

Study Overview

# Keele Finch Plus Planning Study

Open House & Public Workshop  
***Workshop & Presentation at 6:30 p.m.***

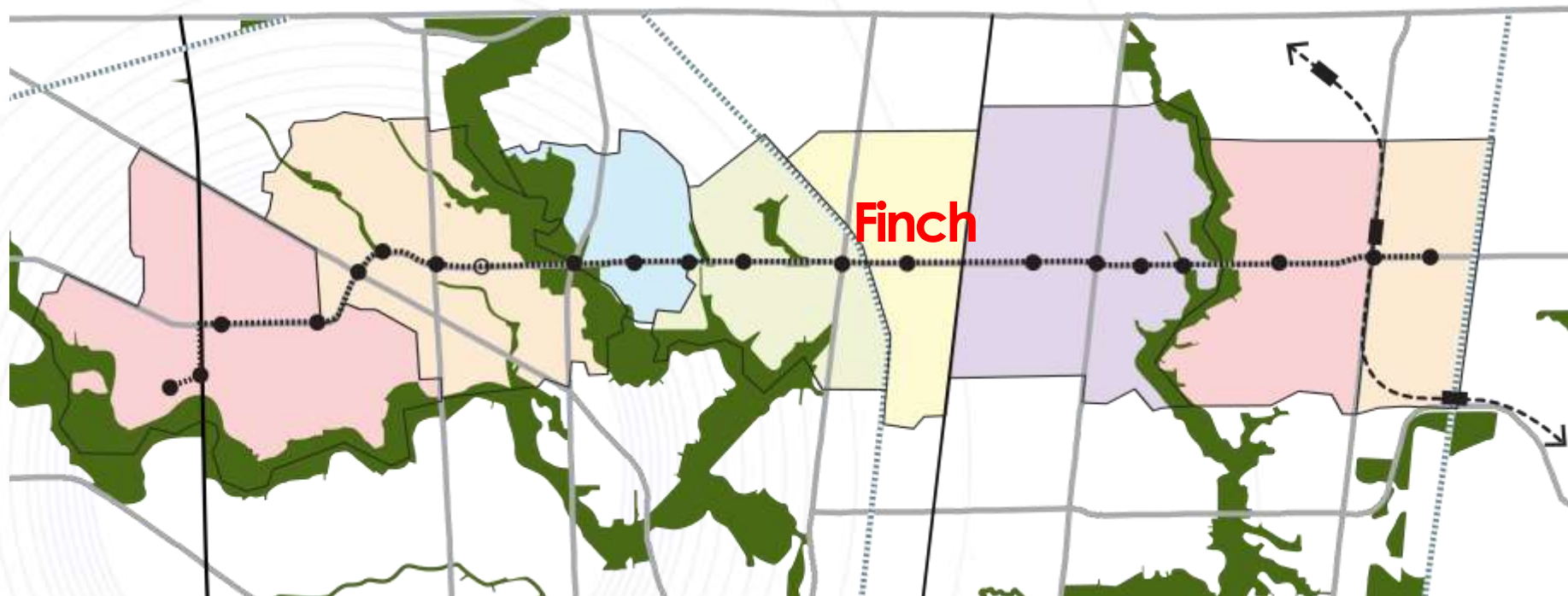
March 7, 2017



# 1. Background

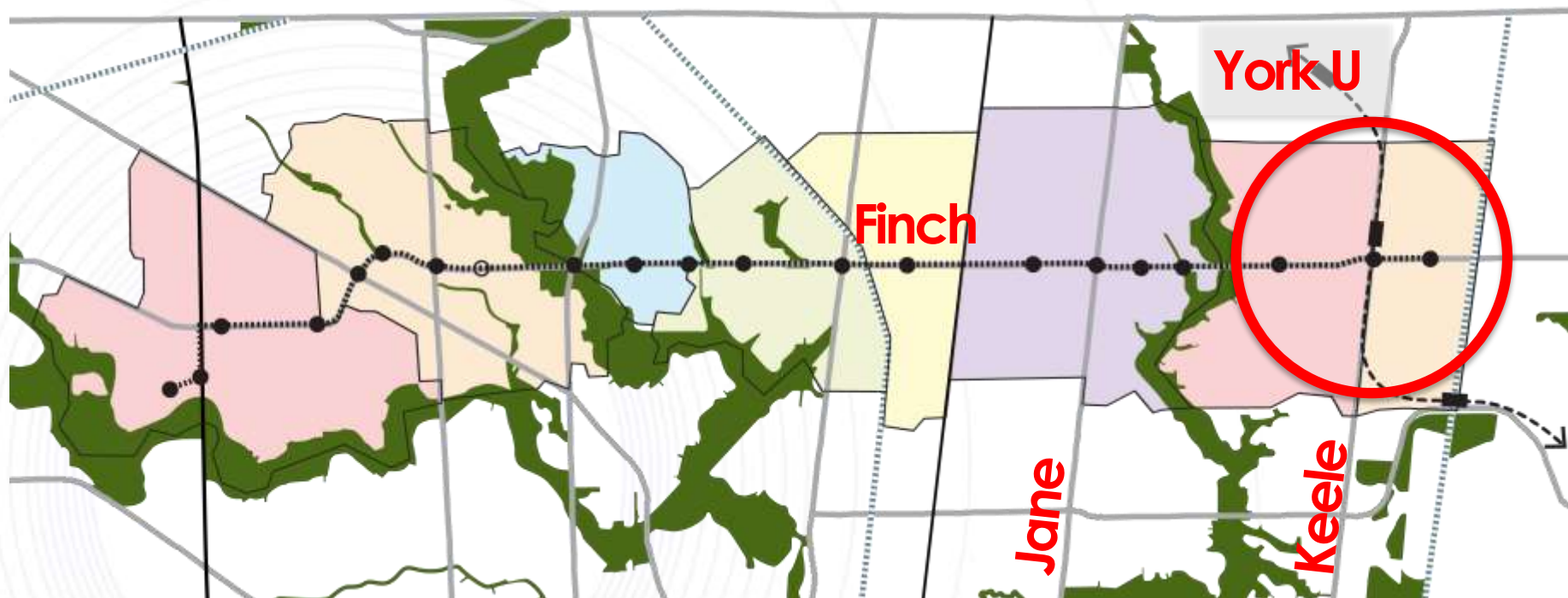


# Subway + LRT coming soon





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# Keele Finch **Plus**

Encouraging growth + community building





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# Keele Finch **Plus**

Encouraging growth + community building

**We are here**

**Council  
Direction**

*December 2015*

**Study  
Initiation**

*Spring - Fall 2016*

**Plans  
& Analysis**

*Fall 2016 - Summer 2017*

**Implementation**

*Summer - Winter 2017*

**Public consultation will take place at each stage**

First report adopted by City Council on December 13, 2016



# Keele Finch Plus

Encouraging growth + community building

