

## WHY STUDY THE KEELE & FINCH AREA?

### 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'









## WHAT GUIDES THIS STUDY?

## 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

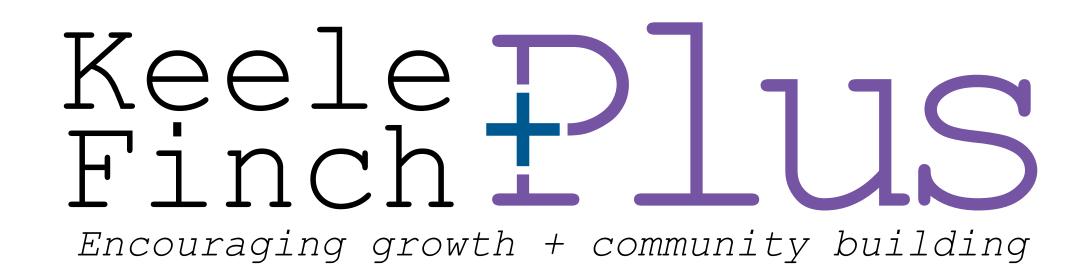




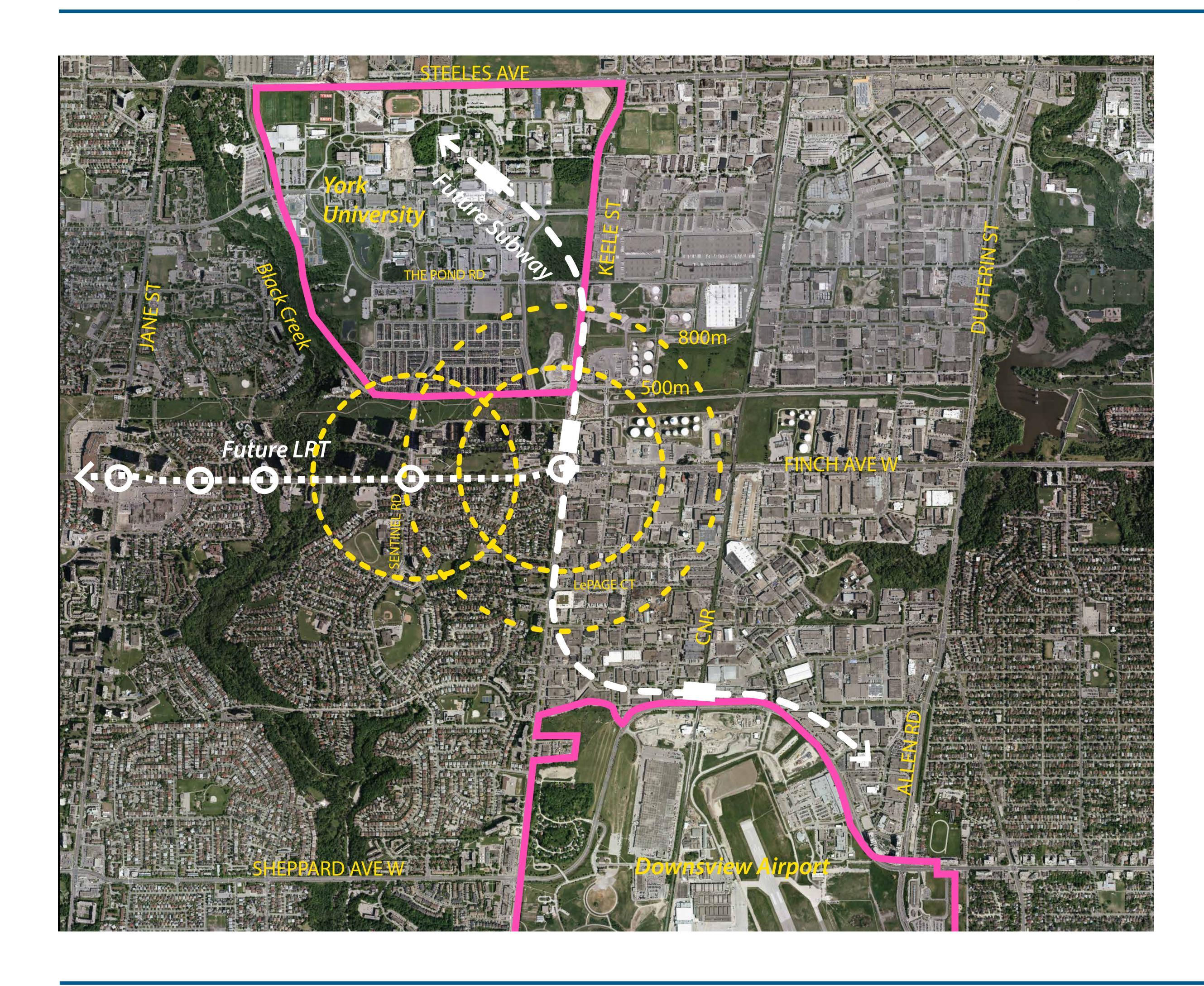








## AERIAL MAP & STUDY AREA CONTEXT



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





