

The arrival of **higher order transit** will be a driving force behind the gradual **transformation** of the Keele-Finch Area. This transformation presents an opportunity to achieve many **city-building objectives**.

This booklet highlights the proposed **objectives** and **vision** for the Secondary Plan area. The proposed **objectives** incorporates previous feedback and builds upon it.

The **objectives** will guide **growth** in the area in a manner that is **sustainable** and **maintains and improves liveability** for residents, workers, and visitors in the Keele Finch area.



## Vision and Objectives



## Objectives

To define what is to be achieved and measure success

The area centred on Keele Street and Finch Avenue West has undergone a series of transformative changes: from farmland in the 1940s to heavy industry east of Keele Street beginning in the 1950s, and planned suburban communities east of Keele Street into the 1960s and 1970s. Nearby York University has transformed substantially since its founding in 1959, and its continued expansion is anticipated. In 2017 the Finch West subway station opened and Light Rail Transit is anticipated to be open in 2023.

The proposed **Objectives** define the vision for Keele-Finch Area. The Objectives support a high quality of life for existing and future residents and workers in a vibrant and complete community. The proposed **Objectives** also encourages growing with transit while improving connectivity, enhancing the identity of the area, and elevating the area into a destination for locals and visitors to enjoy.

The **Objectives** are nested within five thematic areas that will guide development and public works in the Secondary Plan area. The thematic areas are:

### Growing with Transit, Identity, Livability, Connectivity and Resiliency

## PROPOSED POLICY DIRECTIONS - GROWING WITH TRANSIT

*Growing with Transit is about taking advantage of and supporting investments in higher-order transit infrastructure to both increase transit ridership and diversify the mix of uses and opportunities in the area. This includes opportunities for creating a higher-density, mixed-use community and reinvigorating office/employment areas, all within a short walking distance of higher-order rapid transit. Development within the Secondary Plan area will be undertaken in a transit-supportive form to take advantage of these opportunities.*

01

Development in the Secondary Plan Area will leverage the investments in transit by:

- a) ensuring that growth and change provides a broad mix of land uses throughout the area;
- b) supporting the evolution of the area into an urban place with well-proportioned buildings lining streets and activity at street level while retaining the green, landscaped character prevalent throughout the area;
- c) encouraging both residential and non-residential growth in appropriate locations at greater densities than exist today in a way that both supports existing employment uses and respects nearby low-scale neighbourhoods; and
- d) fostering a diverse economy with a wide variety of employment uses and supporting the industrial operations in the area while allowing for compatible growth that appropriately mitigates any negative impacts.

## PROPOSED POLICY DIRECTIONS - IDENTITY

*Identity refers to the look, feel and character of the area and how it is perceived within the broader city-structure. The Keele-Finch area will have a contemporary urban identity while capitalizing on and enriching existing assets. At the heart of this urban identity are welcoming and animated spaces for gathering where diverse groups of people can celebrate life, socialize and linger.*

02

Development and public works will contribute to an attractive and distinct identity for the Keele-Finch area by:

- a) creating a safe and walkable public realm with a strong sense of place;
- b) ensuring the design of streets reflect the importance of streets as civic and public spaces;
- c) ensuring that the distinctive features and assets of the area are retained and enhanced, including the natural and cultural heritage features of open spaces like the Black Creek Valley, the Finch West Hydro Corridor and Fountainhead Park;
- d) taking advantage of the area's proximity to York University and one of its tree-lined, multi-modal gateway streets – Sentinel Road, and the industrial and employment uses east of Keele Street; and
- e) capitalizing on the area's topography and cultural heritage in recognition of the area being at one of the highest elevations in Toronto and its proximity to the river valley.

## PROPOSED POLICY DIRECTIONS - LIVABILITY

*Livability refers to the built and natural elements in an area that creates places that are desirable to live, work, learn, play, visit, and invest in and improves the quality of life of people living and working in the Keele-Finch area. Livability also means people of all ages, incomes and abilities have convenient and walkable access to their daily needs and basic amenities.*

03

Development and public works will support the livability of the Keele-Finch area by:

- a) ensuring that the elements of a complete community and a range of amenities are accessible and provided in tandem with growth, such as grocery stores, restaurants, offices, shops, parks, community spaces, services and facilities, and other daily amenities;
- b) providing space that is accessible and affordable for people to live and work in and to provide opportunities for community-service organizations and not-for-profits;
- c) ensuring transit-supportive neighbourhoods that are appropriately scaled to create distinct areas and in a form that contributes to a vibrant public realm; and
- d) promoting architectural excellence that provides high-quality, safe and comfortable living and working spaces for people.

## PROPOSED POLICY DIRECTIONS - CONNECTIVITY

*Connectivity is about fostering the movement of people and goods safely, sustainably and efficiently. It is also about creating a connected system of parks and other public spaces seamlessly integrated with the area's mobility system. A well-connected area reduces the time and effort required for people to travel to and from destinations.*

04

All development and public works projects will work to ensure that the area is well connected by:

- a) reducing block sizes and filling in gaps to create walkable development blocks framed by buildings and to support active transportation;
- b) creating a legible and finer grid of public streets and connections by increasing street and other connections in and through the area and to local destinations including transit stations;
- c) formalizing existing connections that are currently used by people to get to and from their destinations and that represent key desire lines;
- d) making walking and cycling more pleasant with wider sidewalks, greening and other public realm improvements within streets and other connections and ensuring safe and convenient cycling infrastructure connected to the broader system; and
- e) providing new parks and other public open spaces of all sizes and throughout the area and linking these spaces to the broader public realm system.

## PROPOSED POLICY DIRECTIONS - RESILIENCY

*Resiliency is about reducing vulnerability and adapting to the key challenges of the 21st century.*

05

All development and public works will enhance the resiliency and capacity of the Keele-Finch area and broader city by:

- a) providing green infrastructure to support managing water in a more natural way and beautify the landscape;
- b) building a multi-modal mobility system where people choose and want to walk, cycle and take transit to their destinations and decreasing the reliance on personal automobile use;
- c) increasing biodiversity, preserving and enhancing green spaces and protecting and/or expanding the area's tree canopy;
- d) ensuring a range of housing types and tenures that accommodates people of all ages, incomes and abilities;
- e) reducing disparities and providing economic opportunity to provide local employment, support small businesses and build community wealth; and
- f) using sustainable building materials and ensuring buildings are designed with adaptive re-use in mind to avoid the waste and pollution of new production.