

## Investment in rapid transit

- Subway anticipated to be open later this year
- Light Rail Transit (LRT) anticipated to be open in 2022
- Opportunity to leverage this investment

## Planning Approach work (2015)

- Direction from Council in December 2015
- Market Interest
- Identified 'Neighbourhood Improvement Area'

Looking for  
more detail?  
Ask for sheet #1  
at the info table.

## The Growth Plan for the Greater Golden Horseshoe (Provincial Policy)

- Encourages increased residential & employment growth around transit
- Requires plans for growth to factor future community infrastructure
- Protects employment areas (such as those east of Keele Street)

## Toronto's Official Plan

- The main policy document to manage and direct physical change
- A legal document that sets out how to grow over a long period of time, covering where where and how to use land

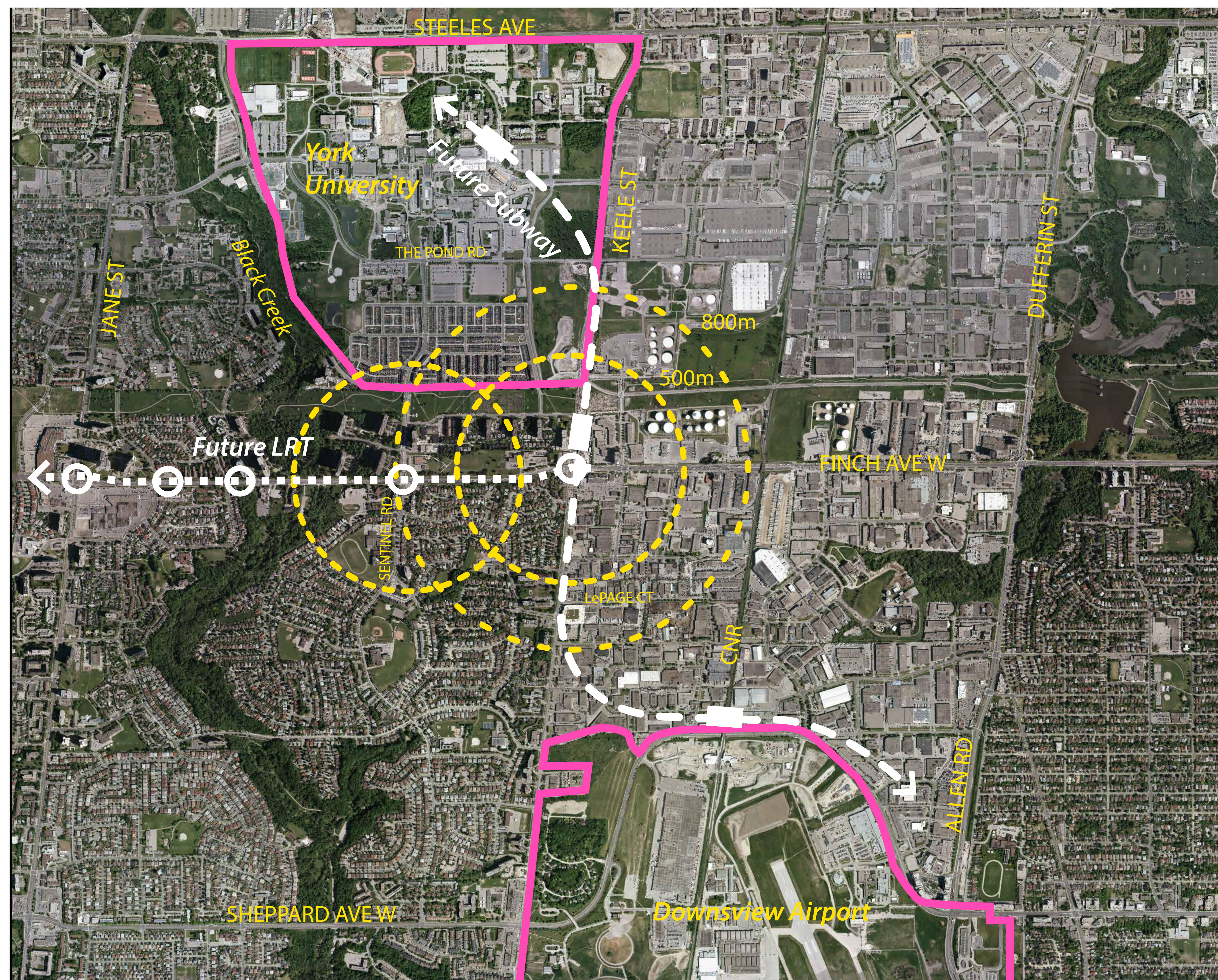
## Guidelines, including

- Mobility Hub Guidelines, which suggest minimum density targets in areas with two or more transit lines
- City Guidelines, including for urban design

Looking for  
more detail?  
Ask for sheet #2  
at the info table.



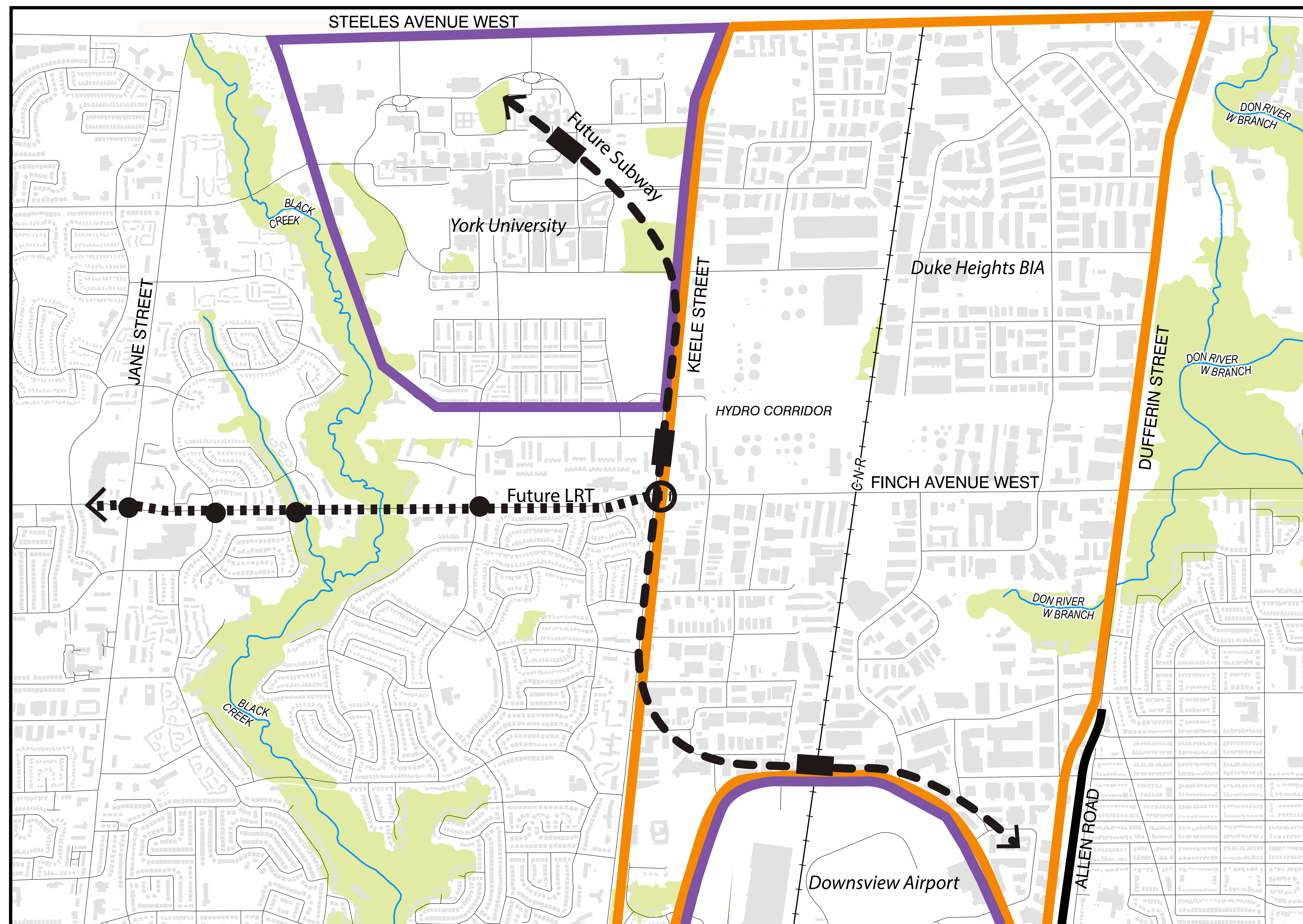
# AERIAL MAP & STUDY AREA CONTEXT



The size of the circles reflects the 'major transit station area' definition in the Province's Growth Plan for the Greater Golden Horseshoe (500 metres), and the definition of a Mobility Hub in Metrolinx's Regional Transportation Plan (800 metres)

