

The success of the Keele-Finch area is linked directly to providing a connected multi-modal transportation network that allows people to get to and from their desired destinations quickly, easily and sustainably. The **proposed policy directions** build on this and leverage existing investments in higher order transit.

A range of policies are proposed that supports a **redundant multi-modal** transportation system and fosters **transportation choice, ease of movement and greater connectivity**.

This booklet highlights proposed **Transportation** and **Mobility** policies.



Mobility + Transportation



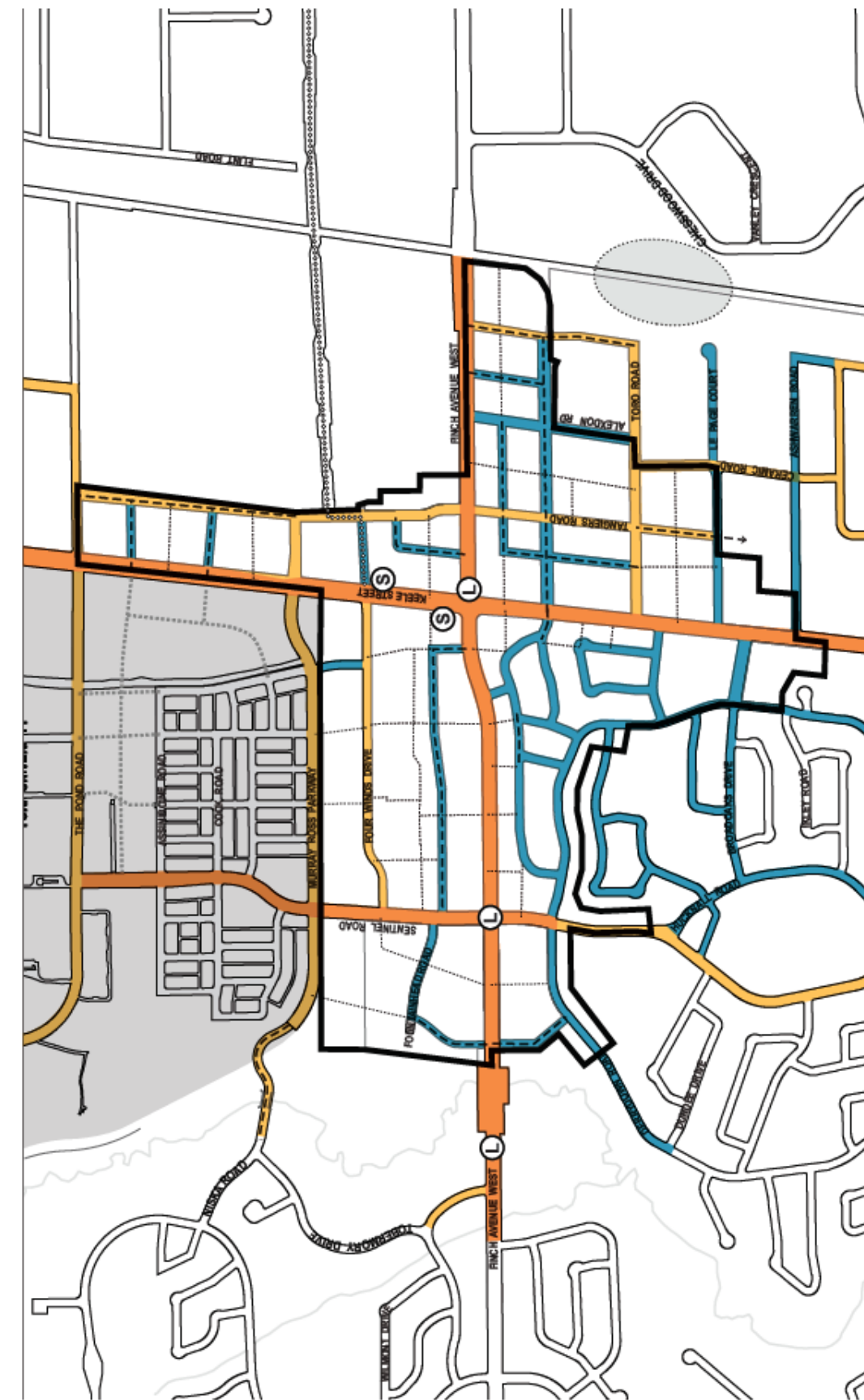
Transportation

The area's mobility system consisting of transit, public streets, walking and cycling, goods movement and parking

The success of the Keele-Finch area is linked directly to providing a connected multi-modal transportation network that allows people to get to and from their desired destinations quickly, easily and sustainably. At the core of the network is the existing and planned higher-order transit, and shifting to more active movement such as walking and cycling. Together, the transit infrastructure and improved pedestrian and cycling infrastructure will support reducing people's dependence on the private automobile. More streets and other connections are needed that, in turn, lead to smaller and more walkable block sizes, with better and more direct connections to destinations.