- Background work began in 2016
- The name was selected by students at James Cardinal McGuigan School





# Keele Finch **Plus**

Encouraging growth + community building

- **This Study is not about transit**, but about how to grow with transit
- **It's “what happens next?” after transit is built**



# **Q: Why Study this area?**

## **A: Pressures, Changes & Direction**

- Council Direction
- The stimulus of the new subway & LRT
- Market Pressure
- New Business Improvement Area (DUKE Heights)
- Neighbourhood Improvement Area (NIA)



# **Q: What guides the Study?**

## **A: Existing Plans & Policy**

### Provincial

- Growth Plan, Mobility Hub Guidelines tell us to create a transit-supportive place

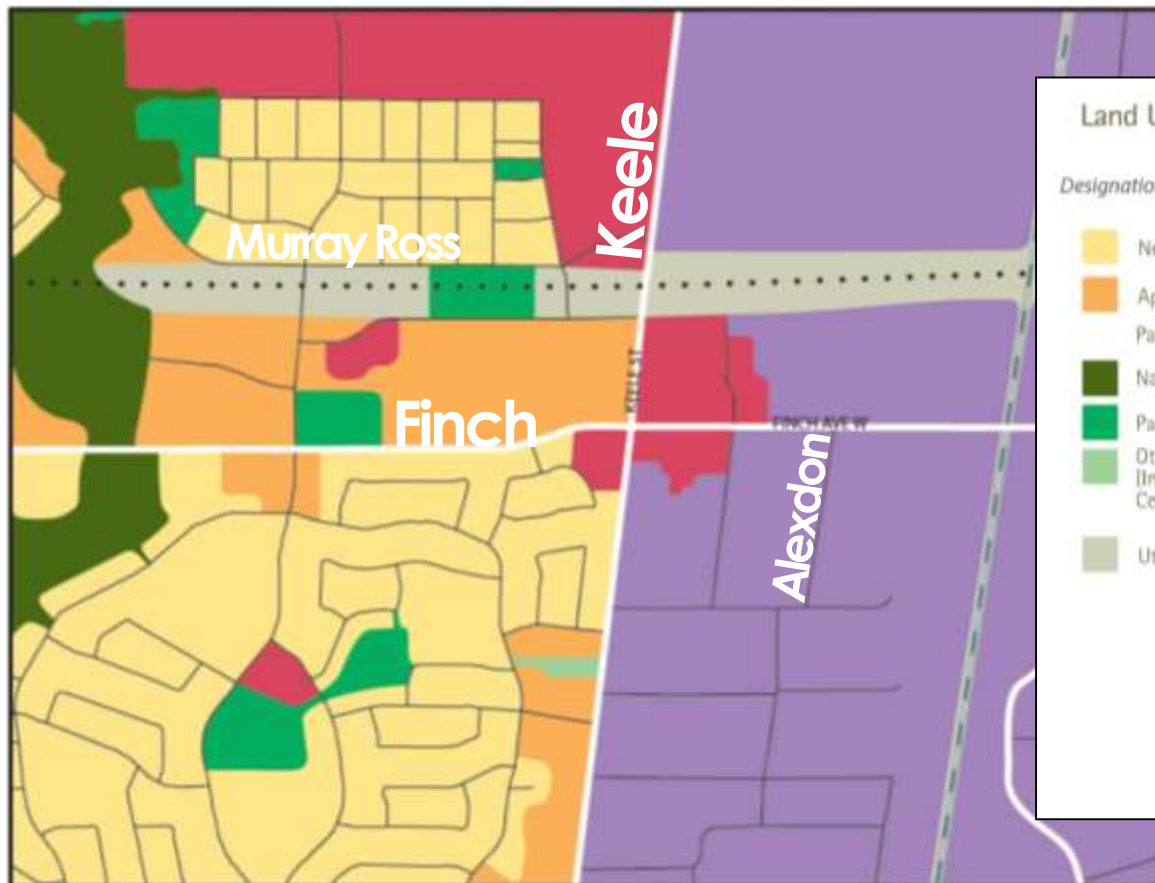
### Municipal

- The Official Plan tells us to combine land use and transportation
- The Official Plan asks us to leverage the public sector investment