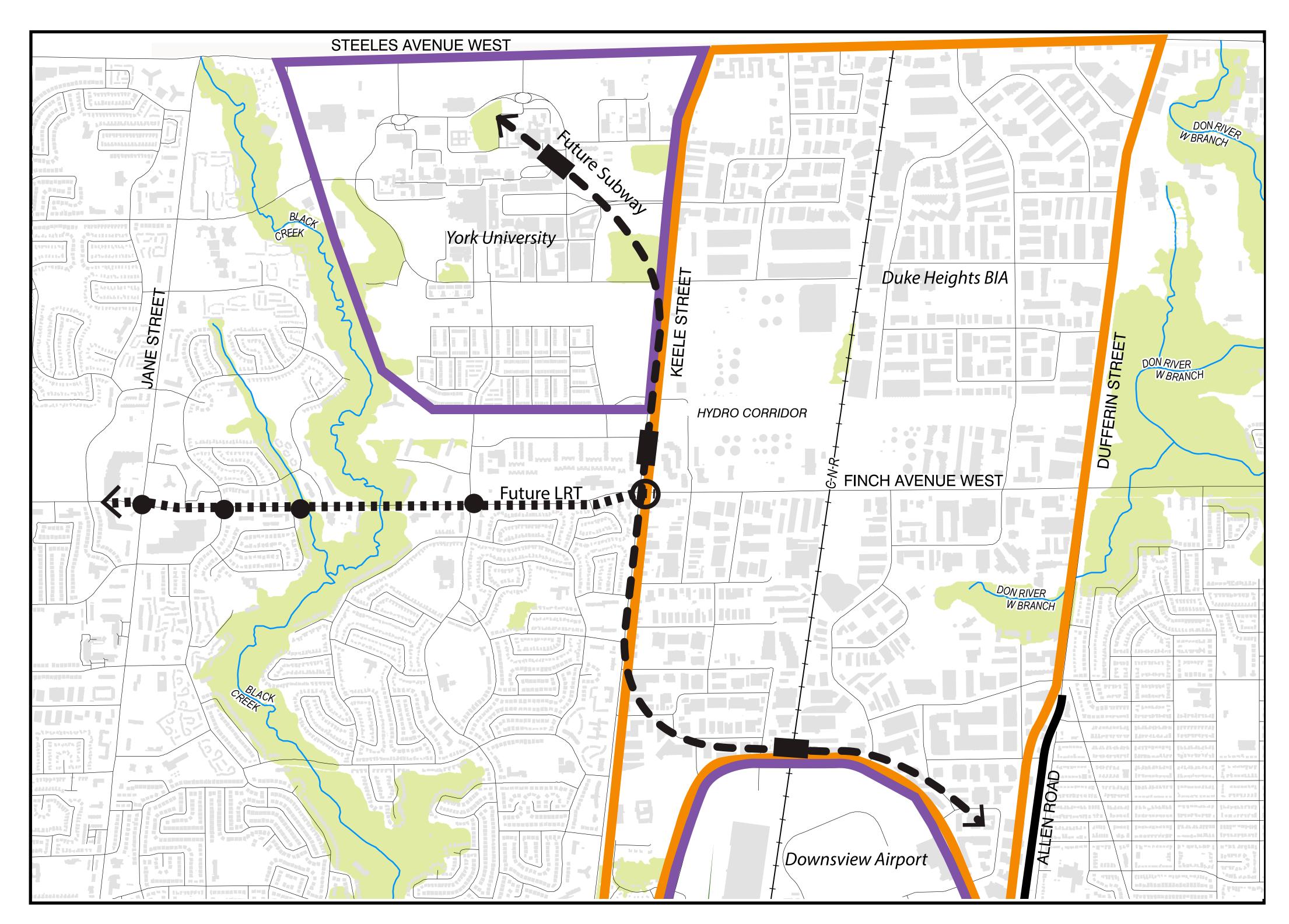








## AREA CONTEXT & ELEMENTS

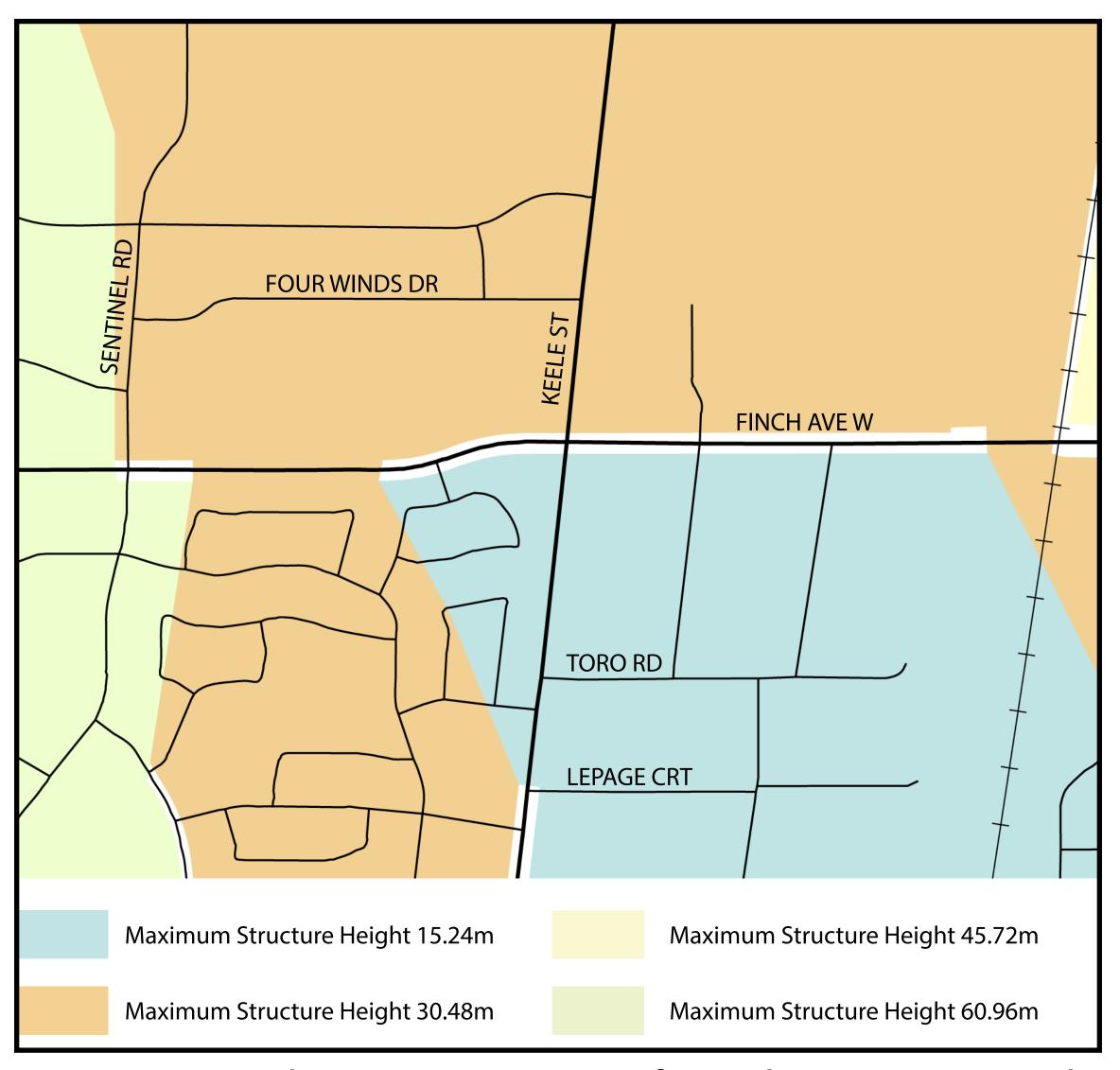




Secondary Plan Areas

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)