PROPOSED POLICY DIRECTIONS

- T1** A fine-grain and robust multi-modal mobility system will be achieved in the area, consisting of transit stations and lines, improved Major Streets, new and improved Primary Streets and Secondary Streets, as well as other connections such as mid-block connections, multi-use trails and laneways.
- T2** Streets, including major streets, will accommodate pedestrians, cyclists, transit users and vehicular traffic while acknowledging and recognizing walking and cycling as a priority.
- T3** New, required public streets are identified on the Public Street Plan. All new public streets will have a 20-metre right-of-way unless otherwise noted. The exact location, alignment and design of the streets will be determined through further study or part of the development review process.
- T4** The right-of-way width of the new street north of Fountainhead Park may be reduced from 20 metres to 16.5 metres where sidewalks, trees and other landscaping is incorporated along the edge of Fountainhead Park as part of an integrated design of the street and park.
- T5** Additional public streets may be required and will be determined as sites redevelop. Potential locations for additional public streets are conceptually identified as New/Improved Connections on the Public Street Plan. Where it is determined that a specific connection is not required as a public street by the City, a publicly-accessible mid-block connection, laneway or other type of connection will be provided to improve access in and through the area.
- T6** Streets, whether new or existing, will have a design and function that ensures a complete street that is informed by City guidelines for street and bikeway design, accommodates a variety of users and includes comfortable, wide, landscaped pedestrian rights-of-way.
- T7** The extension of Tangiers Road southward to LePage Court provides an opportunity for further connectivity. The extension will be determined through an Environmental Assessment Process.



Keele-Finch Secondary Plan Public Street Plan

Secondary Plan Boundary
 York University Secondary Plan Area
 Conceptual York University Street Network
 New Public Streets
 Future Bridge Connection
 Major Streets
 Primary Streets
 Secondary Streets
 New/Improved Connection
 Bus Way
 LRT Stop
 Subway Station
 New east-west connection to be further studied

Not to Scale
 June 2019



PROPOSED POLICY DIRECTIONS

T8

Further detailed study will be undertaken by the City to create a new east-west street connection across the rail corridor.

T9

As part of the redevelopment of lands between Finch Avenue West and Paulvale Crescent, Paulvale Crescent will be extended to connect with Romfield Drive and excessive pavement width will be reclaimed to provide additional developable lands and streetscape improvements.

T10

Pedestrian routes will be along public streets wherever possible. Pedestrian routes through parks and natural areas are exempted from this policy.

T11

Where a pedestrian route along a public street is not possible and the pedestrian route is desirable, a publicly-accessible mid-block connection may be considered. Publicly accessible mid-block connections will be secured and designed to a high-standard and be subject to a series of conditions to ensure a safe, direct, well-lit and desirable connection.

T12

New and/or enhanced connections to and across Black Creek Valley will be provided to limit the east-west barrier of the valley.

T13

Transit supportive infrastructure, such as seating, street furniture and security features, will be incorporated into the design of streets at transit stops and stations with new development and infrastructure projects, where possible.

T14

Access to and from transit stations and stops will be improved, where possible, with new development and may include way-finding solutions, new pathways and enhancing existing transit facilities.

T15

The continued viability of employment uses will be ensured. Support for goods movement should be considered in new development.

T16

Surface parking lots will not be permitted between a building and a public street. Surface parking lots may be located beside, behind or within a building. In the Nodes, a surface parking lot will only be contemplated if it is ancillary to an underground parking lot.

T17

Minimum and maximum parking requirements will be established in an implementing zoning by-law(s) that reflect the transit infrastructure in the area and the objective of reducing auto-dependency.

T18

Applicants will be required to submit a Transportation Demand Management (TDM) Plan that assesses multi-modal conditions and outlines site-specific TDM improvements, strategies and programs that support sustainable modes of mobility and reduce auto-dependency.

T19

Dedicated cycling facilities will be provided on routes identified in on the Key Cycling Routes plan.