# Existing Policy

- Official Plan



## Land Use Designations

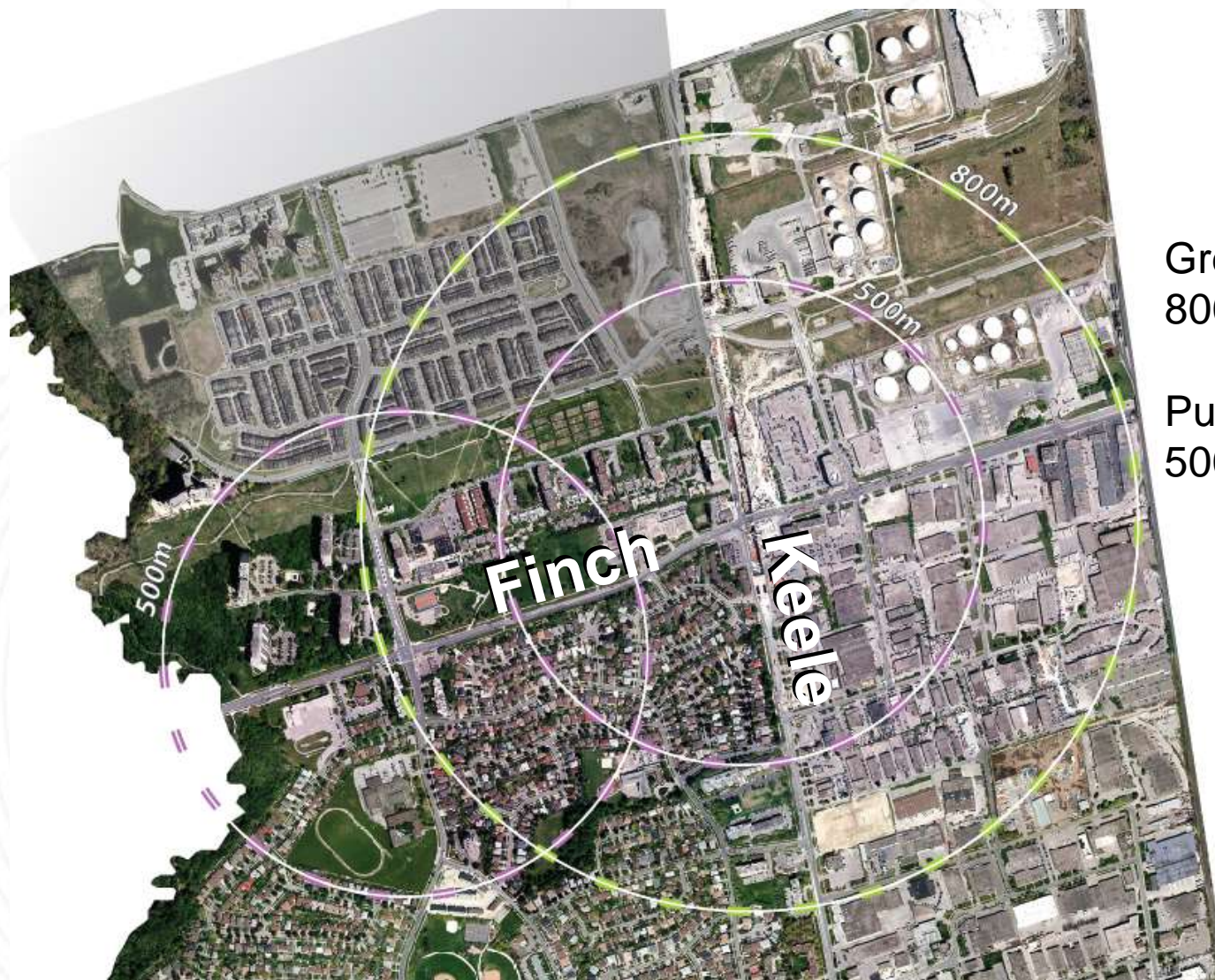
### Designations that encourage stability

- Neighbourhoods
- Apartment Neighbourhoods
- Parks and Open Space Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Utility Corridors