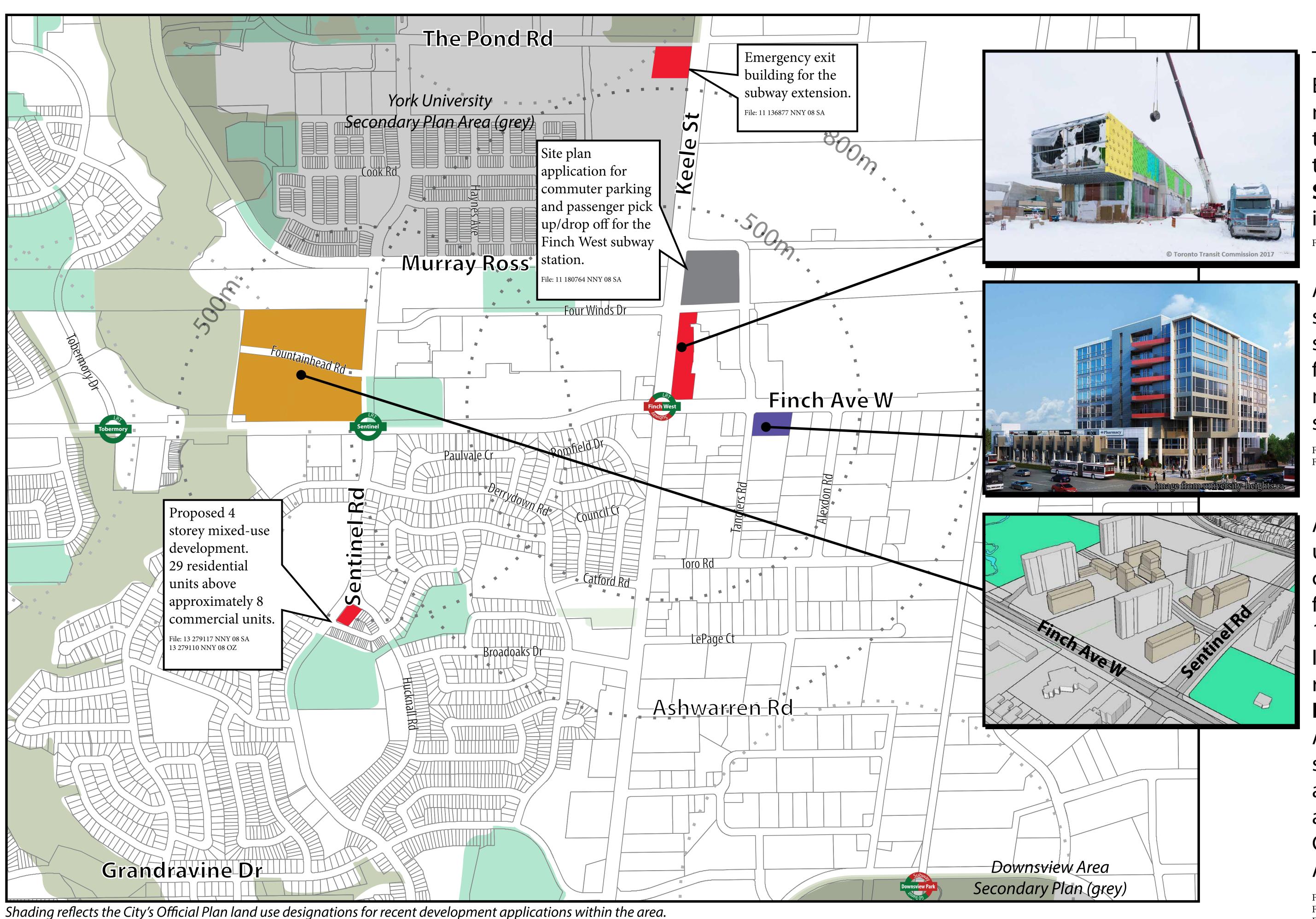








## DEVELOPMENT APPLICATIONS



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

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



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## STUDY PROCESS & TIMELINE

We are here

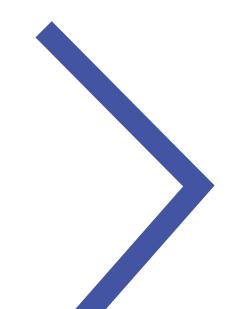
# Council Direction

December 2015

- Demographic, employment profiles
- Real estate market scan
- Case studies of other corridors
- Planning Approach to determine Study
   Schedule

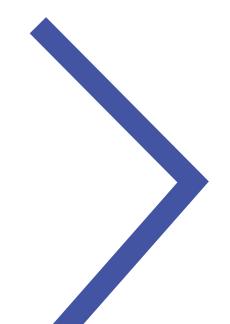
## Study Initiation

Spring - Fall 2016



## Plans & Analysis

Winter - Fall 2017



## Implementation

Winter 2018

- Conduct research & take stock of the area
- June 2016 public meeting& Study launch
- Council adopted Phase 1 Report in December
- Examine results of the Study Initiation
- Develop options for moving forward (such as for public spaces, transportation including the pedestrian experience and the size and location of buildings, etc)
- Evaluate these options & select preferred option

- With Preferred Option selected, work to develop the implementing measures to make the plan 'real'
- Measures could include new Official Plan Amendments, guidelines or new zoning, as examples

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 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: 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'.

## 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.

## Employment

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

Office and manufacturing/ warehousing are majority of jobs.

