

## Investment in Rapid Transit

- Finch West Subway station opened in 2017
- Light Rail Transit (LRT) anticipated to open in 2023
- Opportunity to leverage this investment

## Planning Approach Work (2015)

- Direction from Council in December 2015
- Real estate market scan
- Identified Neighbourhood Improvement Area

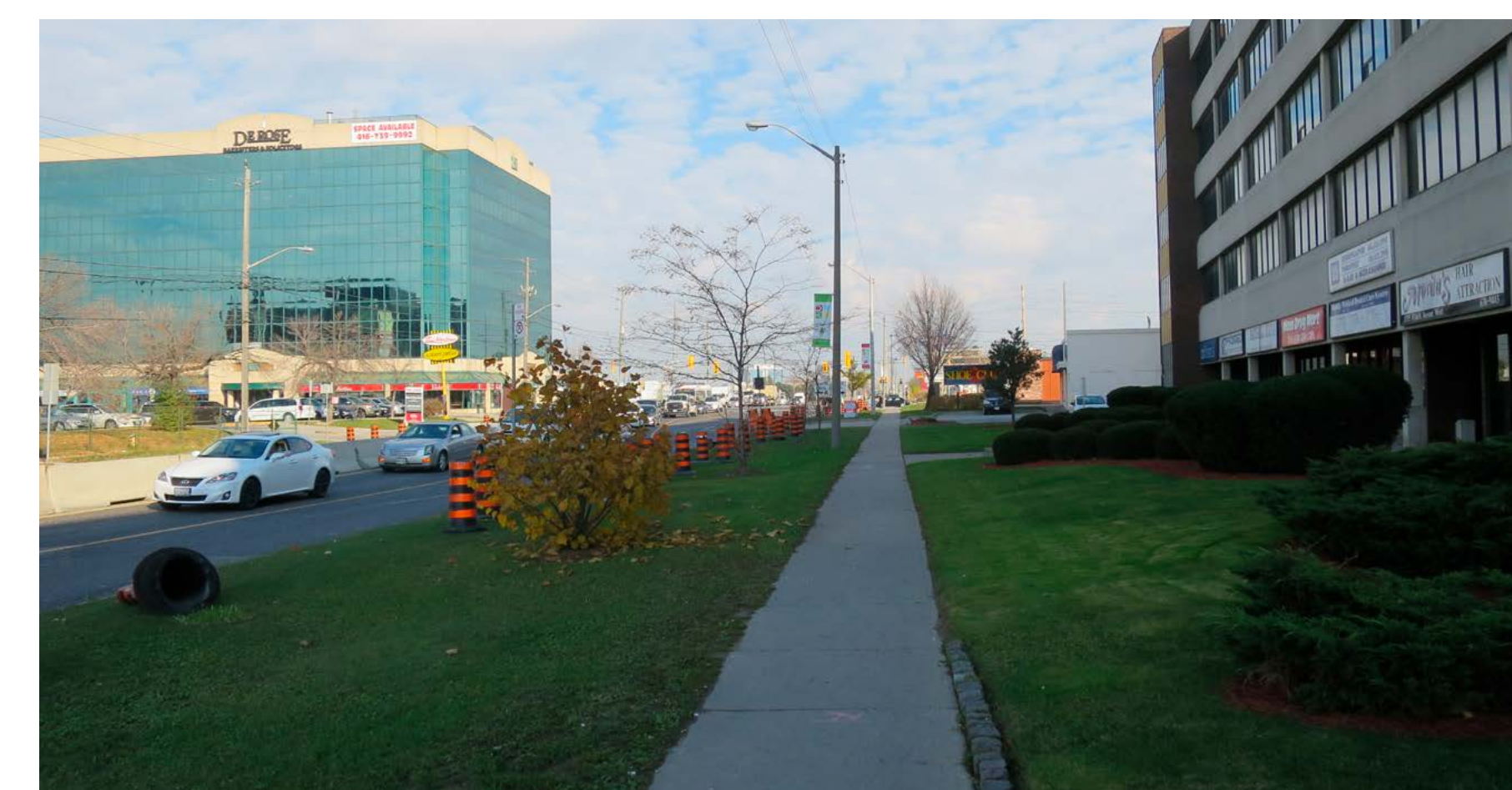
Looking for  
more detail?  
Ask for our  
discussion guide!

