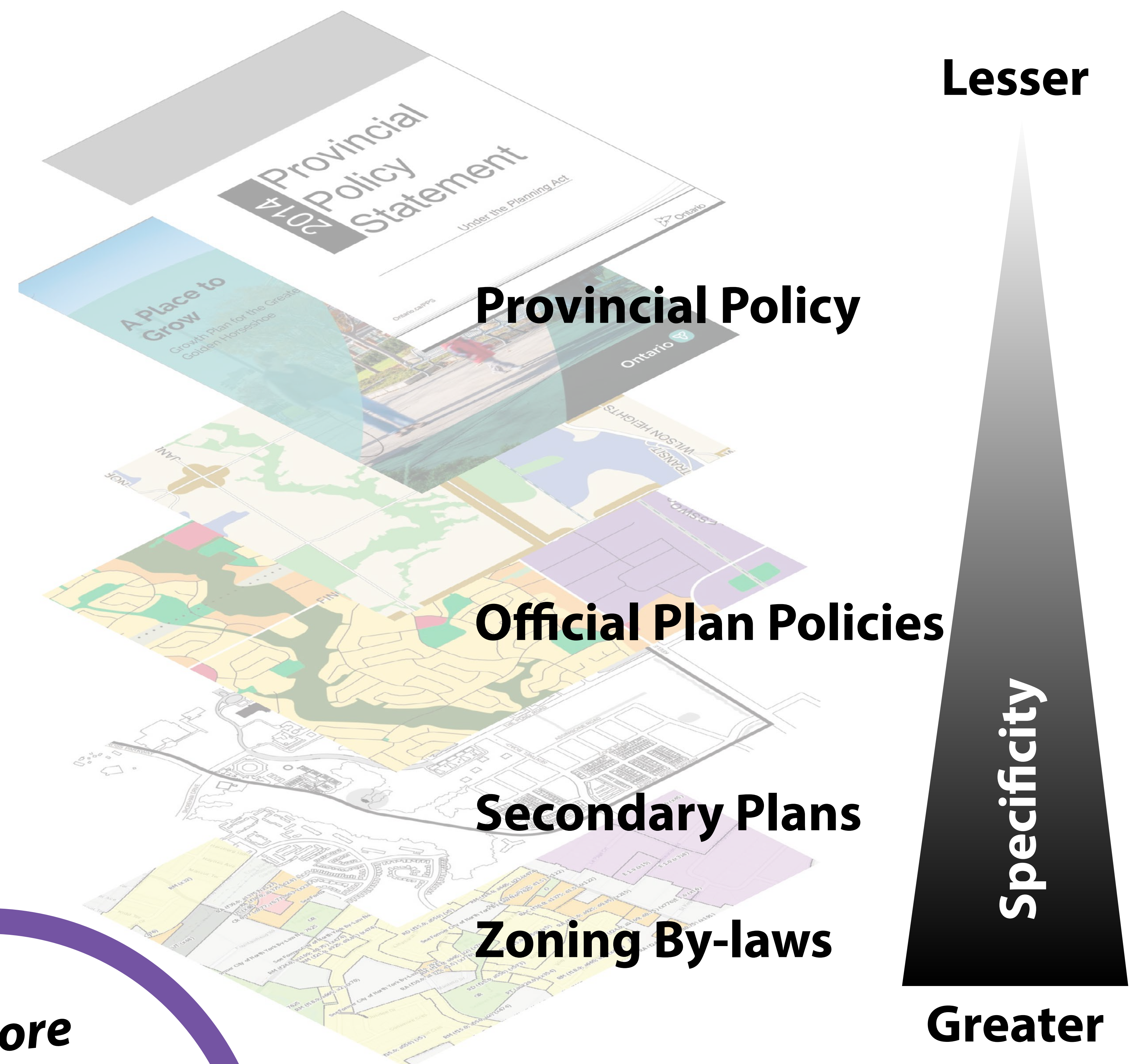


**A Secondary Plan** establishes local development policies to guide growth and change. It builds on the city-wide Official Plan by providing more specific context-sensitive direction in a defined area of the City. A Secondary Plan guides development while ensuring public infrastructure is adequate and the local environment is protected.

**Secondary Plans** are developed in areas where growth and change is expected, anticipated or encouraged. In the Keele-Finch area, the new subway and coming LRT will stimulate growth and change.

*For more  
information on  
Secondary Plans,  
see Chapter 5 of  
Toronto's Official  
Plan.*





## What is the Keele Finch Secondary Plan about?

The Keele-Finch Secondary Plan is needed to guide growth and change in the Secondary Plan area and to support and leverage the transit investment in the area. The Secondary Plan will be a long-term vision for the area and will lay out comprehensive policy directions that all development and public actions will need to conform to. The Secondary Plan will supplement the City's Official Plan and will provide detailed, locally-specific direction for the area.