 Secondary Plan Areas

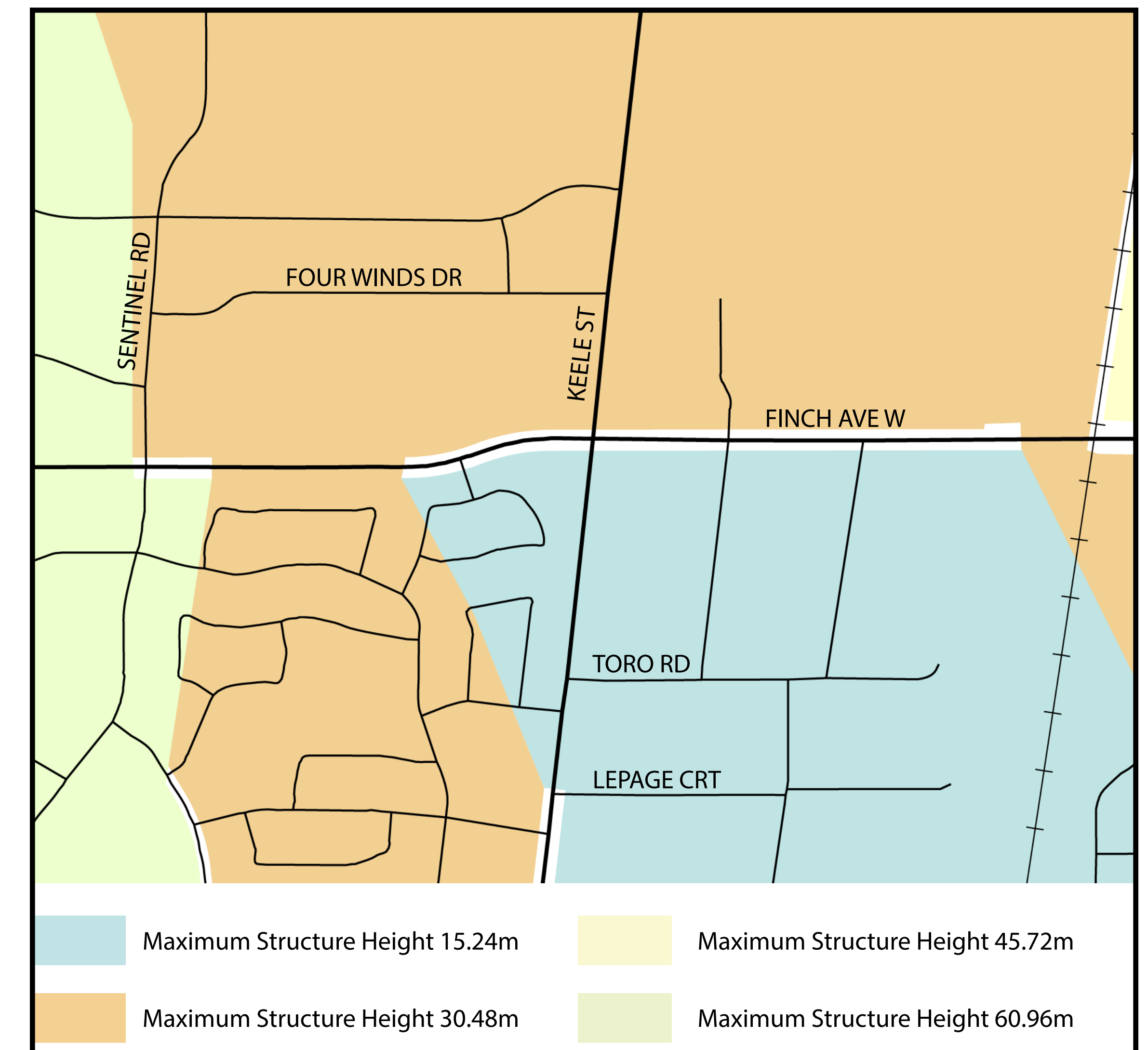




## Key Map

- Secondary Plan Areas
- Duke Heights BIA

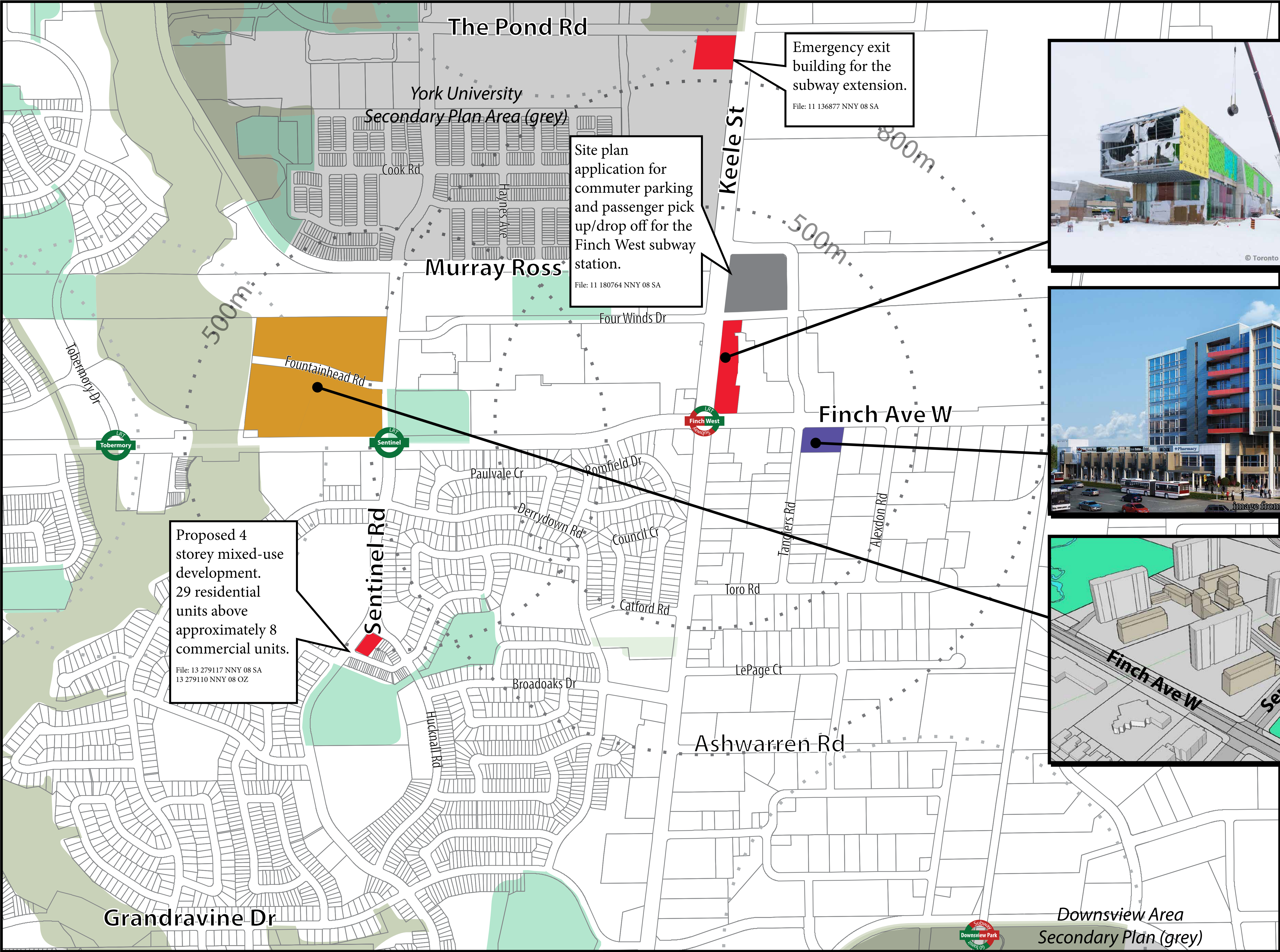
Existing employment uses, including large industries, such as large fuels storage and distribution facilities



Airport Hazard Area Map excerpt from the existing North York By-law (Schedule D of By-law 7625)







Shading reflects the City's Official Plan land use designations for recent development applications within the area.