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

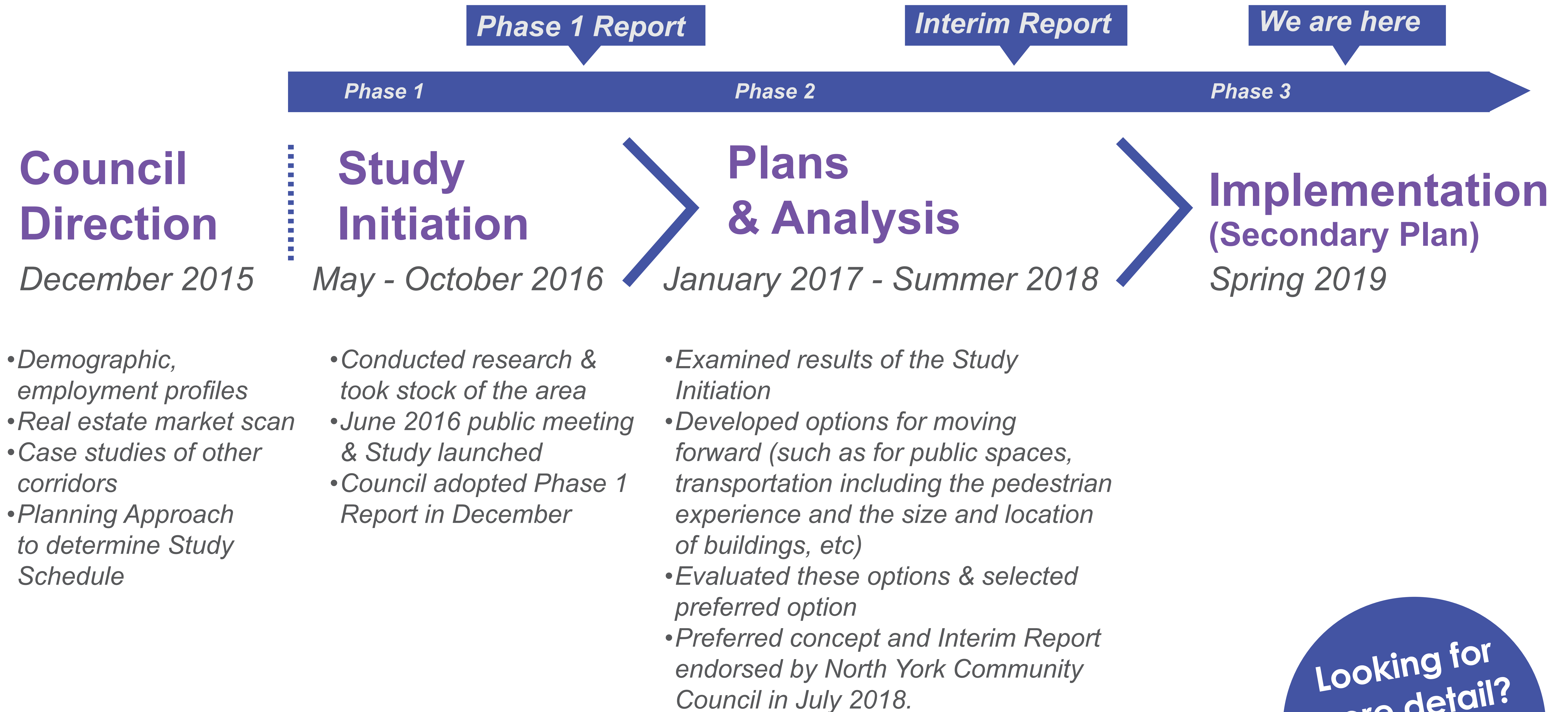
Keele & Finch in 2045?



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



# STUDY PROCESS AND TIMELINE



**Public consultation has been taking place at each stage**

**Looking for more detail?**  
Ask for our discussion guide!

## 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).

## Density

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

The Mobility Hub Guidelines suggest a minimum of 250.

## Real Estate Market

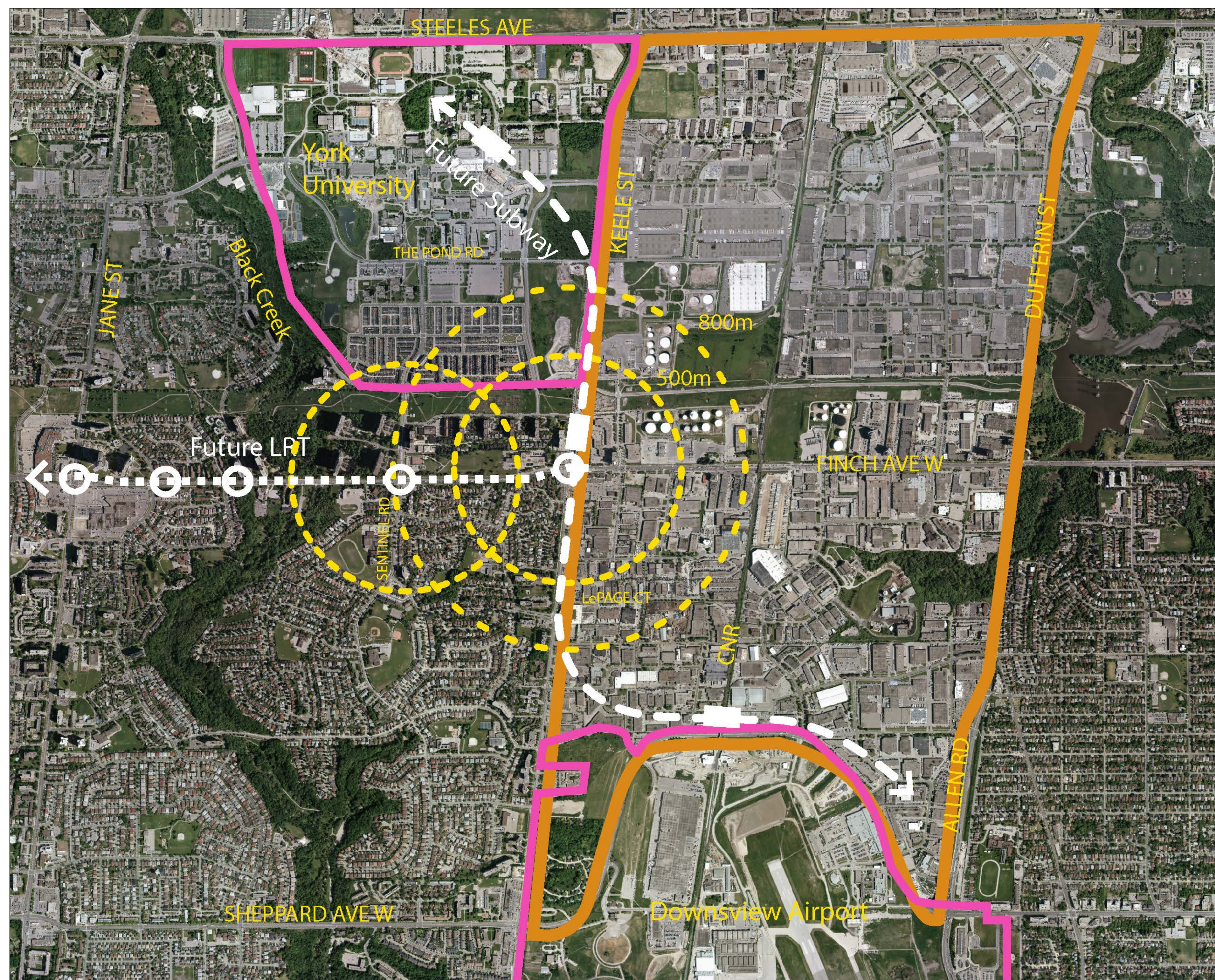
**Greater real estate market pressure in the Keele and Finch area** than in other areas along the Finch LRT corridor. However, market is 'emerging'.