## **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'.

### 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.

## 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.

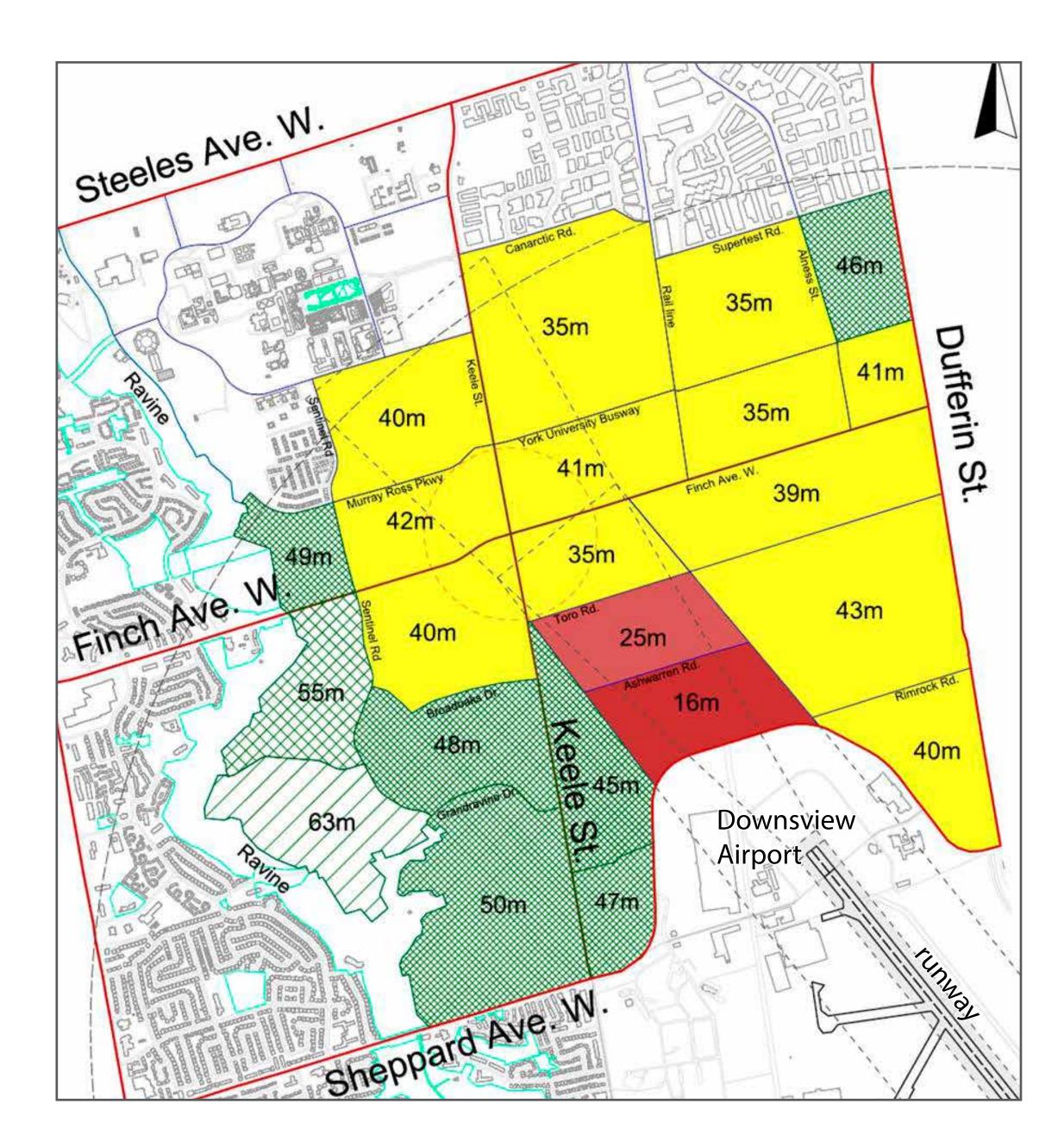






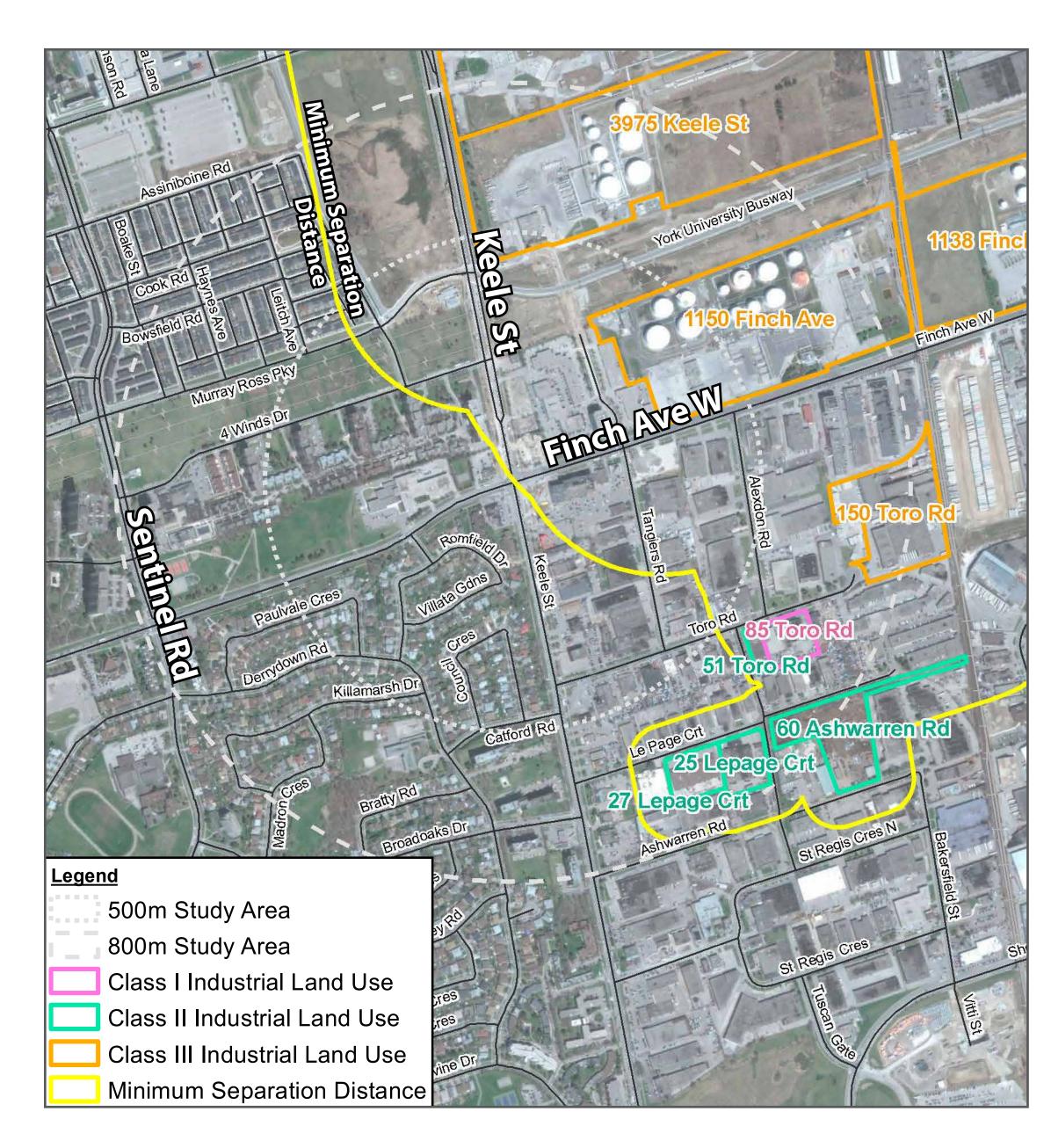