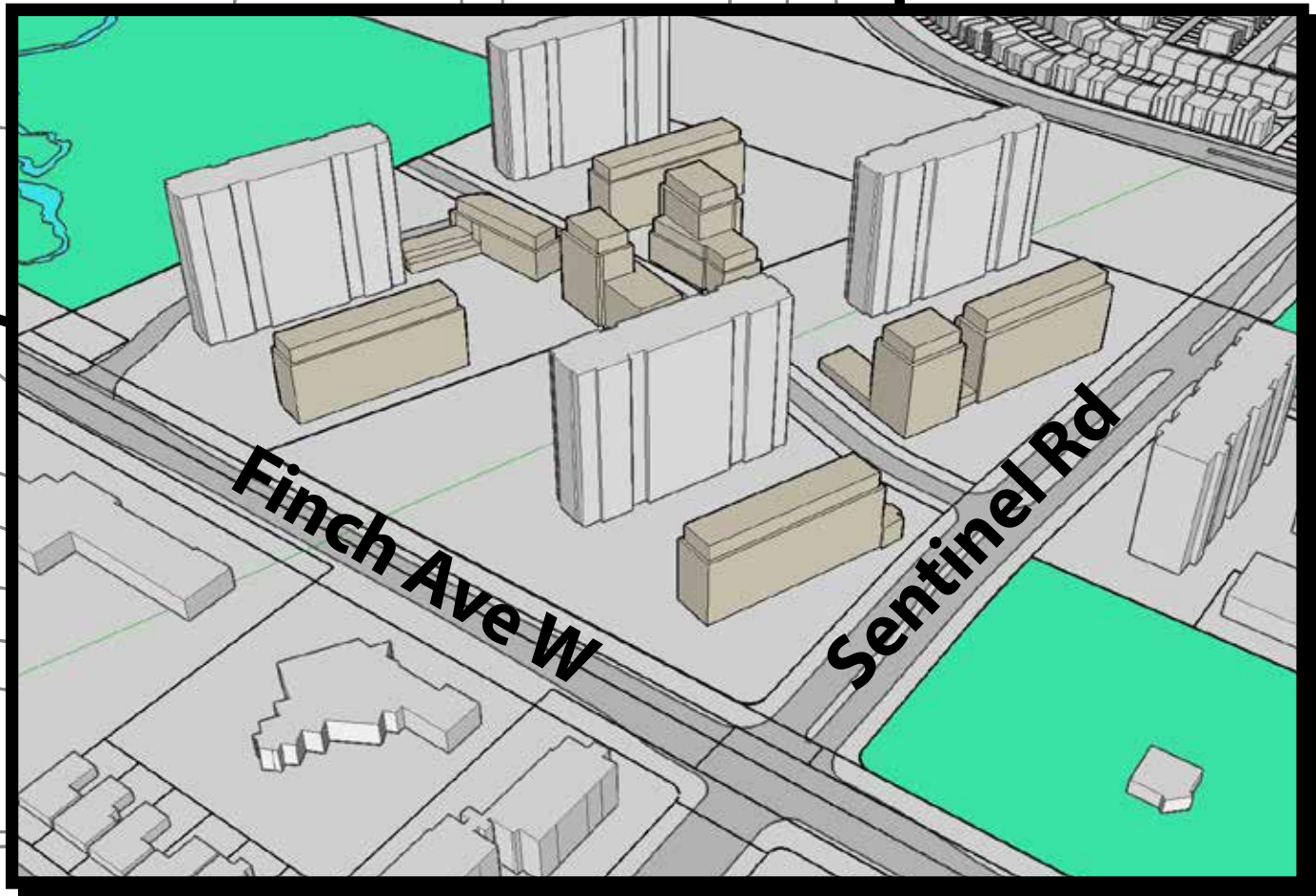
The Toronto-York Spadina Subway Extension is under construction. A new station (Finch West) and bus terminal are under construction on the **northeast corner of the Keele Street and Finch Avenue West** intersection.

File: 15 176485 NNY 08 SA



A new office building is under construction at **35 Tangiers**. It will consist of retail units on the ground floor, with a further 7 storeys of medical offices for a total of 8 storeys.

File: 12 273567 NNY 08 SA  
File: 12 273550 NNY 08 OZ



Approved by Council in 2009, but unbuilt. A total of 8 new condominium buildings ranging from 6 to 12 storeys and containing 1,035 new residential units. Includes improvements to existing rental buildings, the extension of **Fountainhead** Road to Finch Avenue West, new child care spaces, a private recreation centre, an ice rink at Fountainhead Park, and contribution to the City's Capital Revolving Fund for Affordable Housing.

File: 09 175469 NNY 08 SA  
File: 09 167829 NNY 08 OZ  
File: 08 180545 NNY 08 SB  
File: 06 157157 NNY 08 OZ





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



**New rapid transit,  
including the subway & LRT  
will encourage change & growth.**

**But how should the area change  
and by how much?**

**We will answer this question with  
your help through Keele Finch Plus.**

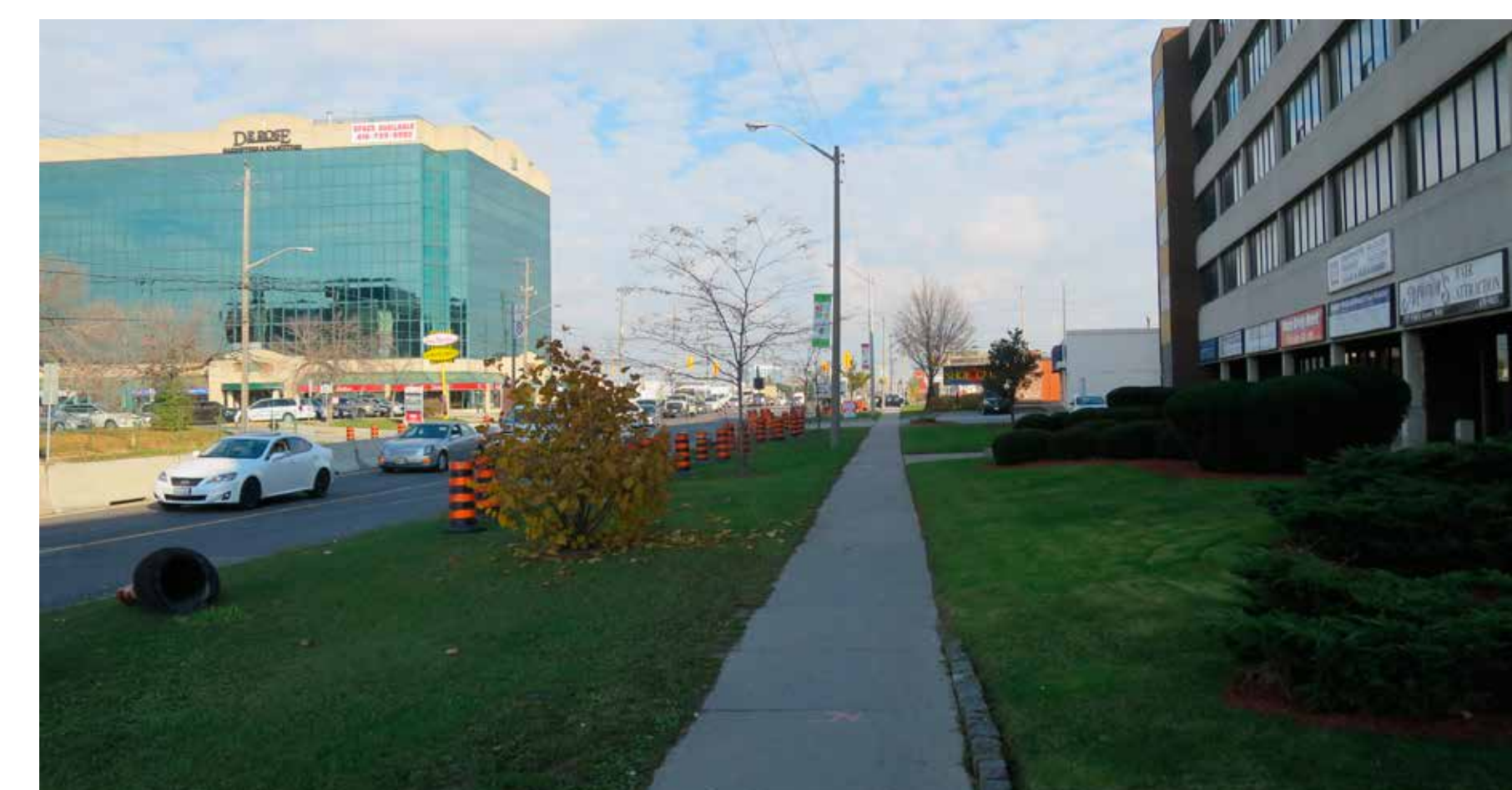
**We have completed Phase 1 (Taking Stock)  
and are well into Phase 2 (Plans & Analysis).**

**Keele & Finch in 1955**



*After 1955 came immigration and growth, widened roads, York University and other new agents for change.*

**Keele & Finch in 2015**



*After 2015 came subway construction and funding for a new light rail transit (LRT) line to Humber College.*