### Designations that encourage change

- Mixed Use Areas
- Institutional Areas
- Regeneration Areas
- Employment Areas





Green Outer circle:  
800m

Purple Inner circle:  
500m

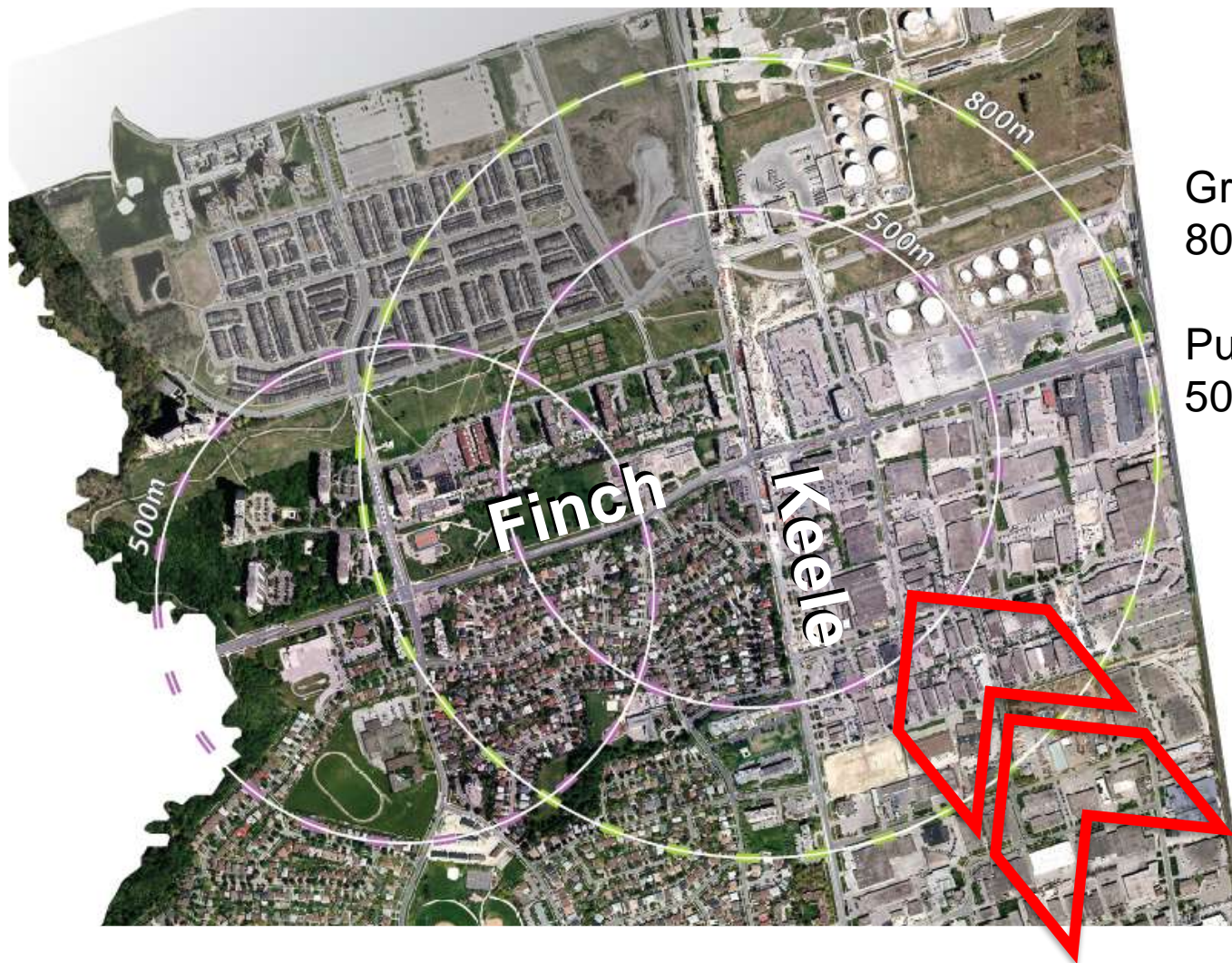




# Q: What guides the Study?

## A: Local context

- Airport Hazard Area
- Local industry and employment uses, including fuels distribution facilities