## PHASE 1 TECHNICAL ASSESSMENT

### Aviation



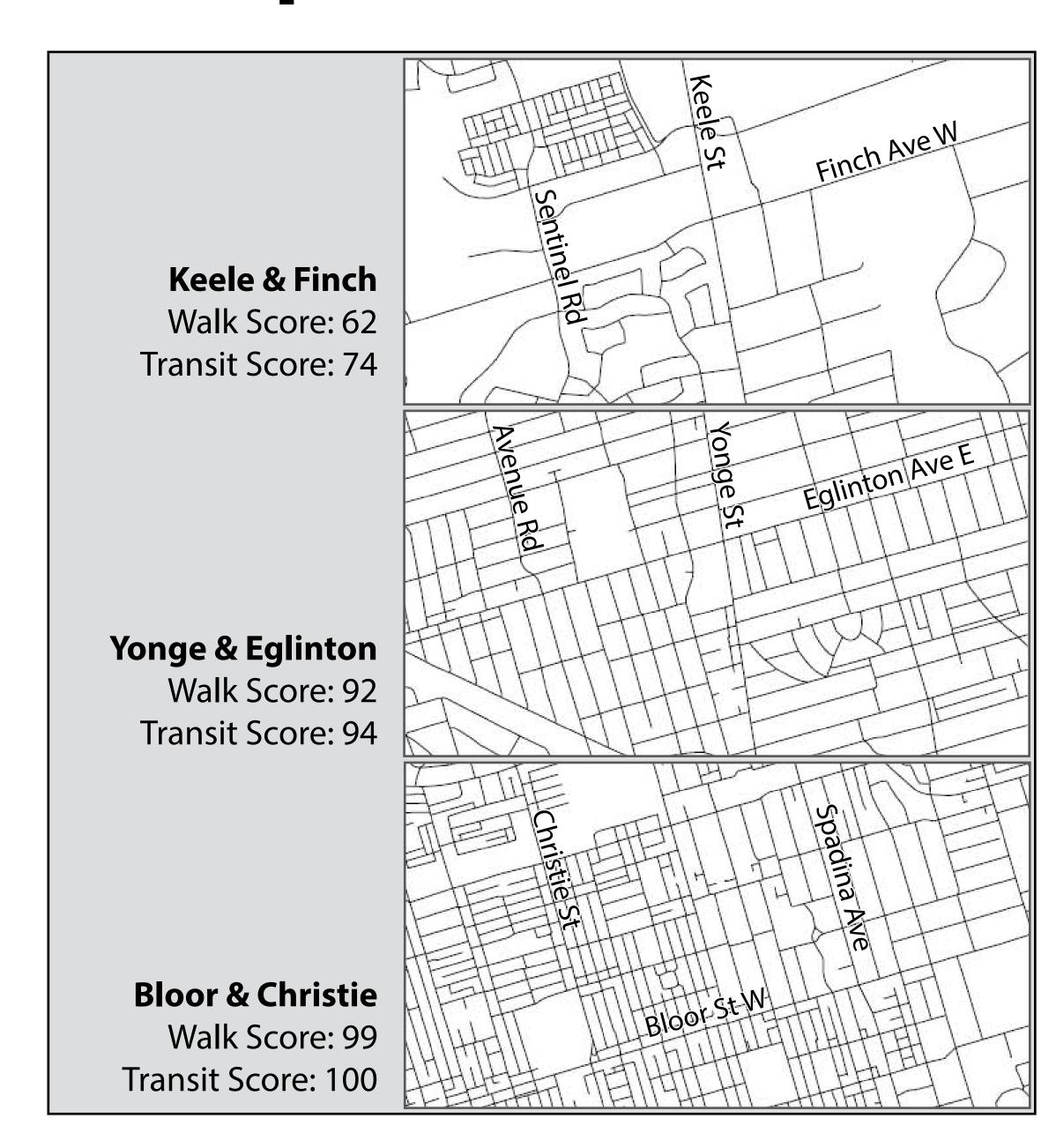
The map above shows the heights of potential buildings based only on an operational needs assessment of Downsview Airport and local topography. Aircraft are manufactured and tested at the airport.