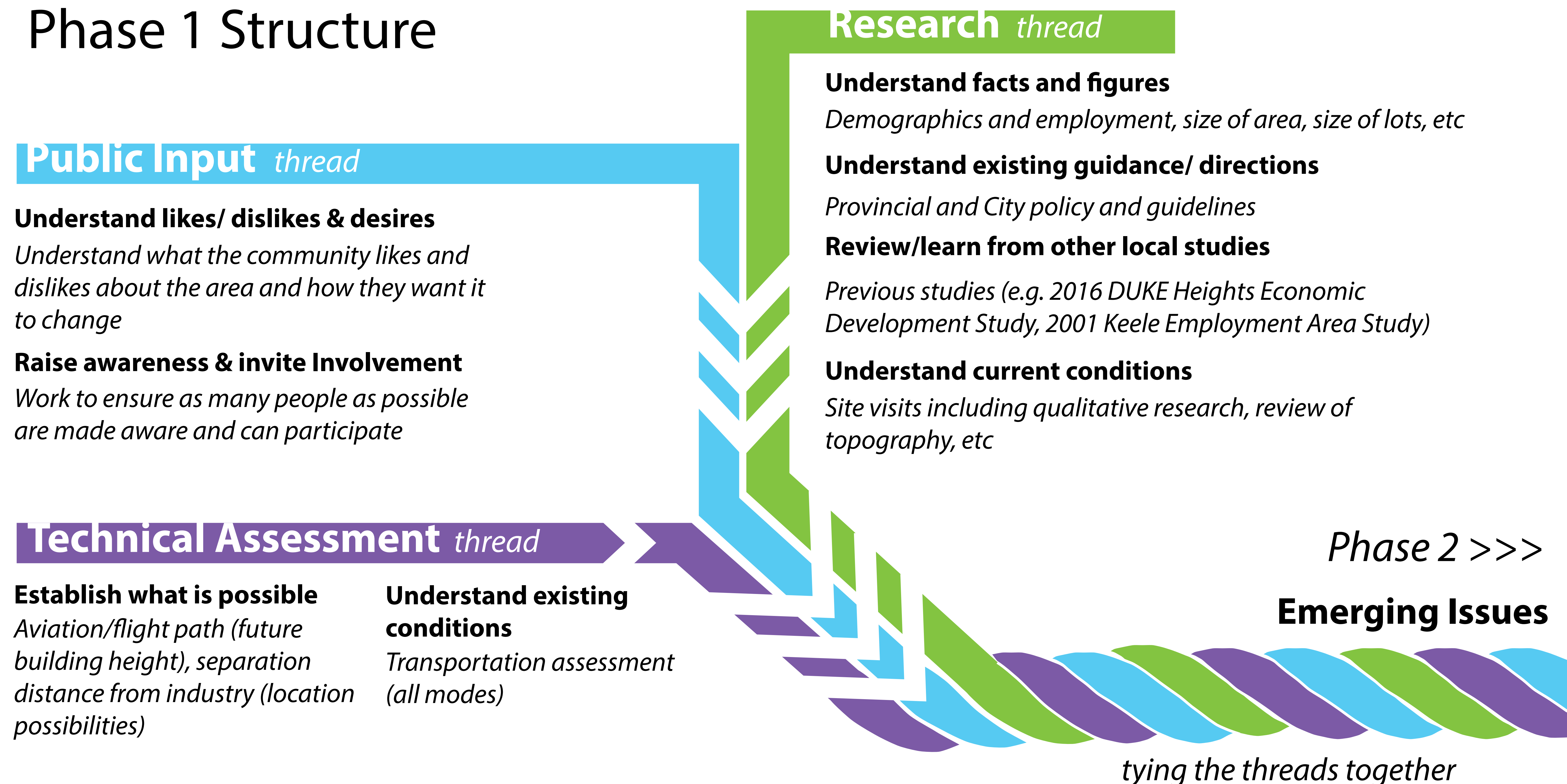
**Keele & Finch in 2045?**



*What happens after the subway and light rail transit? How should the area grow?*



## Phase 1 Structure



Phase 1: The three work streams are called 'threads' in order to illustrate how they work together: as you tie threads together, they become stronger.

The following four boards summarize the work completed in Phase 1 via each of these threads.



## Policy Framework

The area should be **more transit supportive with a higher density of people and jobs** than exists today.

Only the area east of Keele Street is considered 'park deficient'.

## Employment

**3,336 jobs** within 800 metres of Keele and Finch (2015 Toronto Employment Survey)

**Office and manufacturing/warehousing** are majority of jobs.

## Demographics

**7,823 residents** within 800 metres of Keele and Finch (2011 Census)

**Over 60% born outside of Canada**

**Private household income is rising**, but is below the average for the city.

## Urban Design

**Much of the interface or edges of Finch Avenue are 'inactive'**, meaning that there are no doors or windows opening to the street.

The area is mainly **low-rise buildings**, with some **tall apartments**.

**Lot sizes are relatively large**, compared with other areas of the city with subway service.

## Social Equity

An identified **Neighbourhood Improvement Area** (falls below the Neighbourhood Equity Score and requires special attention).

## Real Estate Market

**Greater real estate market pressure in the Keele and Finch area** than in other areas along the Finch LRT corridor. However, market is 'emerging'.

## Density

**55 people (residents) and jobs within 800 metres of the Keele and Finch.**

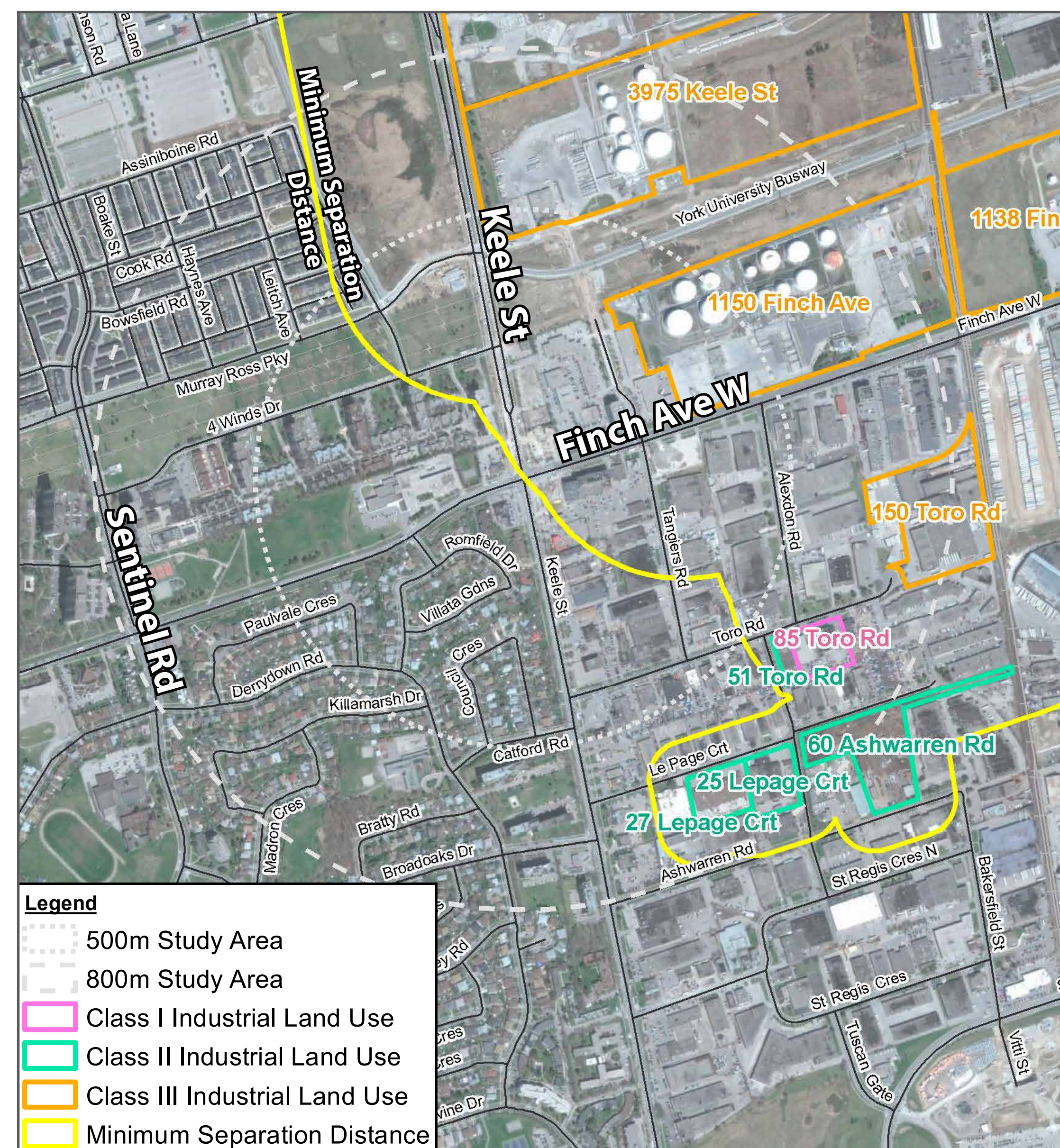
The Mobility Hub Guidelines suggest a minimum of 250.

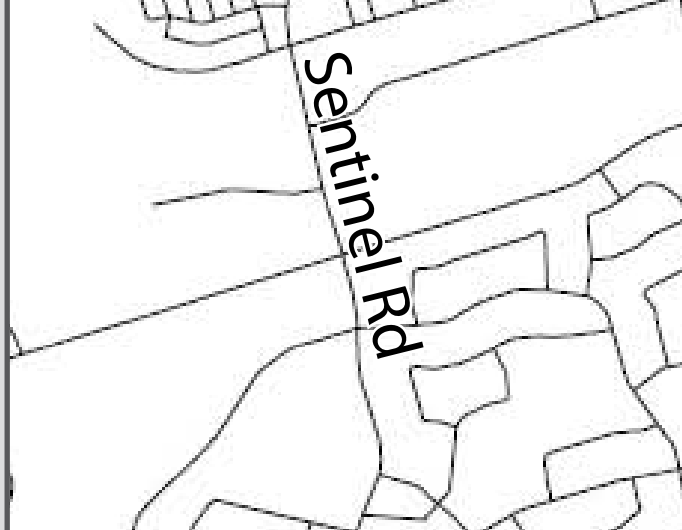
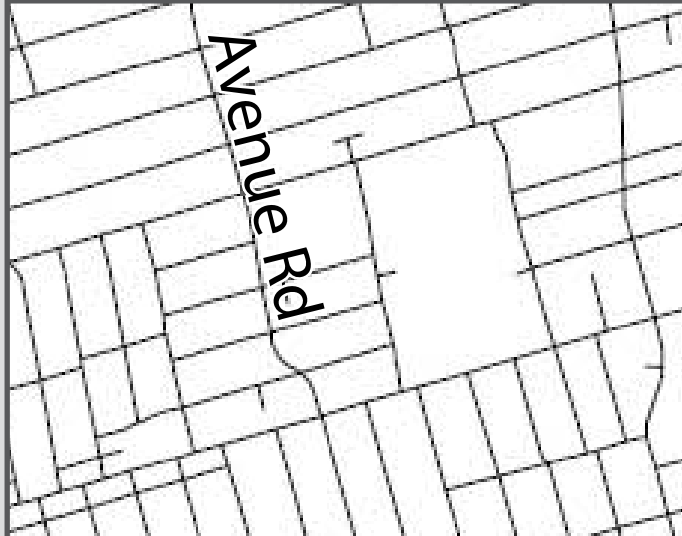
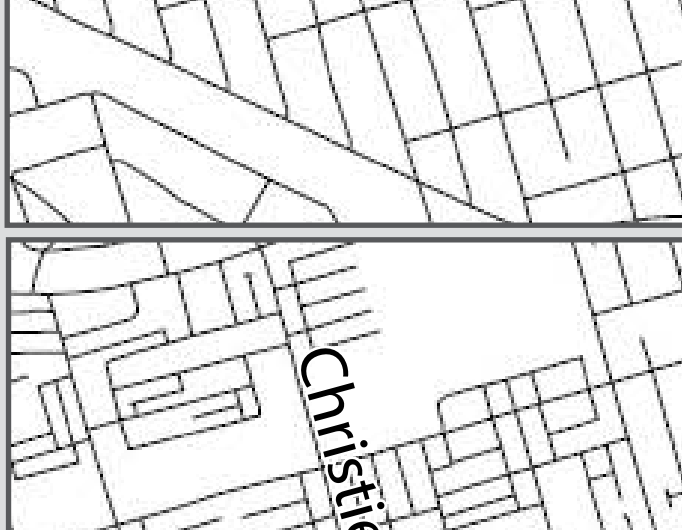
## And more...