Green Outer circle:  
800m

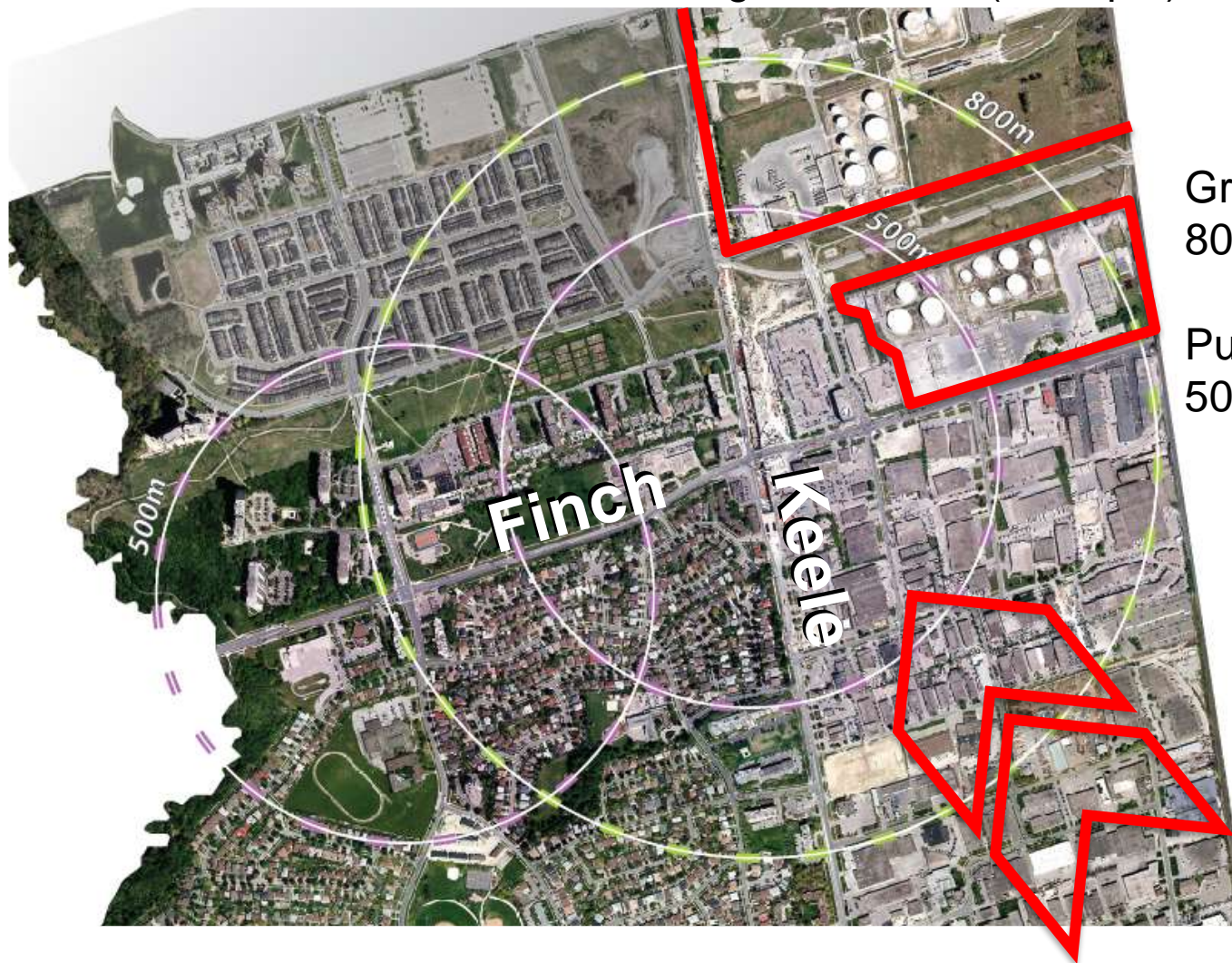
Purple Inner circle:  
500m

Flight Path of  
Downsview Airport





## Large Industries (example)



Green Outer circle:  
800m

Purple Inner circle:  
500m

Flight Path of  
Downsview Airport



“Sensitive Uses” such as housing and schools need to be kept some distance away from some employment uses and industry

The flight path means that building heights need to be kept below a certain threshold



# In Summary, We need to grow **AND**

- Do so in a way that benefits existing residents and businesses.
- Leverage the transit investment for the community and city.





Keele & Finch 1955



Keele & Finch 2015



**Keele & Finch 2045?**





# 2. What We've Done So Far



# Phase 1 (complete)

- Took stock of the area via three 'threads':
  - Research
  - Technical Assessment
  - Public Input





# Phase 1 (complete)

## Phase 1 Structure

### Public Input thread

#### Understand likes/ dislikes & desires

*Understand what the community likes and dislikes about the area and how they want it to change*

#### Raise awareness & invite Involvement

*Work to ensure as many people as possible are made aware and can participate*

### Technical Assessment thread

#### Establish what is possible

*Aviation/flight path (future building height), separation distance from industry (location possibilities)*

#### Understand existing conditions

*Transportation assessment (all modes)*

### Research thread

#### Understand facts and figures

*Demographics and employment, size of area, size of lots, etc*

#### Understand existing guidance/ directions

*Provincial and City policy and guidelines*

#### Review/learn from other local studies

*Previous studies (e.g. 2016 DUKE Heights Economic Development Study, 2001 Keele Employment Area Study)*

#### Understand current conditions

*Site visits including qualitative research, review of topography, etc*

Phase 2 >>>

Emerging Issues

tying the threads together



# Phase 1 Research (complete)

- Examined the policy framework
- Examined employment and demographic data
- Existing density
- Examined area features
- Etc...



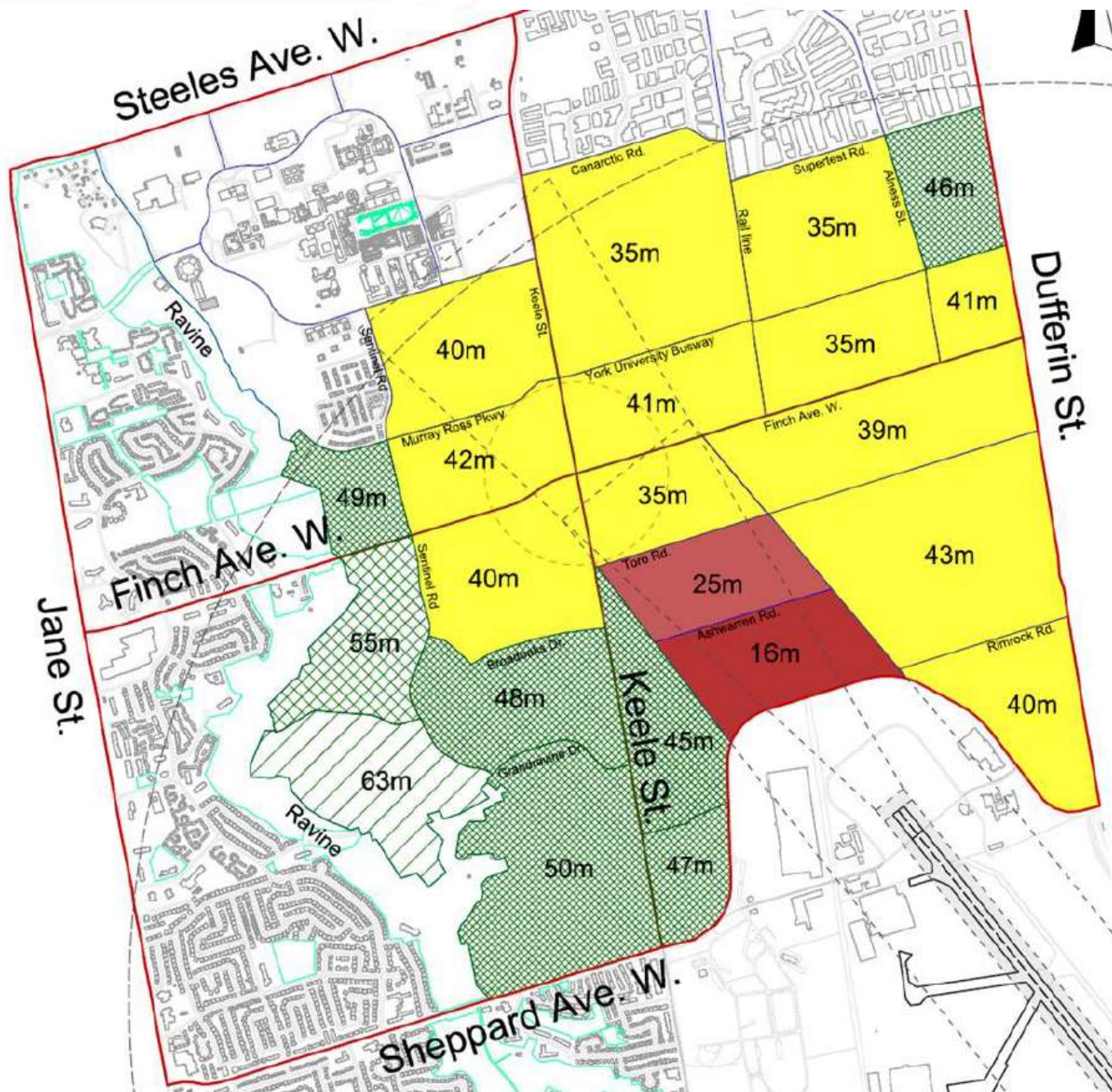
# Phase 1 Technical Assessment (complete)