## And more...

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



# AERIAL MAP & STUDY AREA CONTEXT



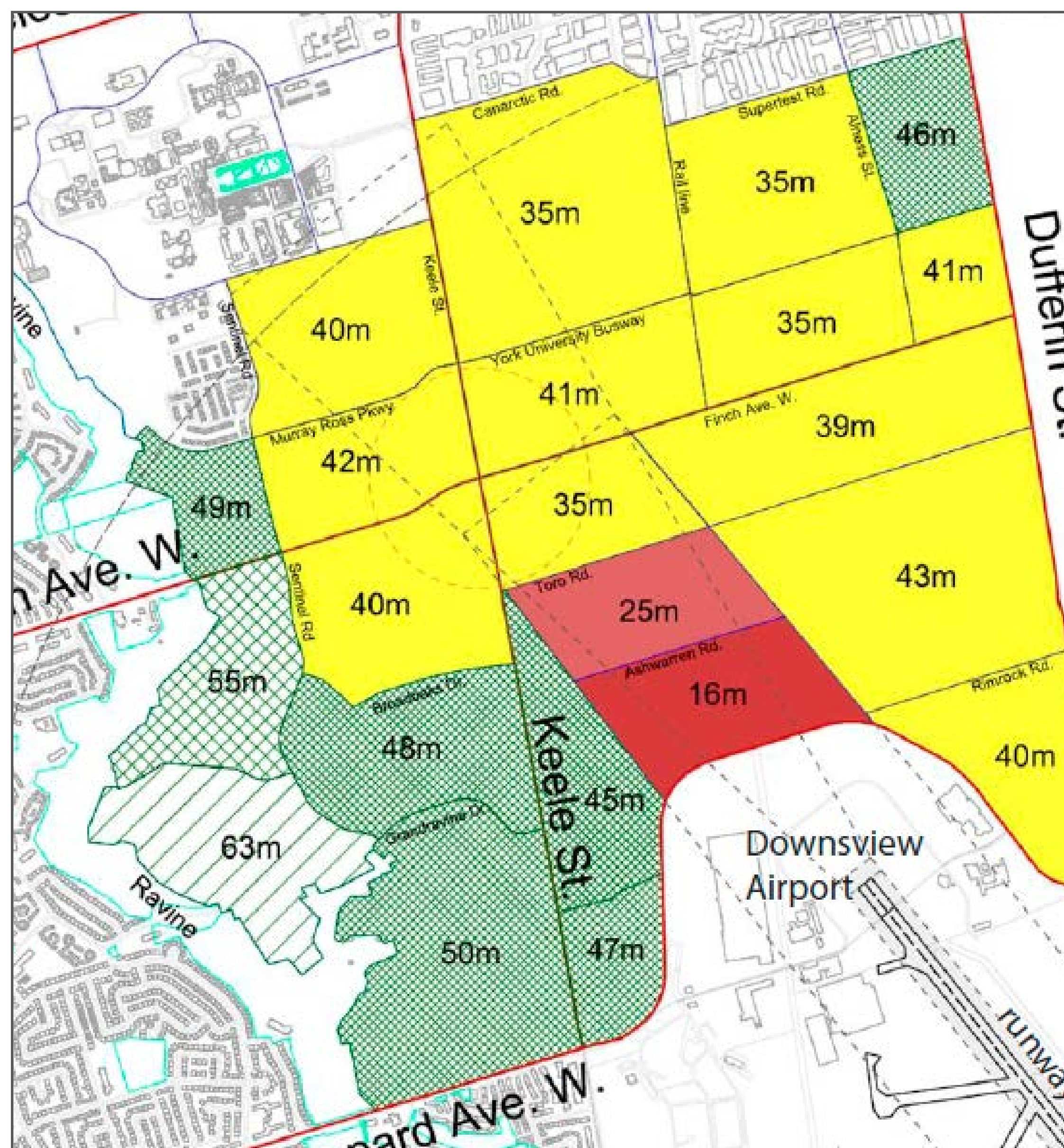
The size of the radii reflect the **'Major Transit Station Area'** definition in the Province's Growth Plan for the Greater Golden Horseshoe (2019).

Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

- Secondary Plan Areas
- Duke Heights BIA

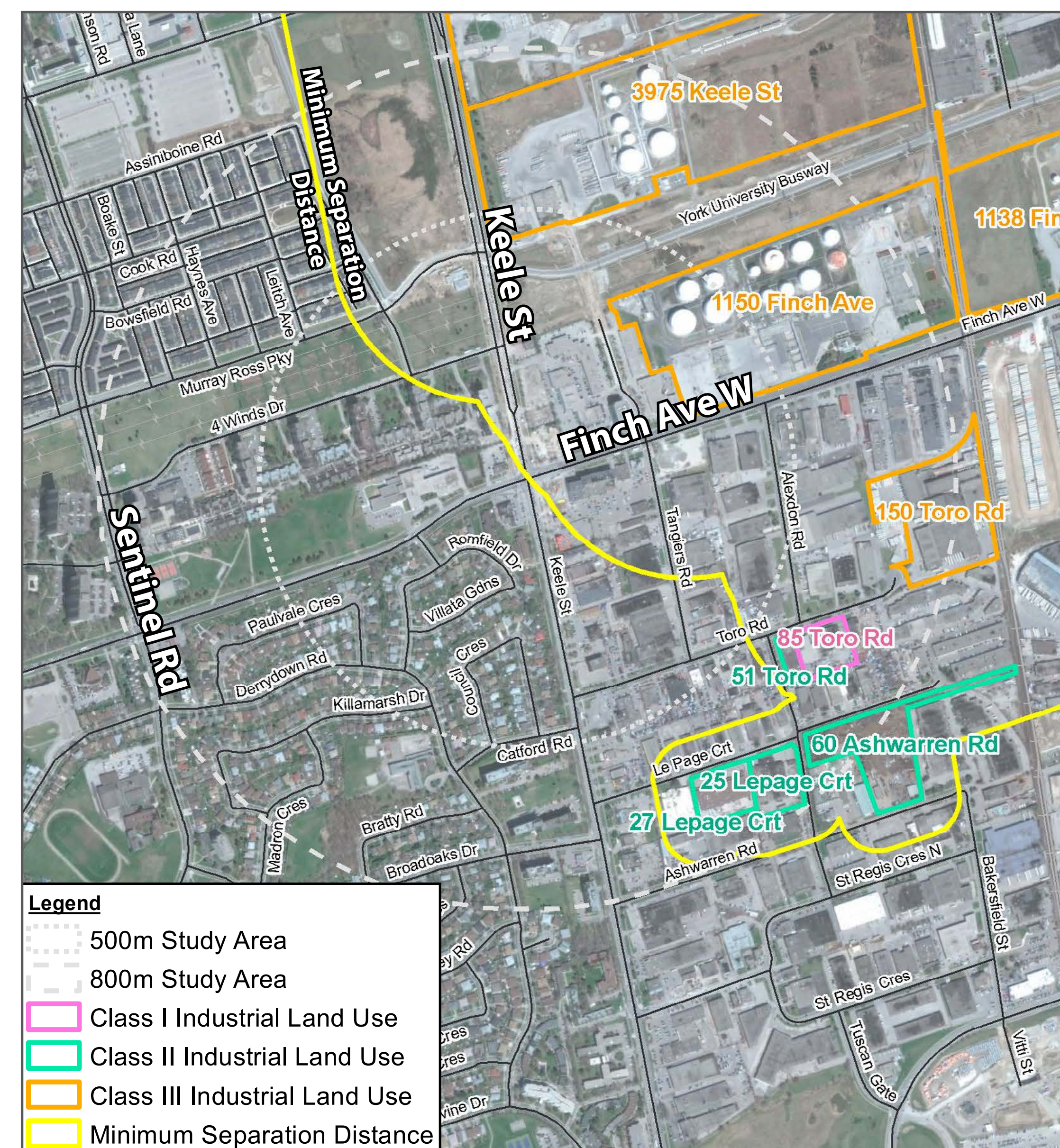


## Aviation



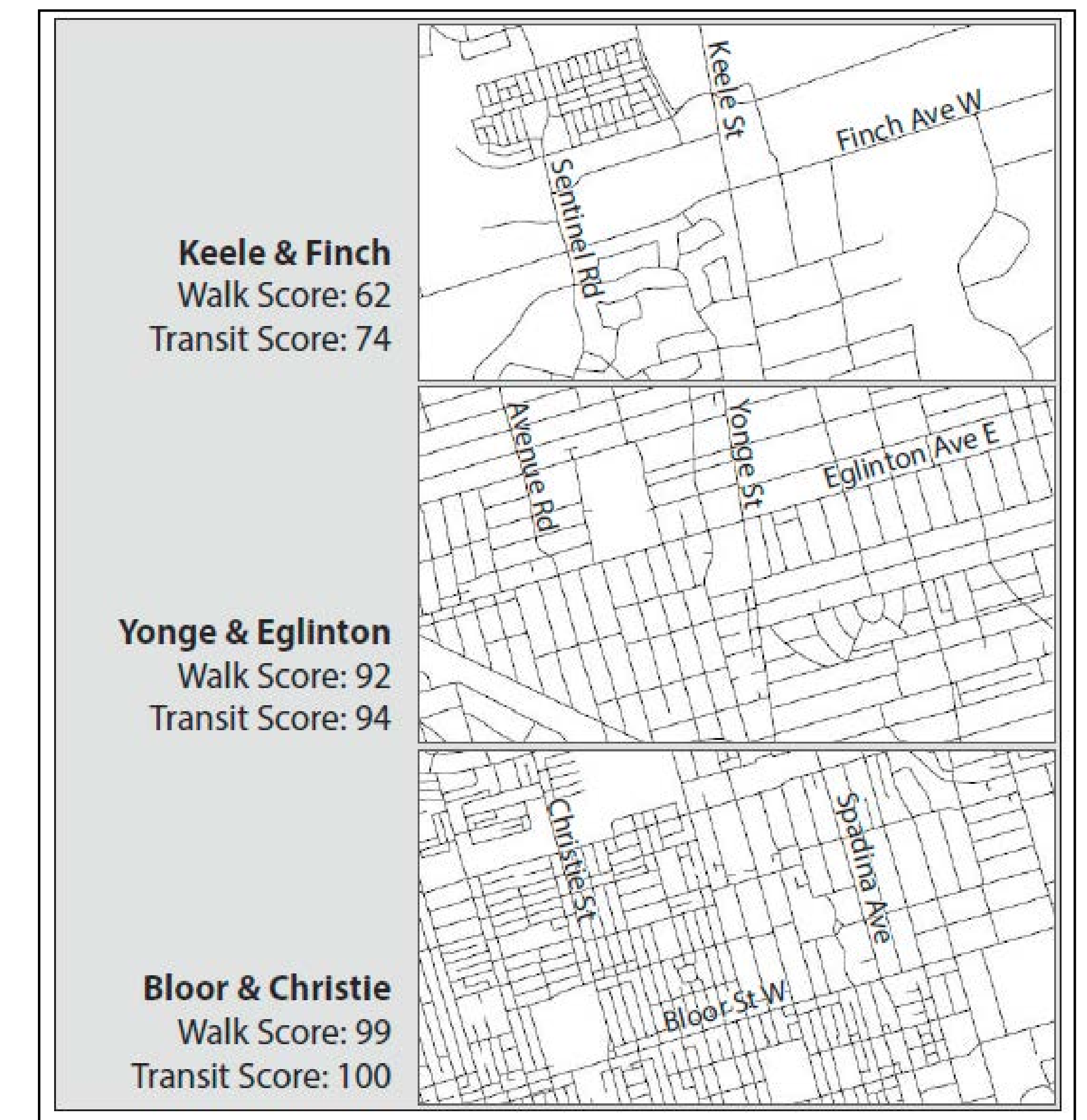
The map above shows the heights of potential buildings based only on an operational needs assessment of Downsview Airport and local topography. Aircraft are manufactured and tested at the airport.