### Environmental



The map above shows the minimum separation distance between classes of industrial uses and sensitive uses (e.g. residences and schools) based on the Province's D-6 Guidelines "Compatibility between Industrial Facilities".

### Transportation

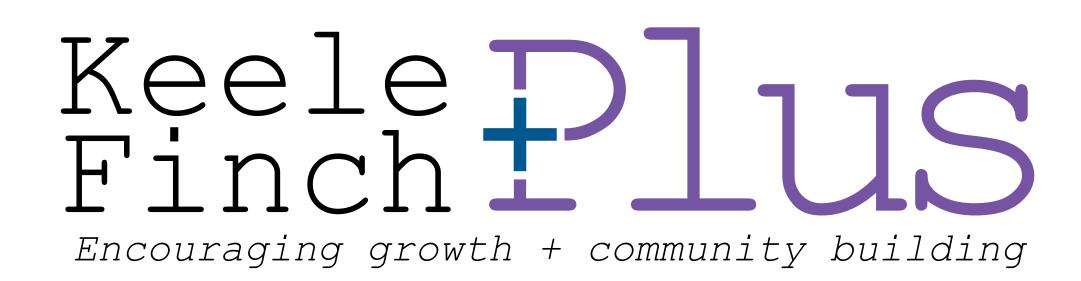


The comparison above shows Keele & Finch along with two other areas of the city with subway service at the same scale. The need for an improved and more walkable network of streets and paths was identified in Phase 1.

Reports on each of these topics are available on the project website at <u>www.toronto.ca/keelefinchplus</u>. Click on "Studies & Reports".







## PHASE 1 PUBLIC INPUT: ENGAGEMENT

### 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.







## PHASE 1 PUBLIC INPUT: WHAT WE HEARD

## 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.

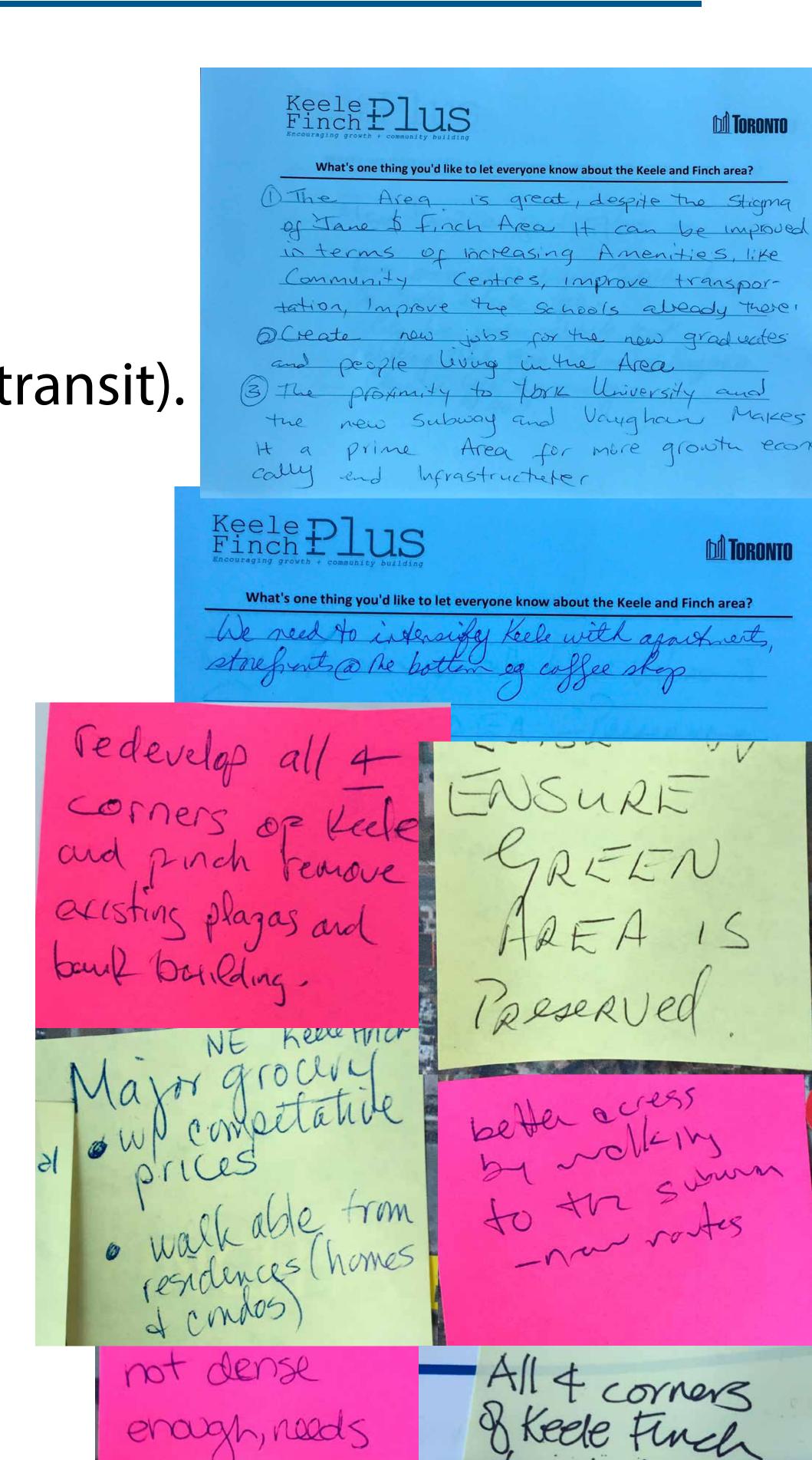
Traffic and traffic congestion are concerns.

