m Mobility Hub area in the Regional Transportation Plan;
- existing City of Toronto planning framework, including the York University Secondary Plan;
- natural and man-made boundaries such as ravines and roadways;
- the impacts of heavy industries; and
- public consultation and input from residents, businesses, and stakeholders as shown in the example on the upper right.



Input from the March 2017 public workshop on where development should be encouraged is shown in pink above. The darker the colour, the greater the consensus among participants. This feedback helped us identify the study boundary (black line).





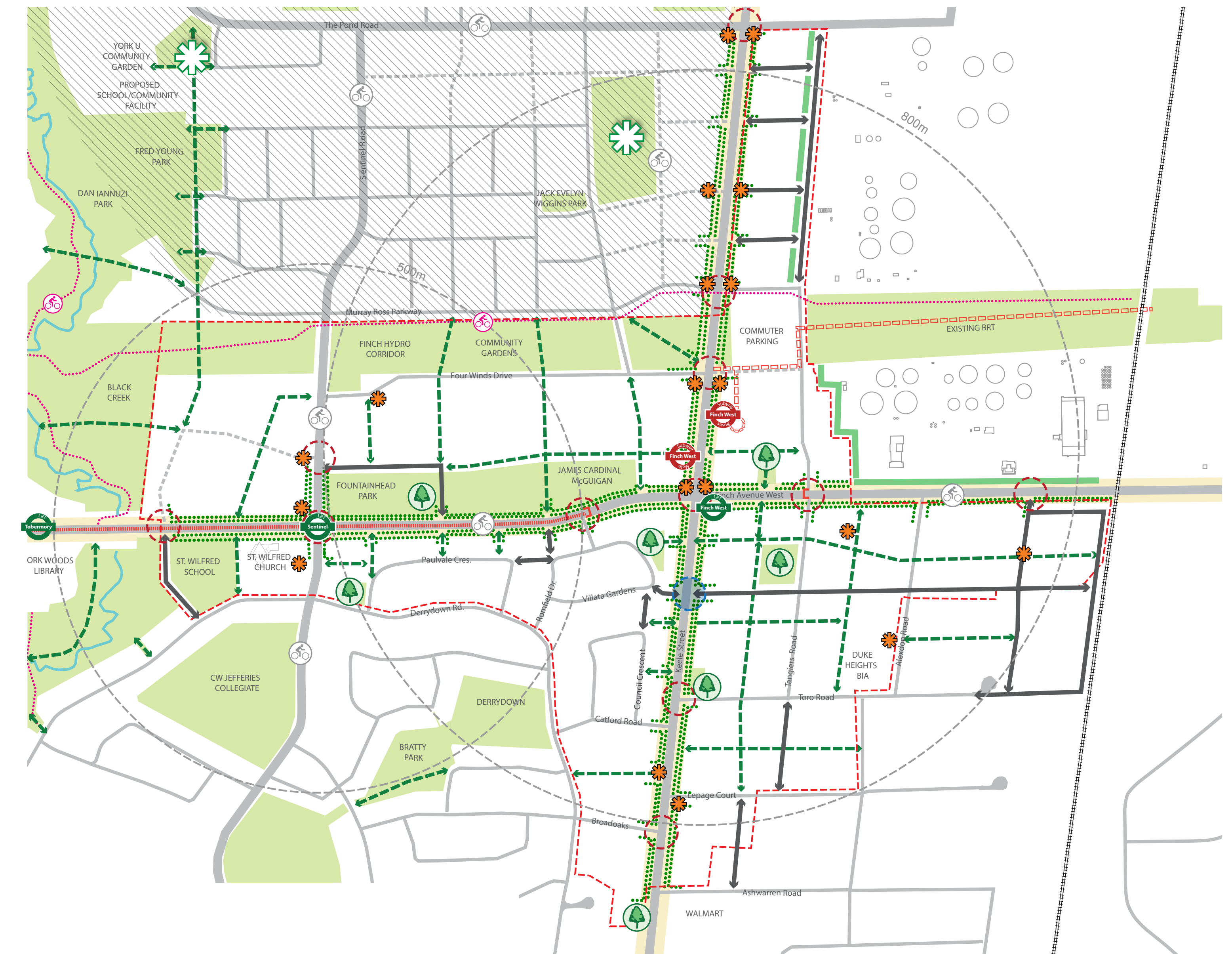
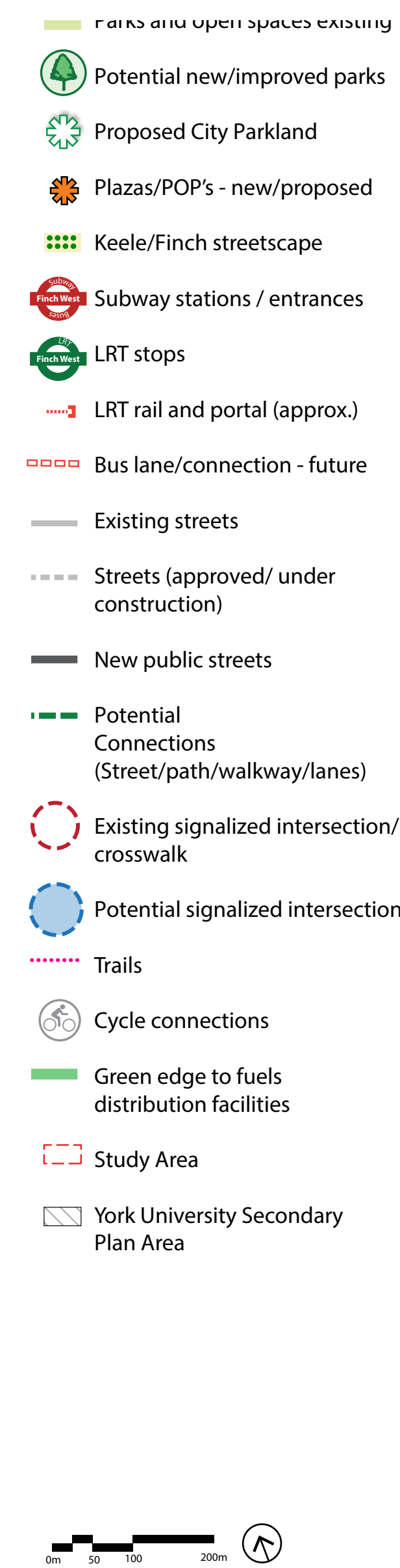


## Connections

The Public Realm Concept Plan includes the general location of connections. These connections may be paths or cycling connections, or new streets. The connections are based in part on your input.

An updated network of connections will help people reach their everyday needs more directly: shopping, parks and open spaces, school, work and to/from Finch West Subway Station and LRT stops.

- What do you think of these connections?



The Public Realm Concept Plan shows areas where new greening should be encouraged. This includes parks, open spaces, plazas, landscaped areas in front of buildings and some streetscaping elements. These greening areas are based in part on your input.

A network of open spaces and greener streets could help improve the look and feel of the area, while making walking and cycling main streets more comfortable.

- What do you think of the greening strategy?