## What are we addressing in the Secondary Plan?

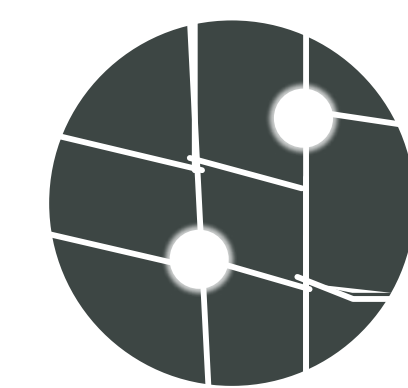


The map above depicts the boundaries of the Secondary Plan area. The study boundaries were defined through the process. The boundaries were informed by existing policies and guidelines, land use, natural and man-made features, public input and other inputs.



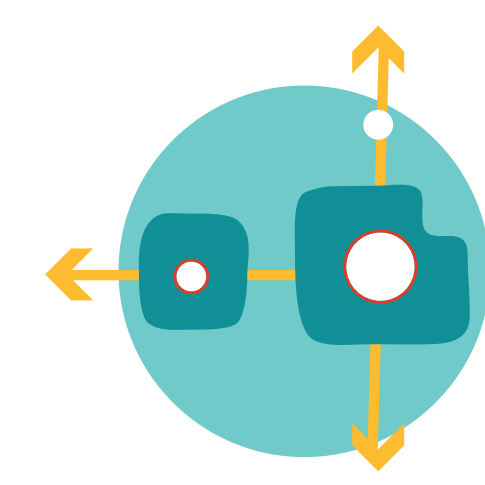
### Objectives

To define what is to be achieved and measure success



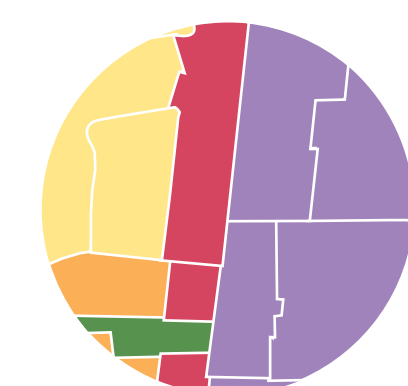
### Area Structure

The underlying framework for the area's transformation over time and character of different areas



### Transit Station Areas

Areas identified for intensification to support investment in transit and minimum population and employment targets



### Land Use

The land use permissions in different areas, land use compatibility and direction for retail and animation



### Public Realm

The places and spaces that people have access to - streets, parks, open spaces, and civic spaces



### Transportation

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



### Buildings and Development Criteria

Direction for the siting and design of buildings and how tall buildings will be



### Housing

The type of housing units to be achieved and direction for residential units and amenity



### Community Service Facilities

Essential services to support people's health, well-being and quality of life



### Implementation

The planning and financial tools that will be used to implement the Secondary Plan



## Objectives

The arrival of higher-order transit is a driving force behind the area's transformation.

The transformation presents an opportunity to achieve many city-building objectives such as a broader range of uses in the area, the creation of an urban place at higher densities and the generation of employment growth and a diverse local economy.

See Policy  
Direction  
Highlights  
Booklet #1!