## 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

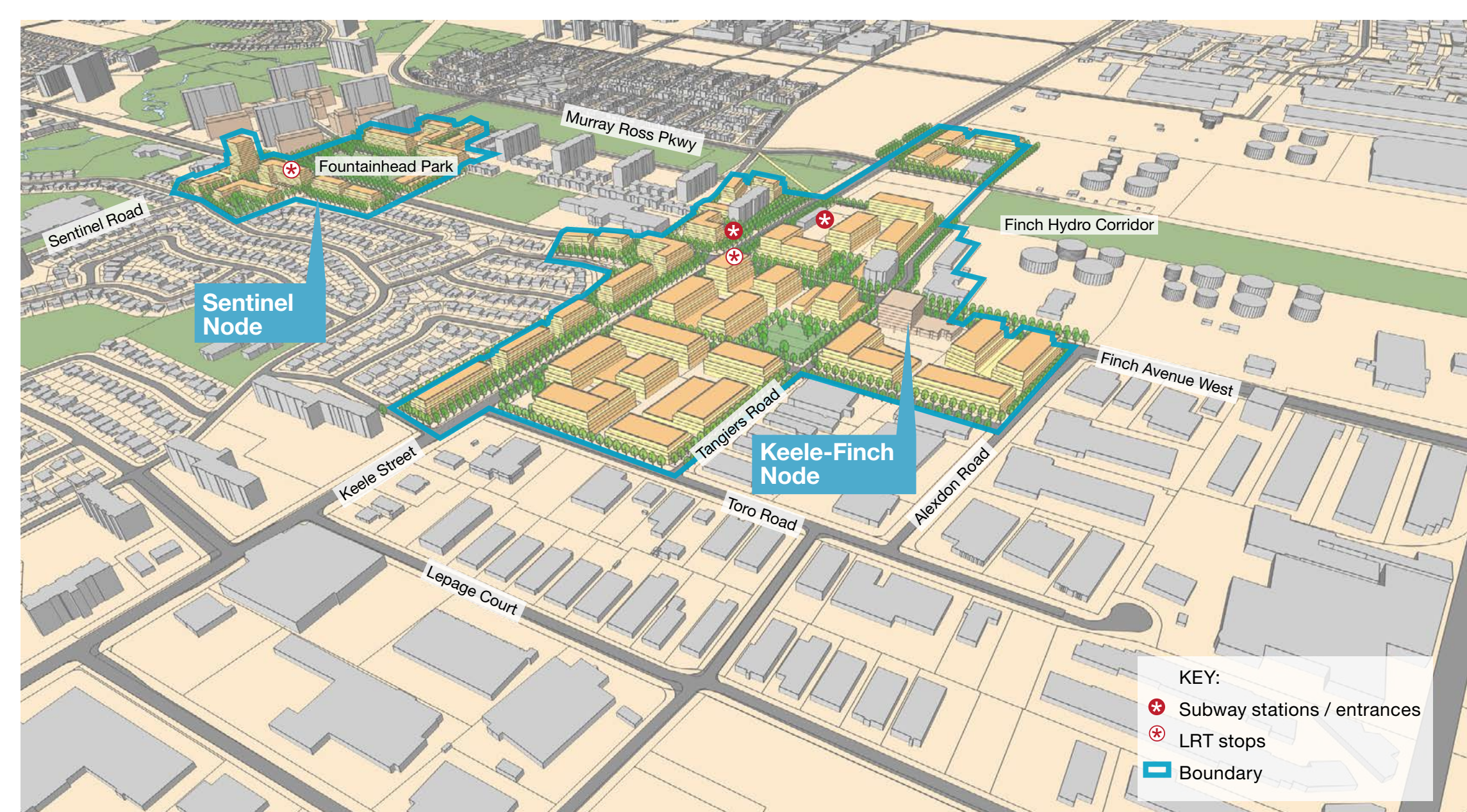


The comparison above shows Keele & Finch along with two other areas of the city with subway service at the same scale. The need for an improved and more walkable network of streets and paths was identified in Phase 1.

Reports on each of these topics are available on the project website at [www.toronto.ca/keelefinchplus](http://www.toronto.ca/keelefinchplus). Click on "Studies & Reports".



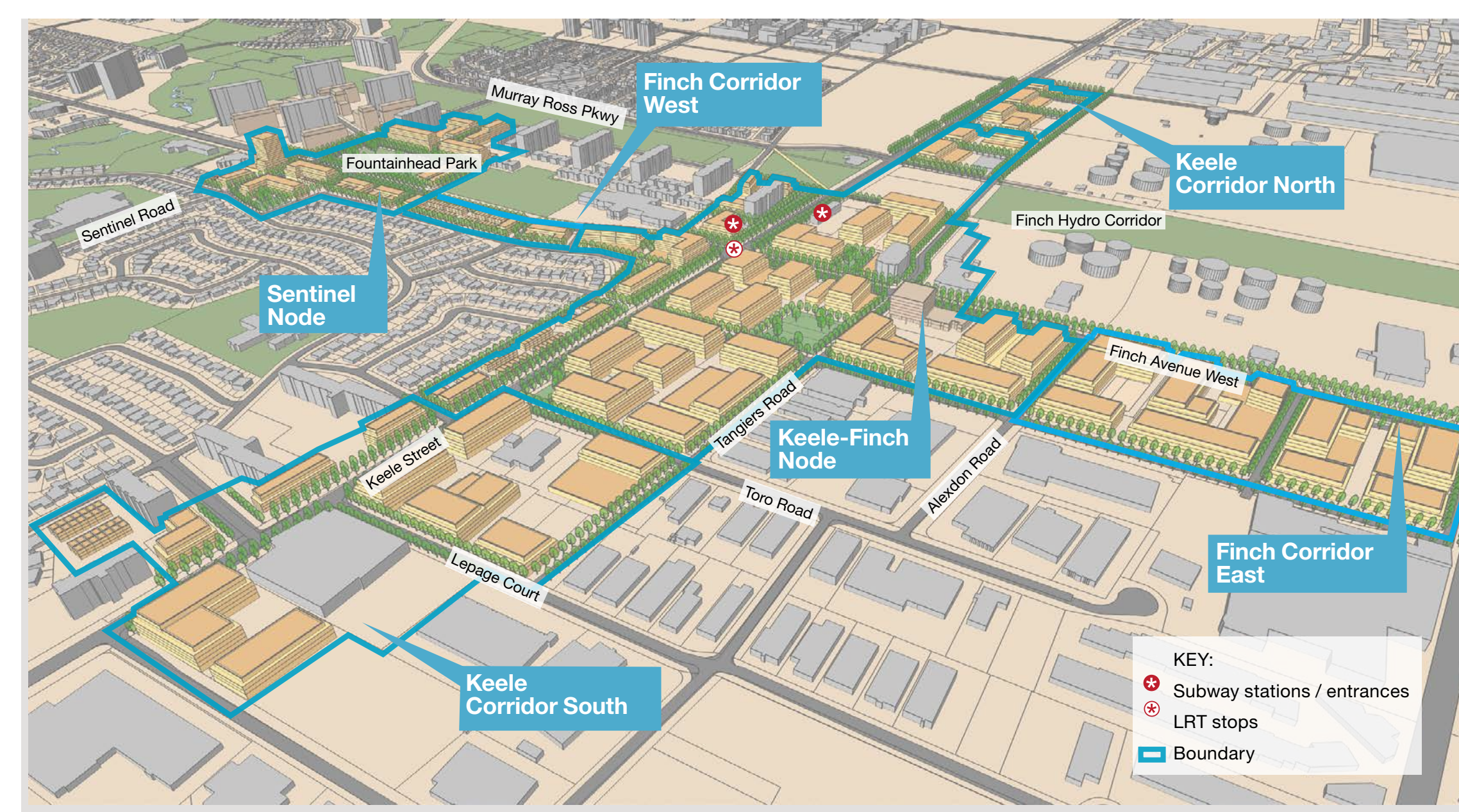
## The Stations



### Option 1 'The Stations'

which concentrated intensive development near to the intersections of Keele Street and Finch Avenue West, and to the intersection of Sentinel Road and Finch Avenue West (i.e. near to the rapid transit stations and stops).