- The technical assessment portion has 3 pieces:
  - Aviation (operational needs of Downsview Airport)
  - Environment (compatibility between industrial uses and sensitive uses)
  - Transportation (existing conditions assessment)





# Technical Assessment: Aviation (complete)

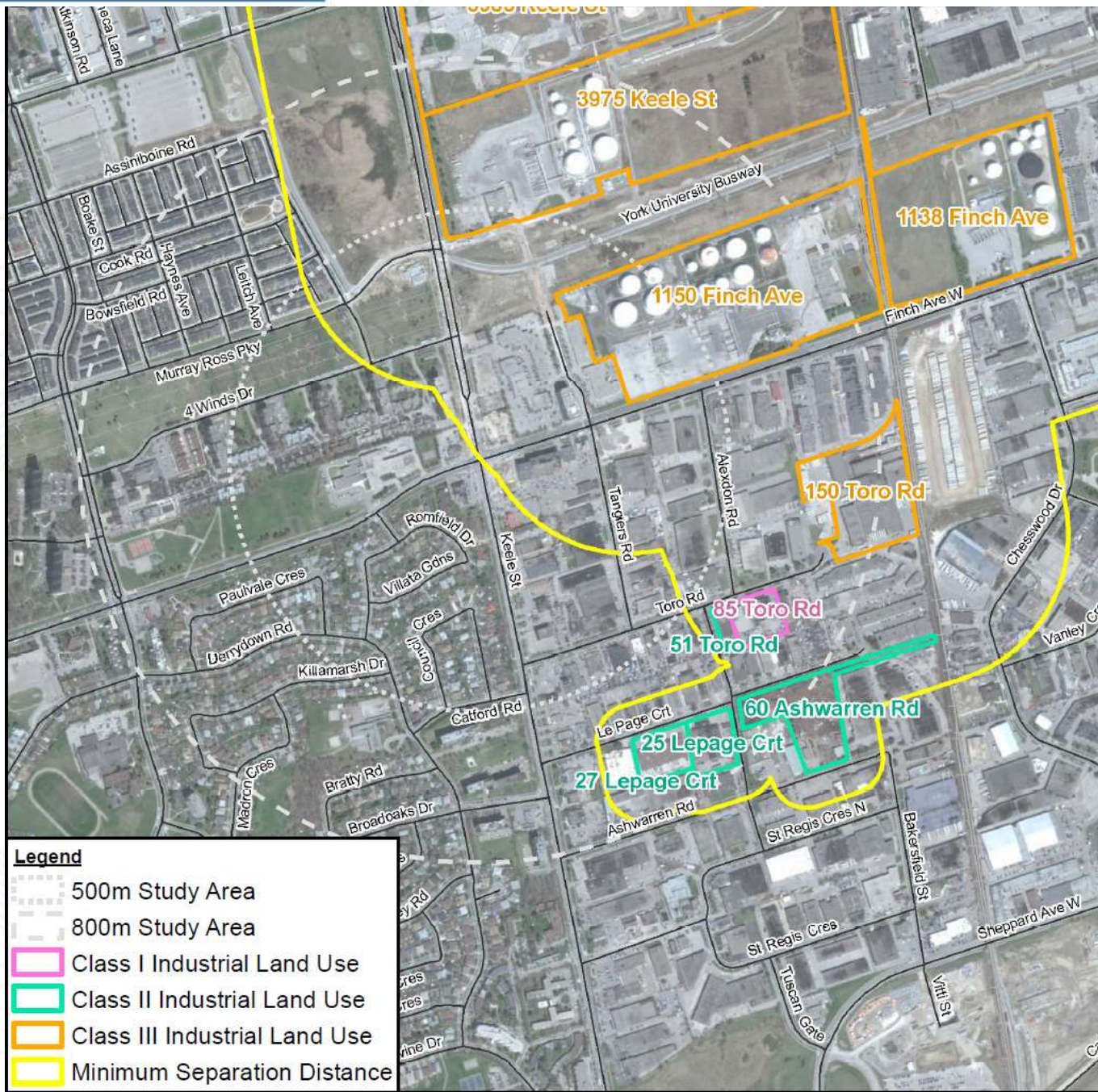






# Technical Assessment: Environment

(complete)