**These are examples of the background research undertaken.** More details are in the Phase 1 materials on the project website.



# Transportation



<p><b>Keele &amp; Finch</b> Walk Score: 62 Transit Score: 74</p>	
<p><b>Yonge &amp; Eglinton</b> Walk Score: 92 Transit Score: 94</p>	
<p><b>Bloor &amp; Christie</b> Walk Score: 99 Transit Score: 100</p>	

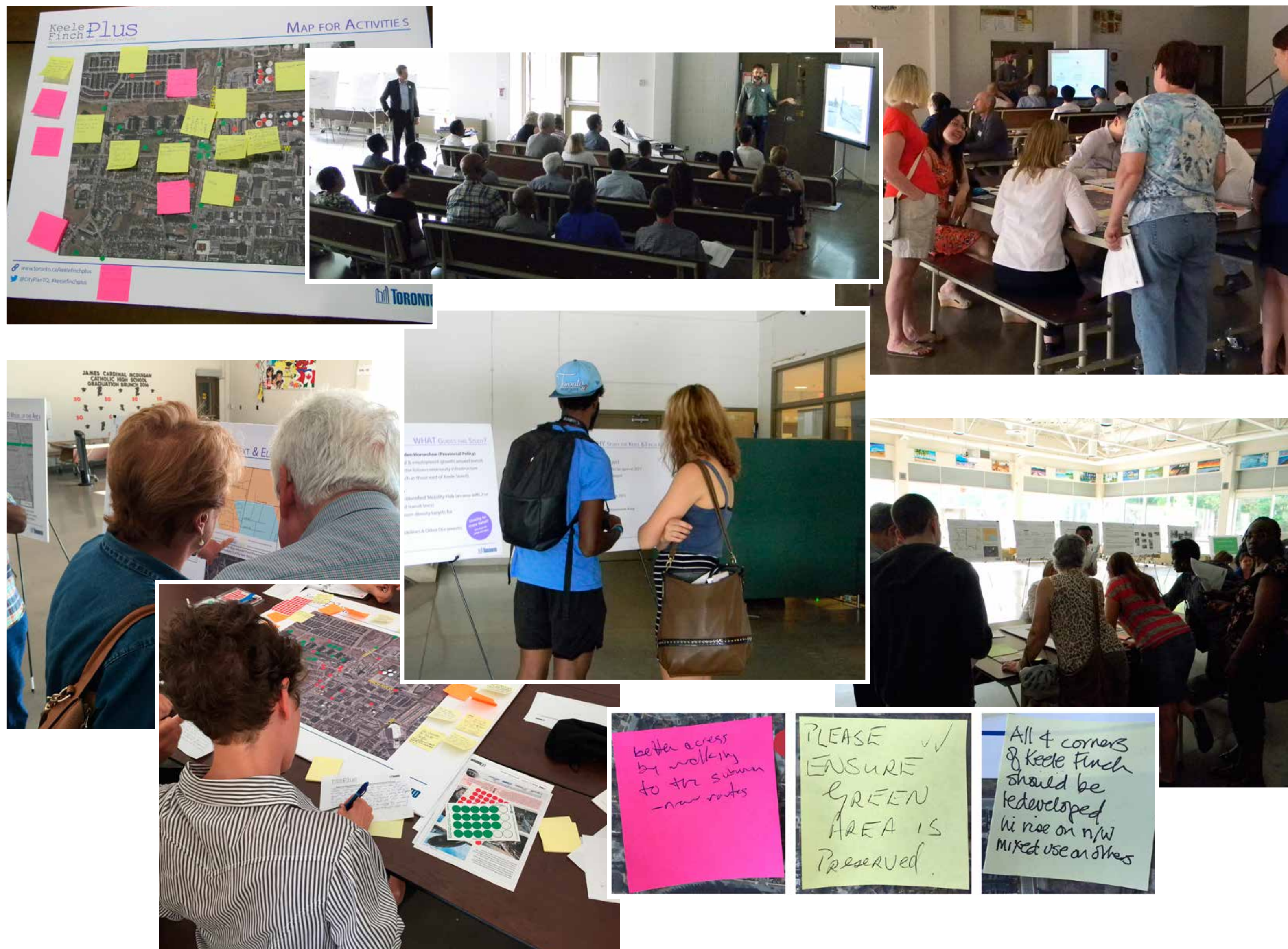
The comparison above shows Keele & Finch along with two other areas of the city with subway service at the same scale. The need for an improved and more walkable network of streets and paths was identified in Phase 1.



**Toronto**



## Public Meeting



The first open house and public consultation took place on June 21, 2016, at James Cardinal McGuigan Catholic Secondary School. Over 65 people participated. Photos above show participants involved in activities and writing comments, and an audience watching the presentation.

## Planners in Public Spaces (PiPS)



Three PiPS events were held at: Grandravine Community Centre (July 19, 2016), Yorkwoods Library (August 10, 2016), and at Finch & Tangiers (September 27, 2016). Over 160 people participated at these events.

## 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 150 people signed up for the email listserv.





## Some of the public input we heard in Phase 1:

Growth and new buildings are expected with new transit (subway and light rail transit).

Growth should be concentrated at Keele & Finch, and at Sentinel & Finch.

Desire for more amenities, including cafes, restaurants and services, retail and more to do generally (especially in the evenings).

Development should have ground floor retail with other uses above.