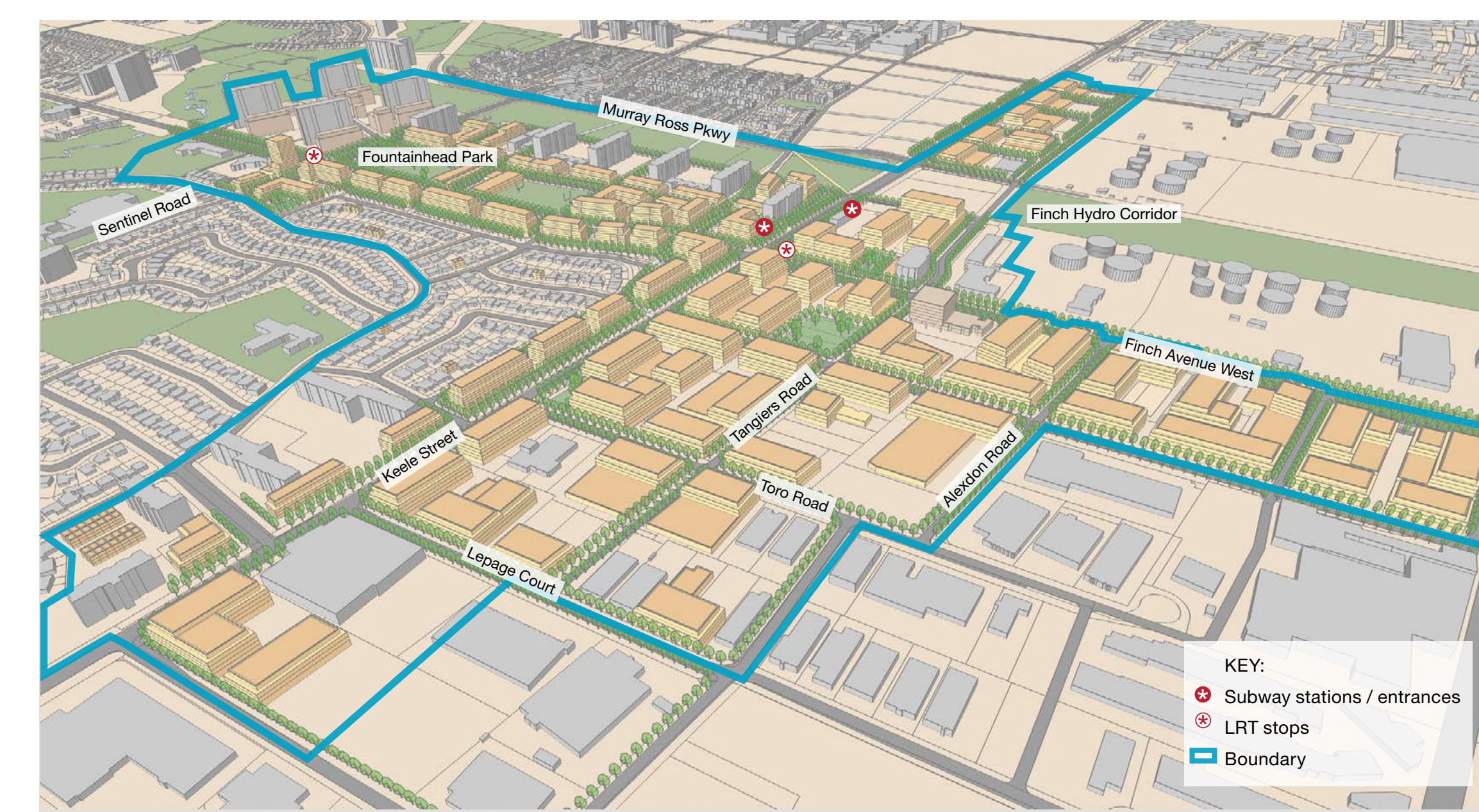
## Nodes and Corridors



### Option 2 'Nodes and Corridors'

which builds on Option 1 and spreads development along the Keele Street and Finch Avenue West corridors. However, Option 2 had reduced development intensity near to the stations compared with Option 1.