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!



enough, needs

mix of uses







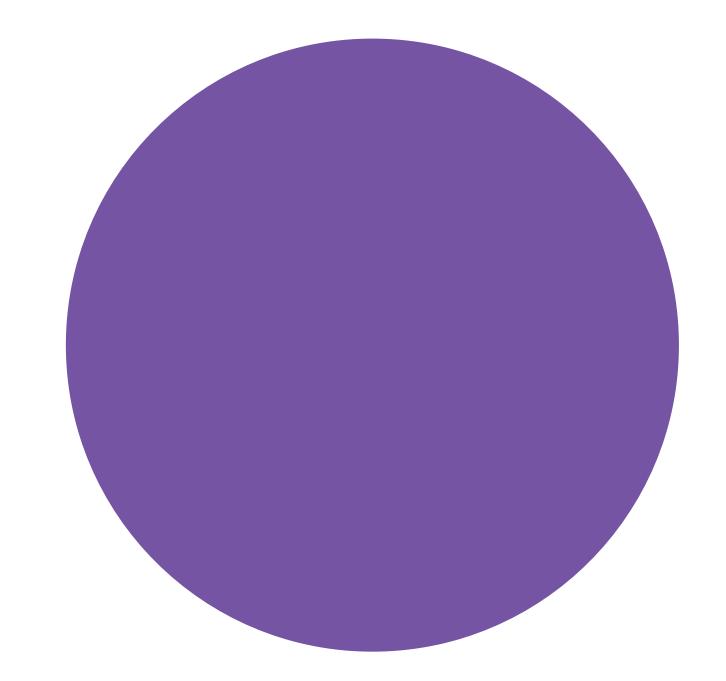




# Step 1: Develop Options

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

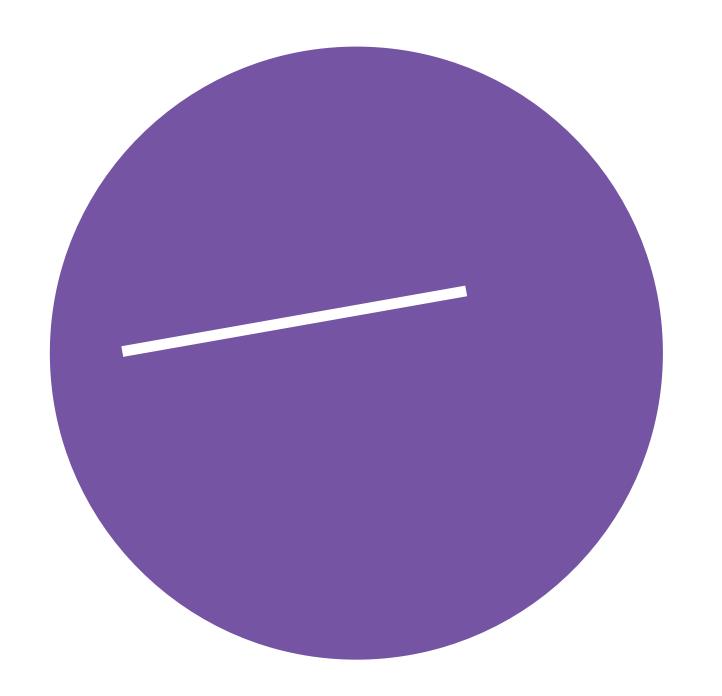
A public workshop on March 7 helped identify different options for how the area could grow.



## 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.











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