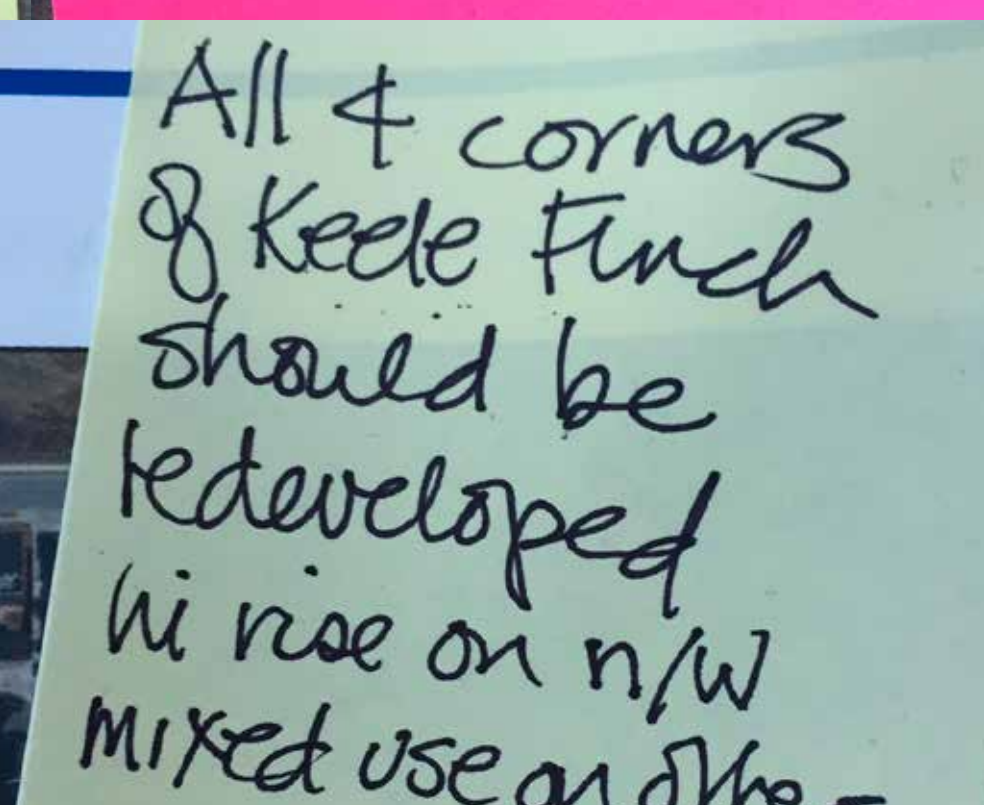
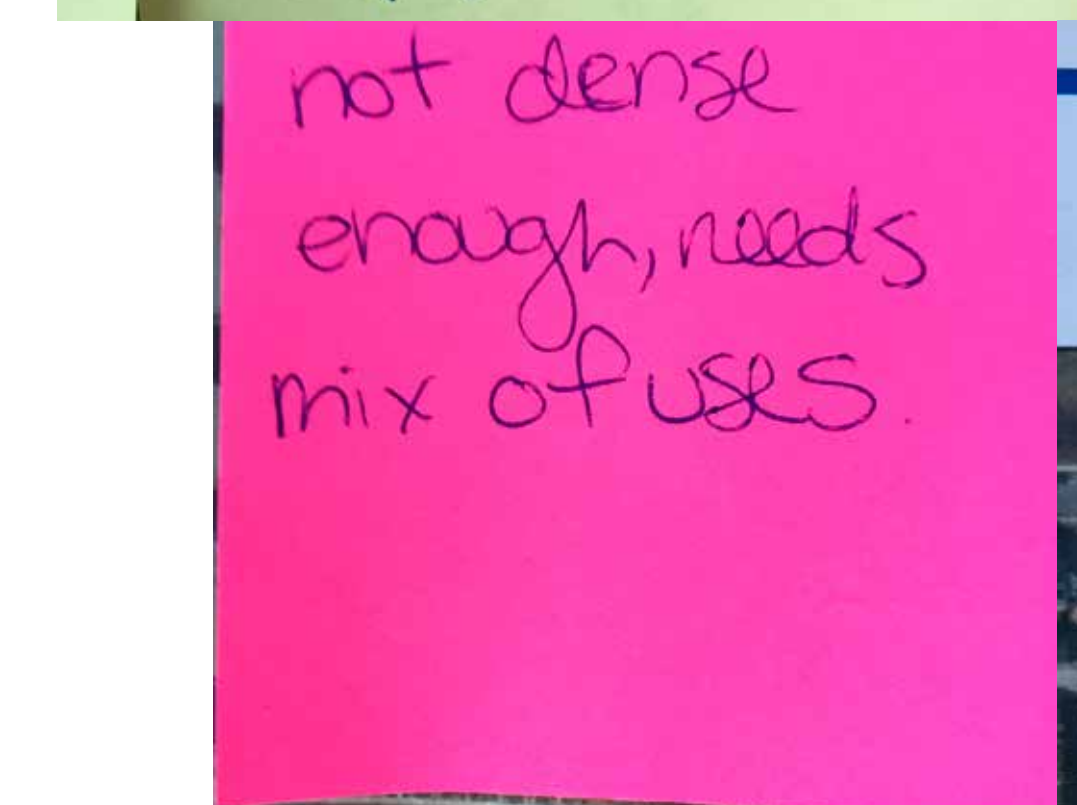
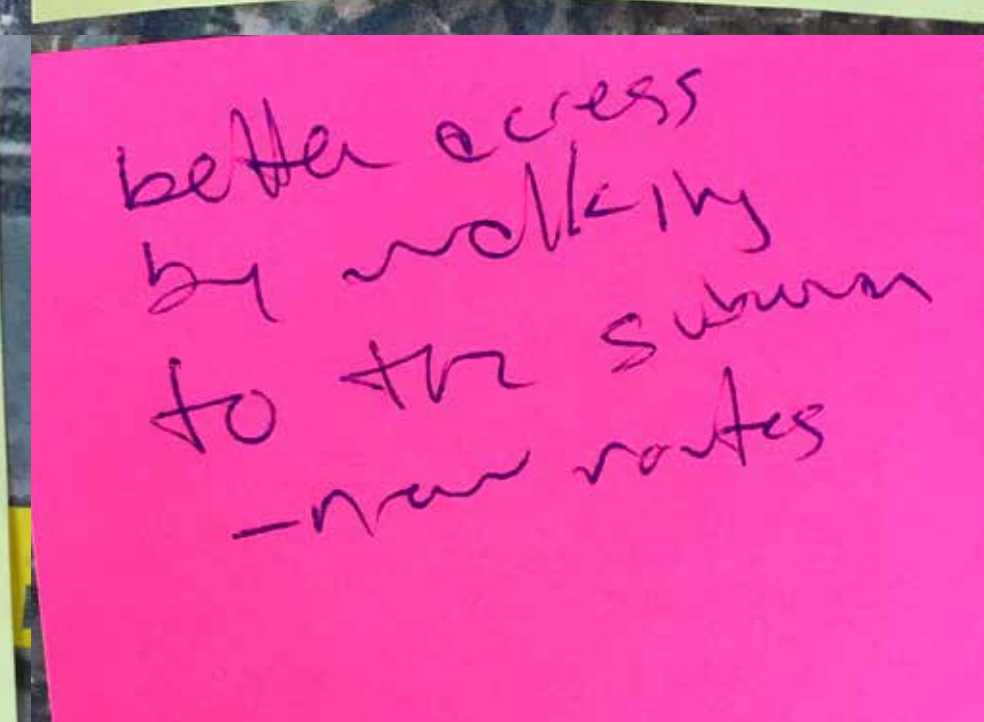
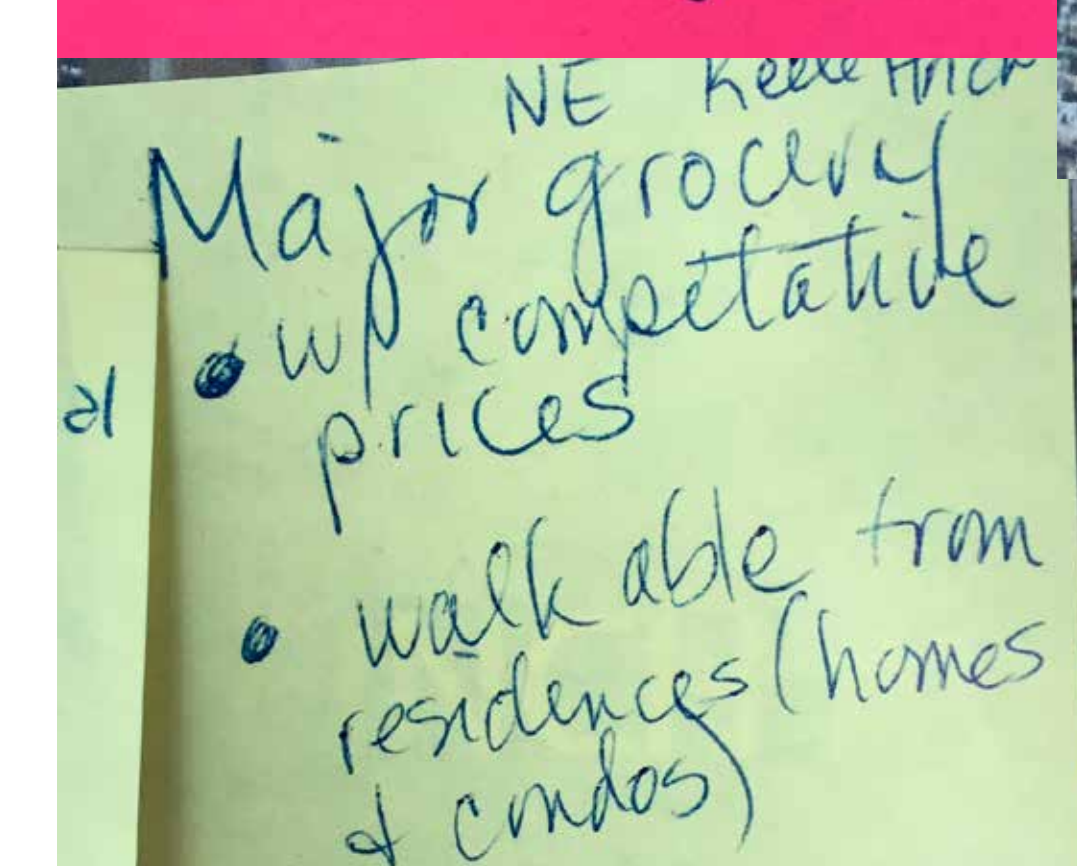
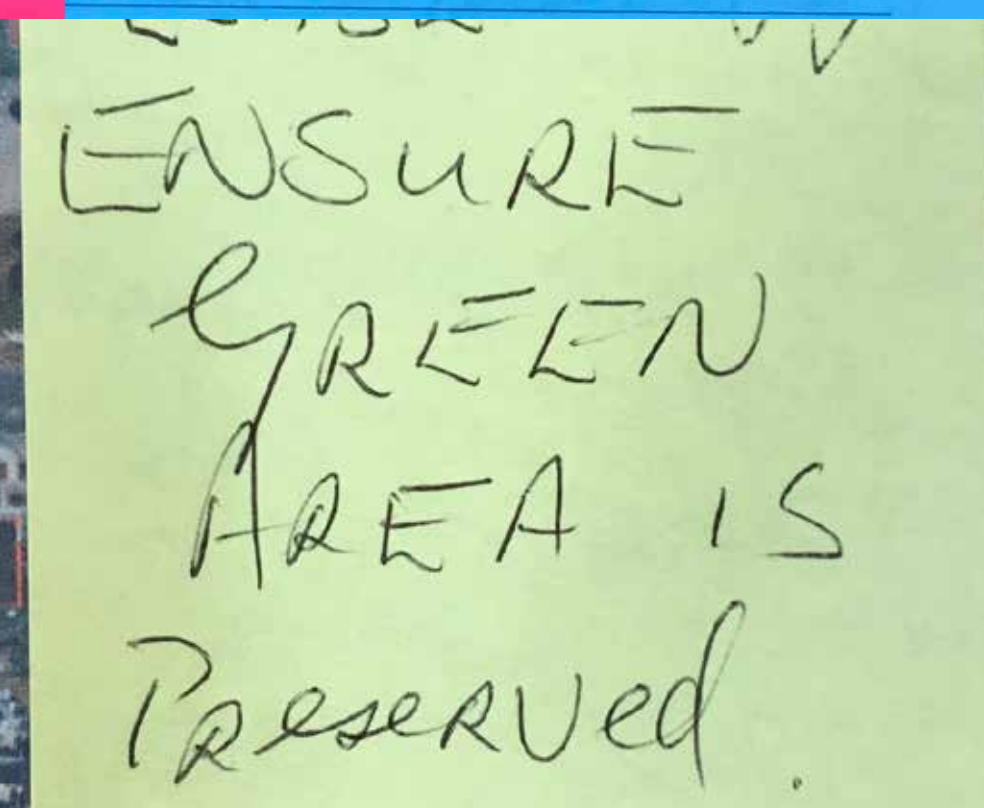