# Phase 1 Technical Assessment (complete)

## • Transportation

- Identified need for a better transportation network
- Need for improved walkability
- About 40% of trips are by transit or active modes (walking/cycling)
- During subway construction, collisions dropped by 17%
- etc



...and more



# Phase 1 Public Input (complete)

## Engagement

- 1 Open House and Public Consultation
- 3 'Planners in Public Spaces' (PiPS) events
- Several other outreach efforts
  - Attendance at BIA events
  - Speaking with students
  - Participation in the Neighbourhood Action Partnership
  - Meetings with stakeholders
  - E-Update list, social media, website
  - Etc
  - **Over 350 people have been engaged so far**



# Phase 1 Public Input (complete)







# Phase 1 Public Input (examples)

- Some of the things we heard:
  - Expect development with the new subway
  - Want more to do in the area, especially in the evenings (cafes, restaurants, community facilities, etc)
  - Want the area to have a more pleasant look and feel with a better walking environment
  - Traffic and traffic congestion are concerns
  - Housing and housing affordability area concerns
  - and many more comments...
  - **Thanks for your participation and input!**





# Emerging Issues (examples)

- Improve the transportation network by making new connections, reducing block sizes, and supporting walkability.
- Ensure future uses and built form support/complement existing employment uses.
- Encourage compact development that frames public streets.
- **And several more that guide us in Phase 2**



# 3. What's Next



# 3. What's Next





## Phase 2A Plans & Analysis

- Develop options or concepts on how the area can evolve based on Phase 1
- Evaluate those options
- Test and refine those options
- Seek the assistance of the public and stakeholders in this





# Phase 2A Plans & Analysis

- The options or concepts will include:
  - A local urban structure
  - Identification of public realm and open space framework
  - Identification of connections
  - Built form models
  - etc



# Phase 2A Plans & Analysis

- Evaluation of the options or concepts will include:
  - Built form
  - Transportation considerations
  - Community services and facilities needs
  - Input from the public and stakeholders
  - etc



## Phase 2B Preferred Direction

- Through the evaluation in Phase 2A, a preferred option or concept will be identified
- A recommendation of this option or concept will be put before Council



# Open House & Public Workshop

- To kick off Phase 2A and get public input, we're hosting this Open House & Public Workshop





# Open House & Public Workshop

- Discussing:
  - General comments
  - **Comments on emerging issues (survey)** *(Activity A in your guide)*
  - **Connections** *(Activity B in your guide)*
  - **Area of development focus** *(Activity B in your guide)*
  - **Visual preference of buildings** *(Activity B in your guide)*



# Discussion



# Exercise 1

- Where are there future opportunities for new connections?



# Exercise 1

- Where are there future opportunities for new connections?
- Task: make new connections & improve the transportation network
  - Pathways – how can we make the area more pleasant to walk or cycle through?
  - Streets – are there any new streets needed?
- *Hint: think about where you go today and how you get there. How could this be made easier?*





# Exercise 1

- Any new connection identified would need to be analyzed based on priority and need before moving to the planning stage.



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- Any new connection identified would need to be analyzed based on priority and need before moving to the planning stage.
- Once in the planning stage, it could take years or decades before it is built. We are thinking about the long term future – about our families and friends, kids or grandkids.



# Exercise 1

- Any new connection identified would need to be analyzed based on priority and need before moving to the planning stage.
- Once in the planning stage, it could take years or decades before it is built. We are thinking about the long term future – about our families and friends, kids or grandkids.
- Connections can become reality through new development or by investment on the part of the City.



# Exercise 1

- Example: Fountainhead







# Exercise 1

- Example: Fountainhead





# Exercise 1

- Example: Hydro Corridor







# Exercise 1

- Example: Hydro Corridor





# Exercise 1

- New connections by theme
  - **'Stitching' across the ravine and hydro corridor**
  - **Breaking up blocks**
  - **Walkability to new transit station**
  - Getting across the rail corridor





# Exercise 1

- New connections by theme
  - **'Stitching' across the ravine and hydro corridor**
  - **Breaking up blocks**
  - **Walkability to new transit station**
  - Getting across the rail corridor
- Task: identify new connections based on the above or your own experiences or ideas using:
  - Use **blue** for pathways
  - Use **black** for streets



## Exercise 2

- What area should be considered for growth over the long term?
- Task: Identify categories of development focus and label them from 1 (most intensive) to 4 (minor changes from today)
  - If you don't think an area should change, leave it out, tell us or label it



## Exercise 2

- Development can contribute to community building



## Exercise 2

- Development can contribute to community building
- Example: 35 Tangiers at Finch
  - New medical centre and proposed Pharmacy
  - Contribution toward streetscape and park improvements
- For example: Fountainhead Development
  - New roadway connection
  - New child care spaces
  - Improvements to the existing rental buildings
  - Improvements to local parks
  - Etc.