## Main Streets

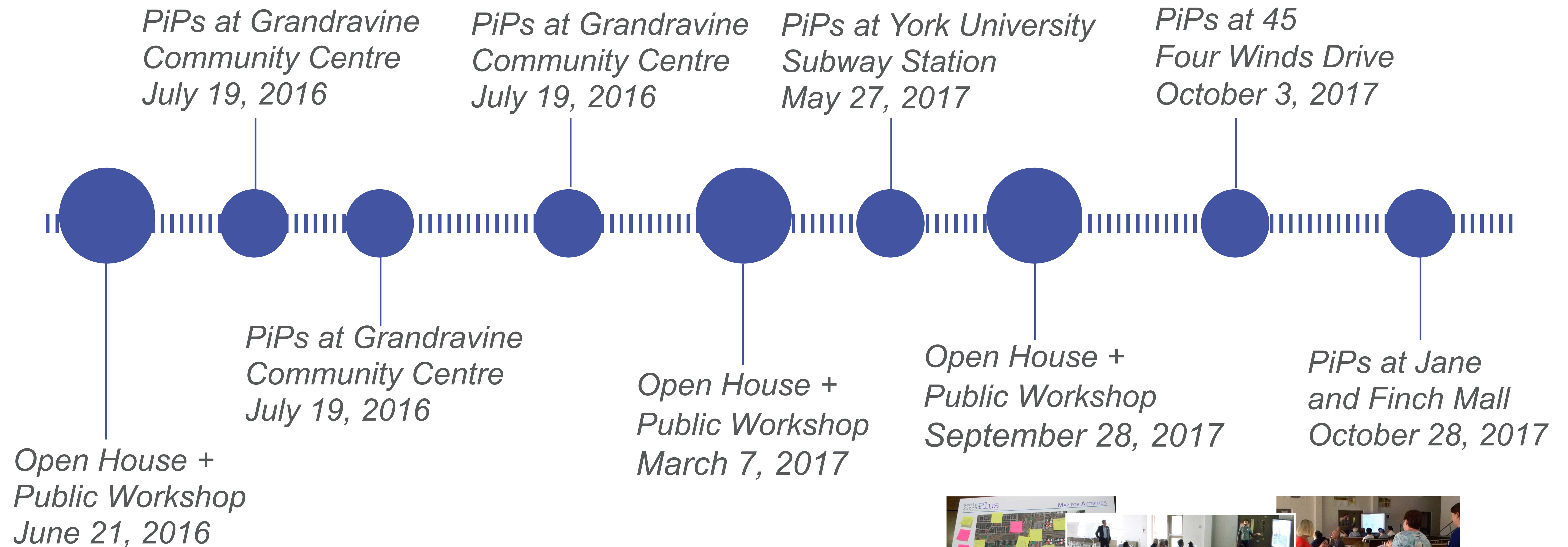


### Option 3 'Main Streets'

which included area-wide transformation with the most intensive development and a goal of creating sufficient density to support more than one retail 'main street'.



# PHASE 1 AND PHASE 2: ENGAGEMENT



## 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 250 people were signed up to the email listserv.





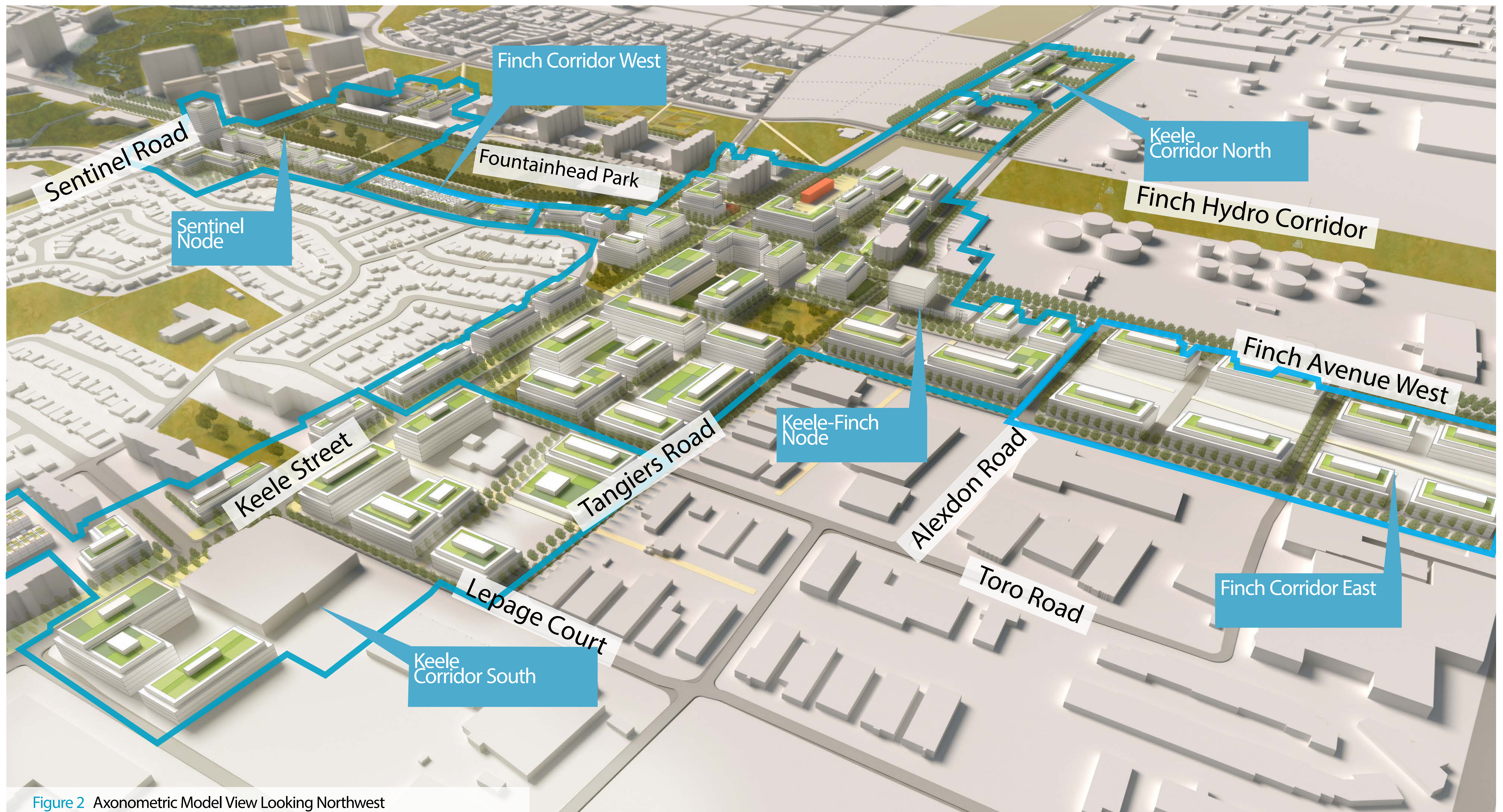


Figure 2 Axonometric Model View Looking Northwest

*A birdseye view of the preferred concept looking Northwest. Note this model is illustrative and represents a potential build out.*



The evaluation of the three options, including all background work, technical assessments, as well as public and stakeholder input led to the development of a preferred concept

The resulting preferred concept combines aspects of options 2 and 3, along with additional modifications that respond to technical evaluation and public input.