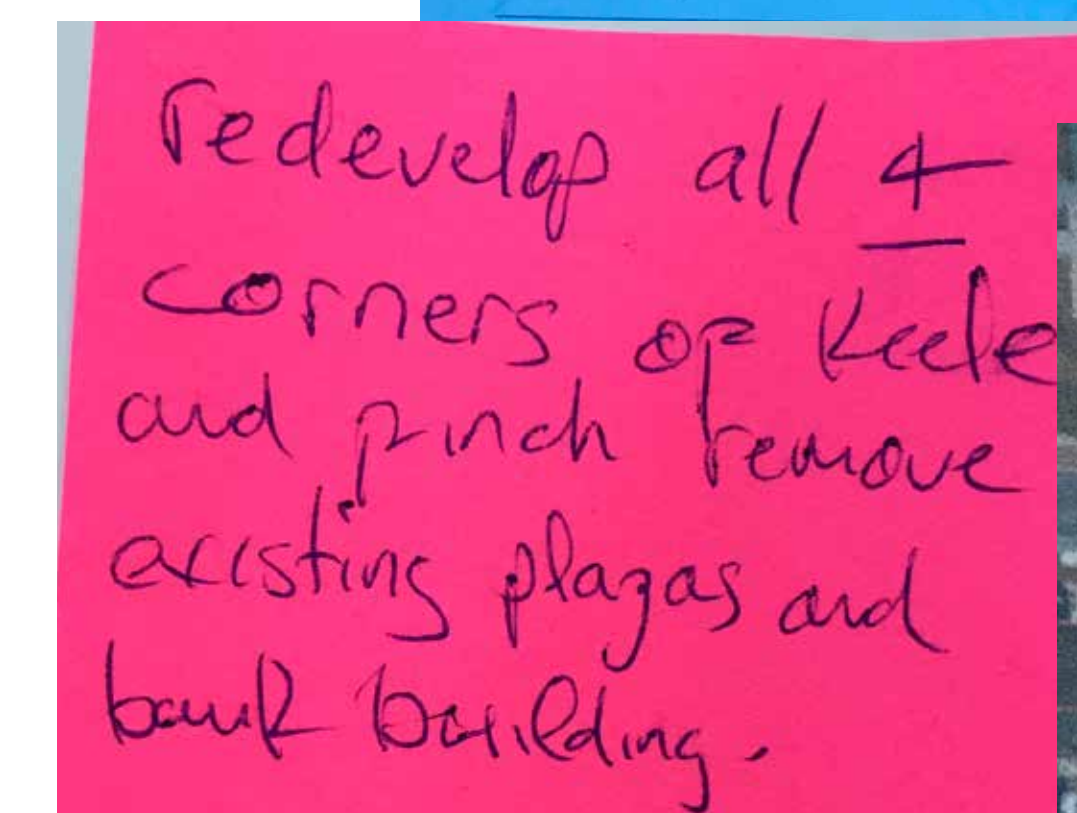
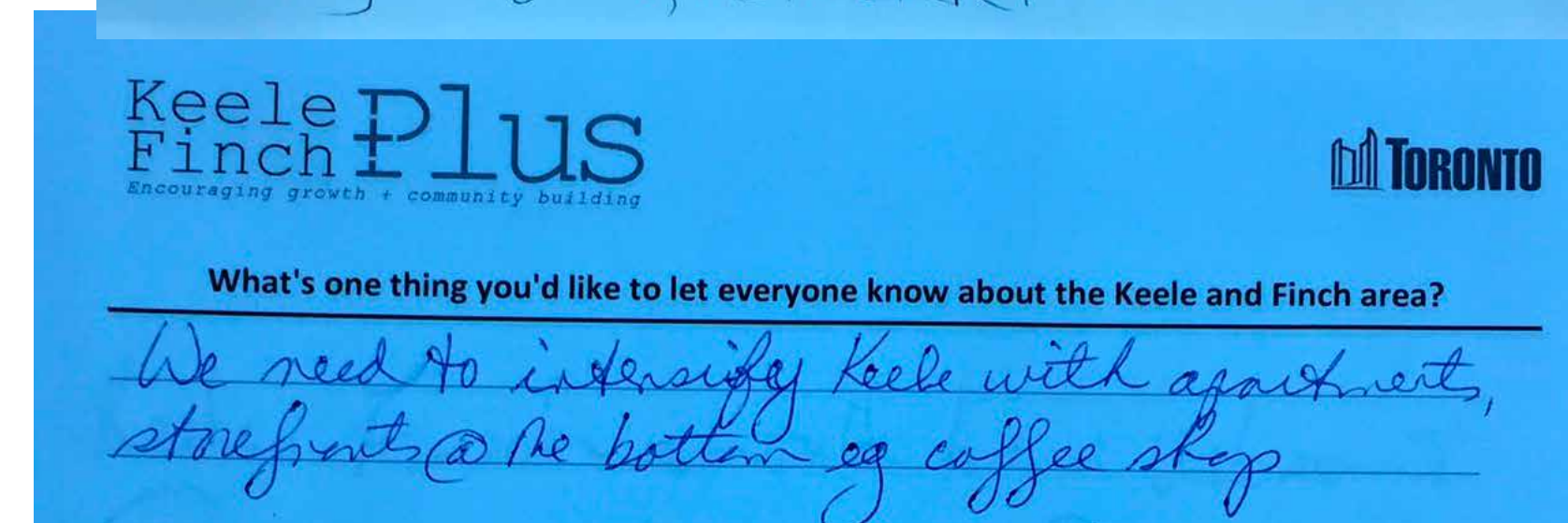
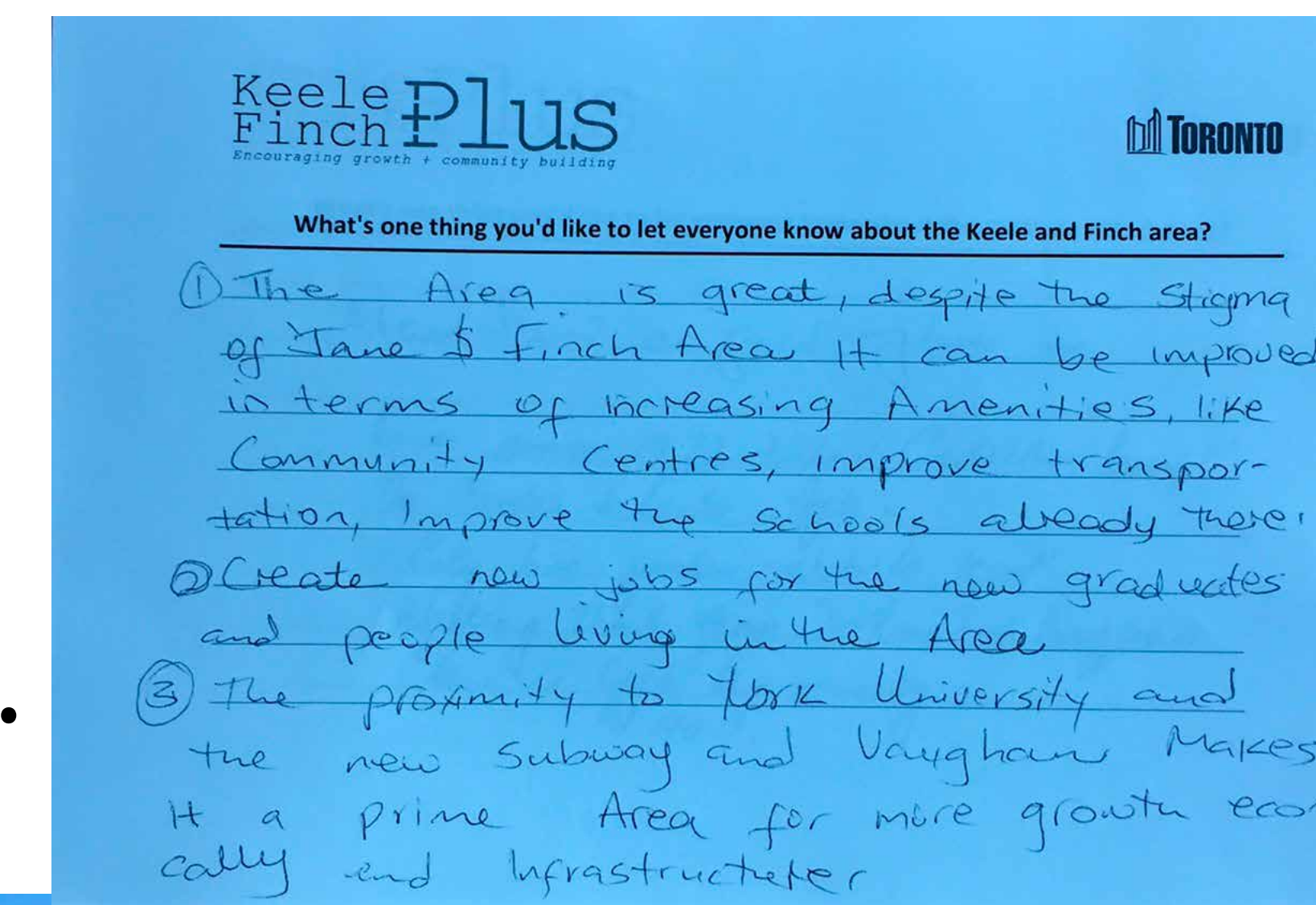
Traffic and traffic congestion are concerns.