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## Exercise 3

- Where should new buildings be placed within the local urban structure we just created?
- Task: You just created a 'structure' with areas of different development intensity. In your opinion, what kinds of buildings do those areas contain?



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- Where should new buildings be placed within the local urban structure we just created?
- Task: You just created a 'structure' with areas of different development intensity. In your opinion, what kinds of buildings do those areas contain?
  - In the handout there are letters that correspond to types of buildings. Write the letter in areas where you could see that type of building being placed



## Exercise 3

- New development could take many forms





## Exercise 3

- New development could take many forms
  - Example: small scale re-build – Eldora Ave (near Yonge and Finch)



2008



2016



## Exercise 3

- New development could take many forms
  - Example: vacant lot to transit-supportive building – 35 Tangiers Road at Finch Avenue West



2008



Image from [university-heights.ca](http://university-heights.ca)  
(under construction)



## Exercise 3

- Note 1: no residential uses will be contemplated in employment areas (generally, these areas are east of Keele Street)
- Note 2: the tall category (letter F in your handout) can only be contemplated west of Sentinel Road. This is due to the airplane flight path of Downsview Airport



## BUILT FORM TYPOLOGY: EMPLOYMENT WALK-UP (UP TO 4 STOREYS OR APPROX. 15.3 METRES)

A

Please mark on your local urban structure where you'd like to see this size/type of building using the letter 'A'.



These images are for general reference and not indicative of preferred built form.

Keele Finch Plus Planning Study



## BUILT FORM TYPOLOGY: EMPLOYMENT MID-RISE (GENERALLY 4 TO 9 STOREYS OR 15.3 TO 33.3 METRES)

B

Please mark on your local urban structure where you'd like to see this size/type of building using the letter 'B'.



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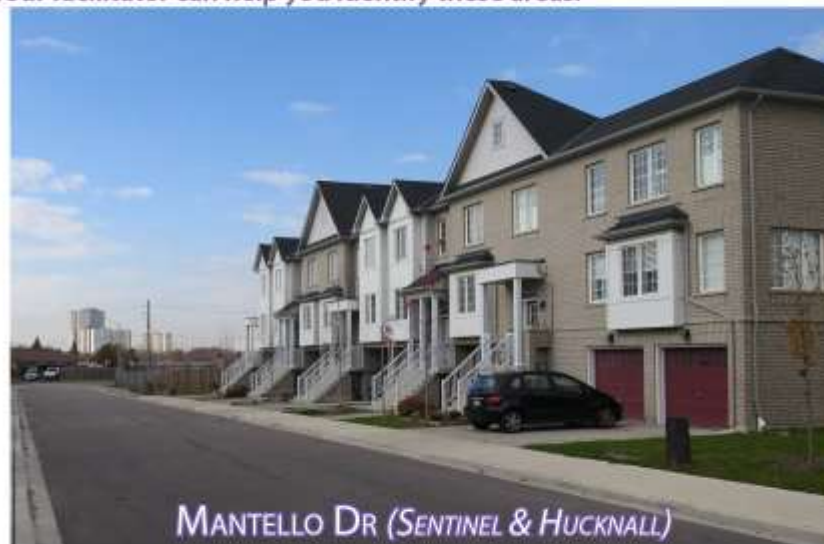
Keele Finch Plus Planning Study

## BUILT FORM TYPOLOGY: RESIDENTIAL TOWNHOUSE (UP TO 4 STOREYS OR APPROX. 12 METRES)

C

Please mark on your local urban structure where you'd like to see this size/type of building using the letter 'C':

Note that residential uses are not contemplated in *Employment Areas*. Your facilitator can help you identify these areas.



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Keele Finch Plus Planning Study



## BUILT FORM TYPOLOGY: RESIDENTIAL WALK-UP (UP TO 4 STOREYS OR APPROX. 13.5 METRES)

D

Please mark on your local urban structure where you'd like to see this size/type of building using the letter 'D'.  
Note that residential uses are not contemplated in *Employment Areas*. Your facilitator can help you identify these areas.



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## BUILT FORM TYPOLOGY: RESIDENTIAL MID-RISE (GENERALLY 4 TO 11 STOREYS OR 13.5 TO 34.5 METRES)

E

Please mark on your local urban structure where you'd like to see this size/type of building using the letter 'E'.  
Note that residential uses are not contemplated in *Employment Areas*. Your facilitator can help you identify these areas.



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## BUILT FORM TYPOLOGY: RESIDENTIAL TALL (GENERALLY 12 - 16 STOREYS OR 37.5 TO 49.5 METRES)

F

Please mark on your local urban structure where you'd like to see this size/type of building using the letter 'F'.

Note that residential uses are not contemplated in *Employment Areas*. Your facilitator can help you identify these areas.

**Note (2)** that there are height limitations in the area. Buildings over 42 metres can only be contemplated west of Sentinel.

However, buildings with a tall form, generally up to 12 storeys can be contemplated in other areas. Your facilitator will help you with this.



75 THE DONWAY W (NEAR DON MILLS & LAWRENCE)



233 BEECROFT (IN NORTH YORK CENTRE)



485 PATRICIA AVE (AT BATHURST, NORTH OF FINCH)



345 SENTINEL (AT HUGKNALL)

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Keele Finch Plus Planning Study



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- Note 1: no residential uses will be contemplated in employment areas (generally, these areas are east of Keele Street)
- Note 2: the tall category (letter F in your handout) can only be contemplated west of Sentinel Road. This is due to the airplane flight path of Downsview Airport



# Report Back