Safety is a concern.

Streets should be more pleasant to walk along.

Housing affordability and gentrification are concerns.

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

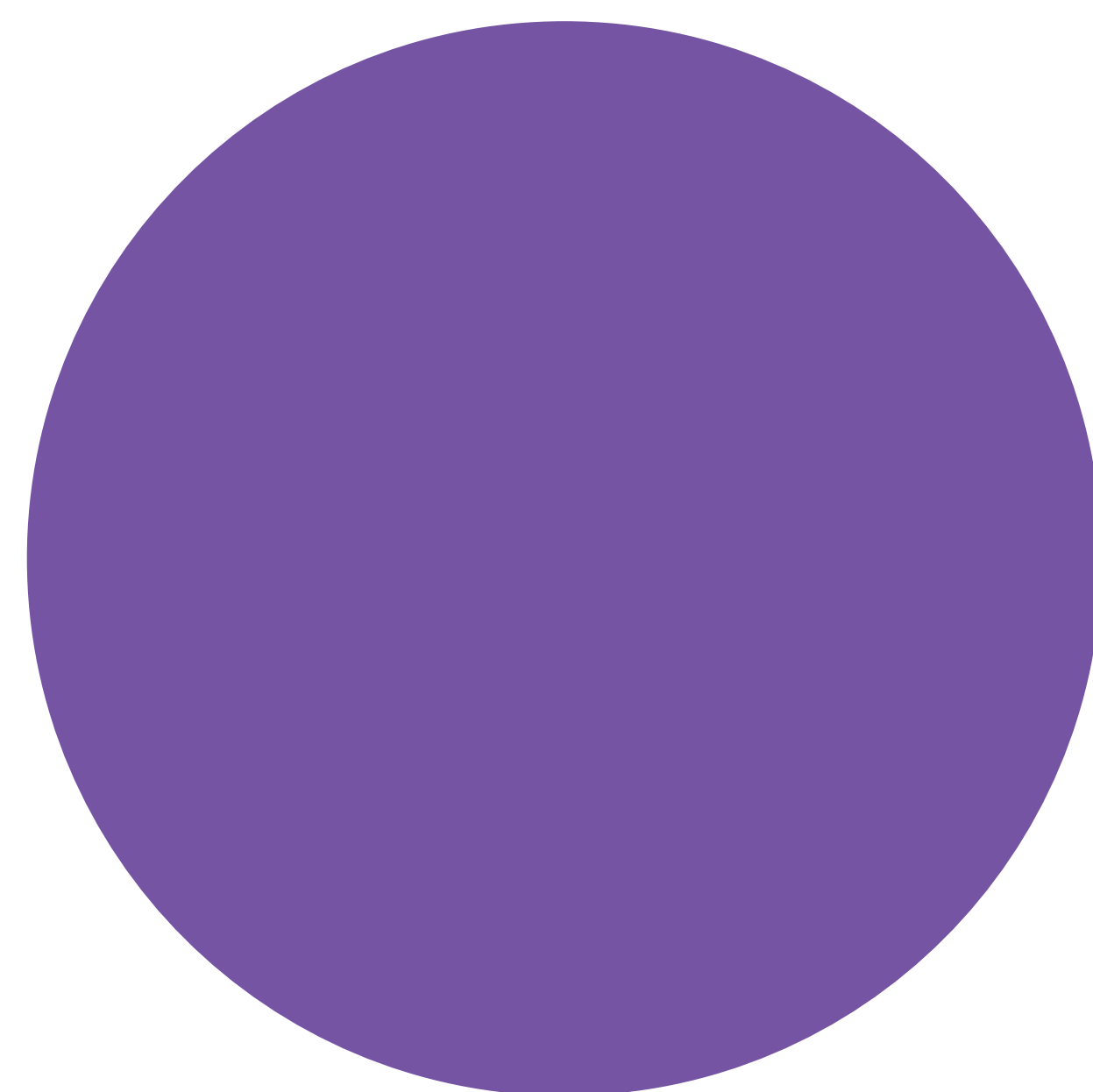




### Step 1: Develop Options

Based on Phase 1 work,  
**we imagined what the area could look like in 30 years.**

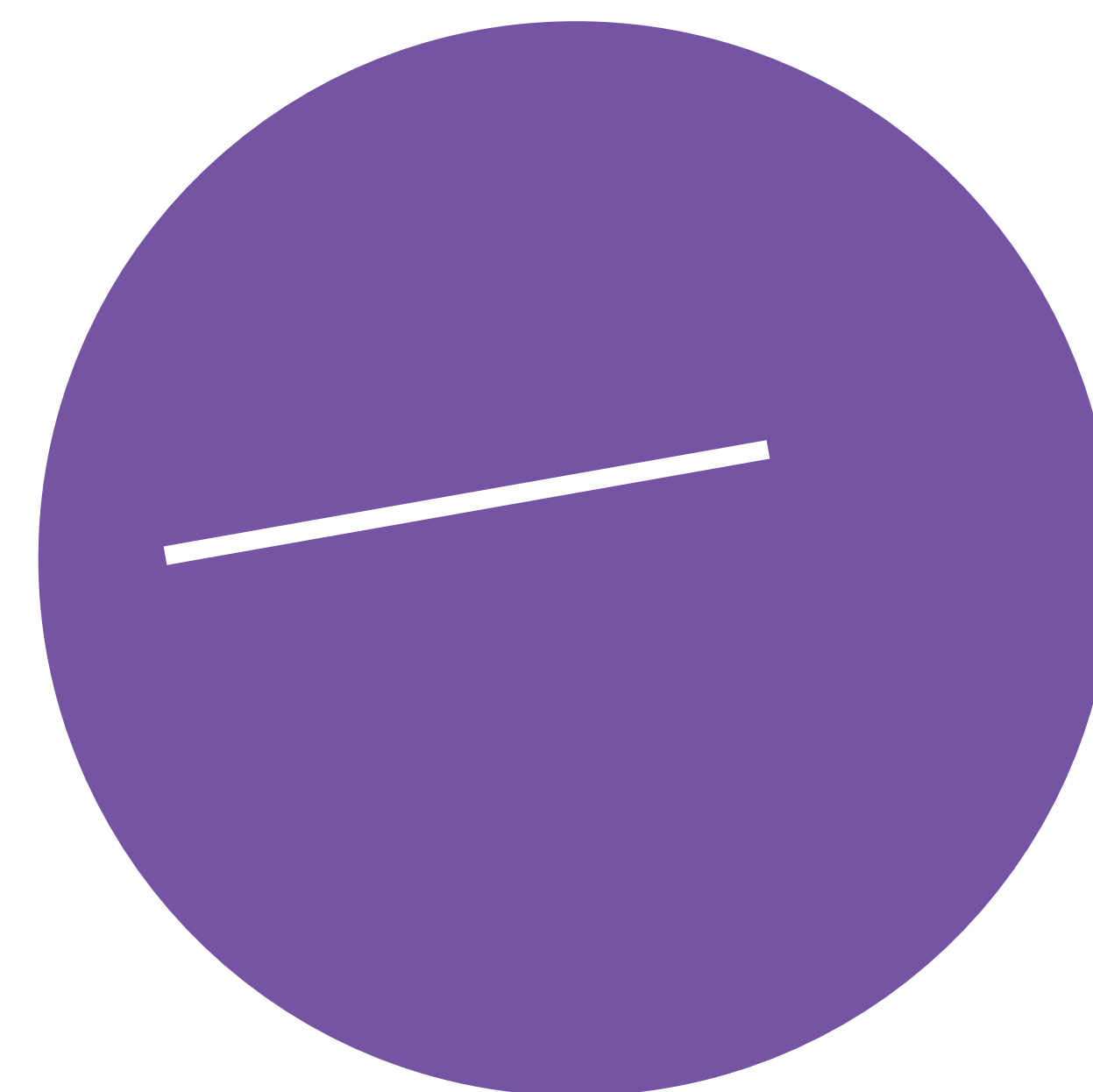
A public workshop on March 7 helped identify different **options for how the area could grow.**



### Step 2: Test Options and Seek Feedback

Based on the options developed, we  
**will analyse each option to see how well it works.**

**Part of this analysis is getting your feedback on them. Today, we will present the options to you for your comments and input.**



### Step 3: Select a Preferred Option

Finally, **we will select a preferred option that will form the basis of future plans** for the area.

The preferred option will be used for **updating the planning framework to help bring the option to life.**