## Policy Directions - 5 Themes

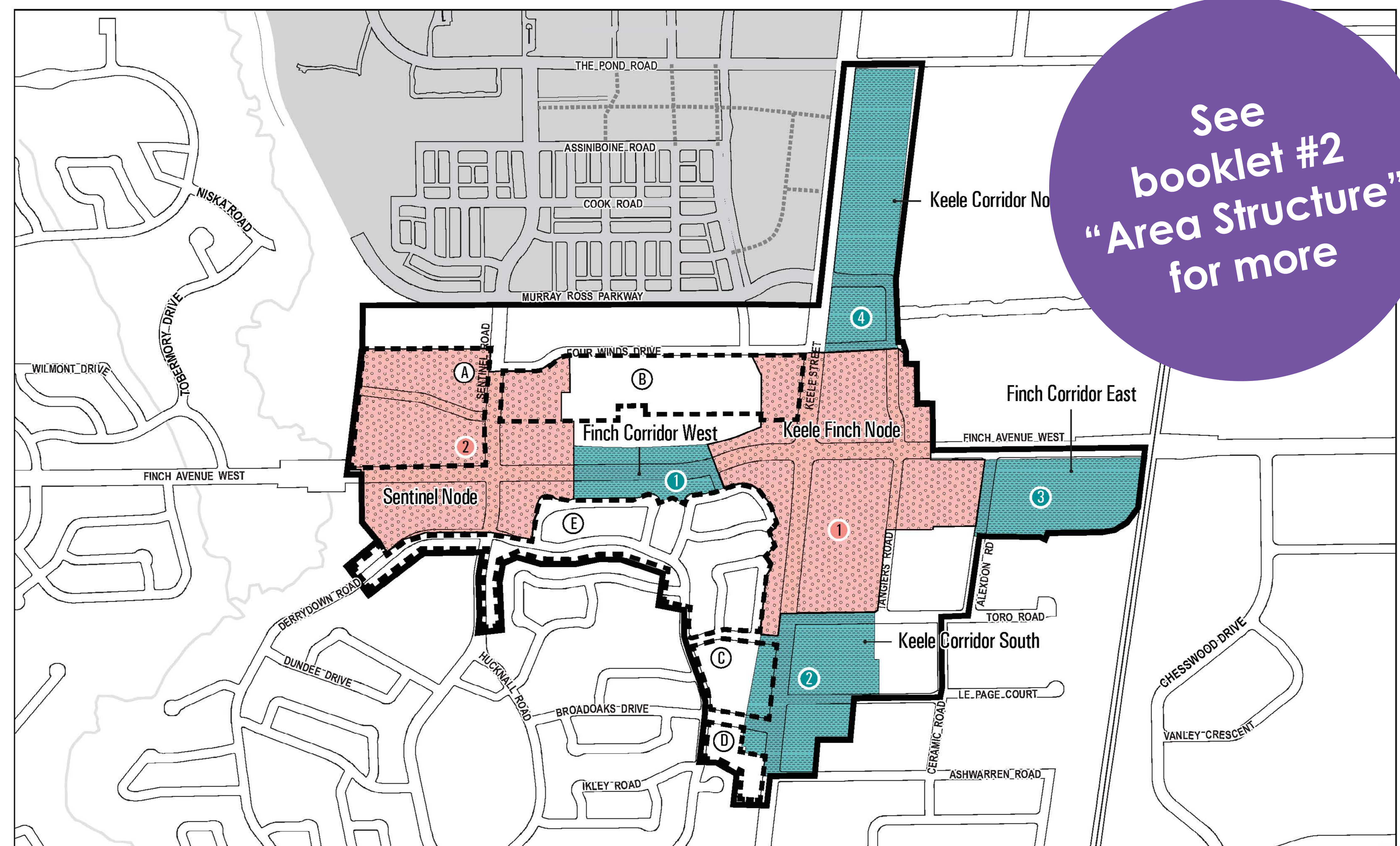
- **Growing with Transit** is about taking advantage of investments in higher order transit infrastructure by encouraging the right kind of growth.
- **Identity** refers to the look, feel and character of the area and how it is perceived within the broader city-structure. The Plan embraces a contemporary urban identity for the area while maintaining and enriching existing assets.
- **Livability** refers to the way the Secondary Plan can affect and improve the livelihood of those in the area. Liveability means a diverse group of people have convenient and walkable access to their daily needs and basic amenities.
- **Connectivity** is about fostering the movement of people, increasing connectivity between people, places and people's daily needs creates vibrant, healthy and resilient places.
- **Resiliency** is about reducing vulnerability and adapting to key challenges of the 21st century.



## Nodes and Corridors

The draft policy direction establishes a framework to shape growth consisting of Nodes, Corridors and Neighbourhood Districts. Each area has its own character and purpose.

Nodes are compact areas with diverse uses where more intense density, use and activity will occur. Corridors also have diverse uses, but are less intense and are oriented along major streets that link the Nodes. Neighbourhood districts are existing stable areas where incremental and compatible residential infill development and intensification may occur.



Keele-Finch Secondary Plan  
Area Structure

- |                                                 |                                |               |               |
|-------------------------------------------------|--------------------------------|---------------|---------------|
| — Secondary Plan Boundary                       | Neighbourhood Districts        | Nodes         | Corridors     |
| ■ York University Secondary Plan Area           | (A) Fountainhead               | 1 Keele Finch | 1 Finch West  |
| ..... Conceptual York University Street Network | (B) University City/Four Winds | 2 Sentinel    | 2 Keele South |
|                                                 | (C) Catford                    |               | 3 Finch East  |
|                                                 | (D) Broadoaks                  |               | 4 Keele North |
|                                                 | (E) Derrydown                  |               |               |

Not to Scale  
June 2019



## Nodes



Example: detail of the Keele-Finch Node concept.

**Keele-Finch:** will be **the area's primary** centre, and a shopping, arts, dining and entertainment **destination**. It will feel urban with the greatest level of development intensity and also feature new parks and open spaces. It will have a high concentration of employment with an office cluster along Tangiers Road.

**Sentinel:** a community destination and focal point that showcases the area's **lush, natural character**. New **intensification will respect this character** and provide local serving shops and services, and incubator spaces.

## Corridors



Example: detail of the Keele South concept.

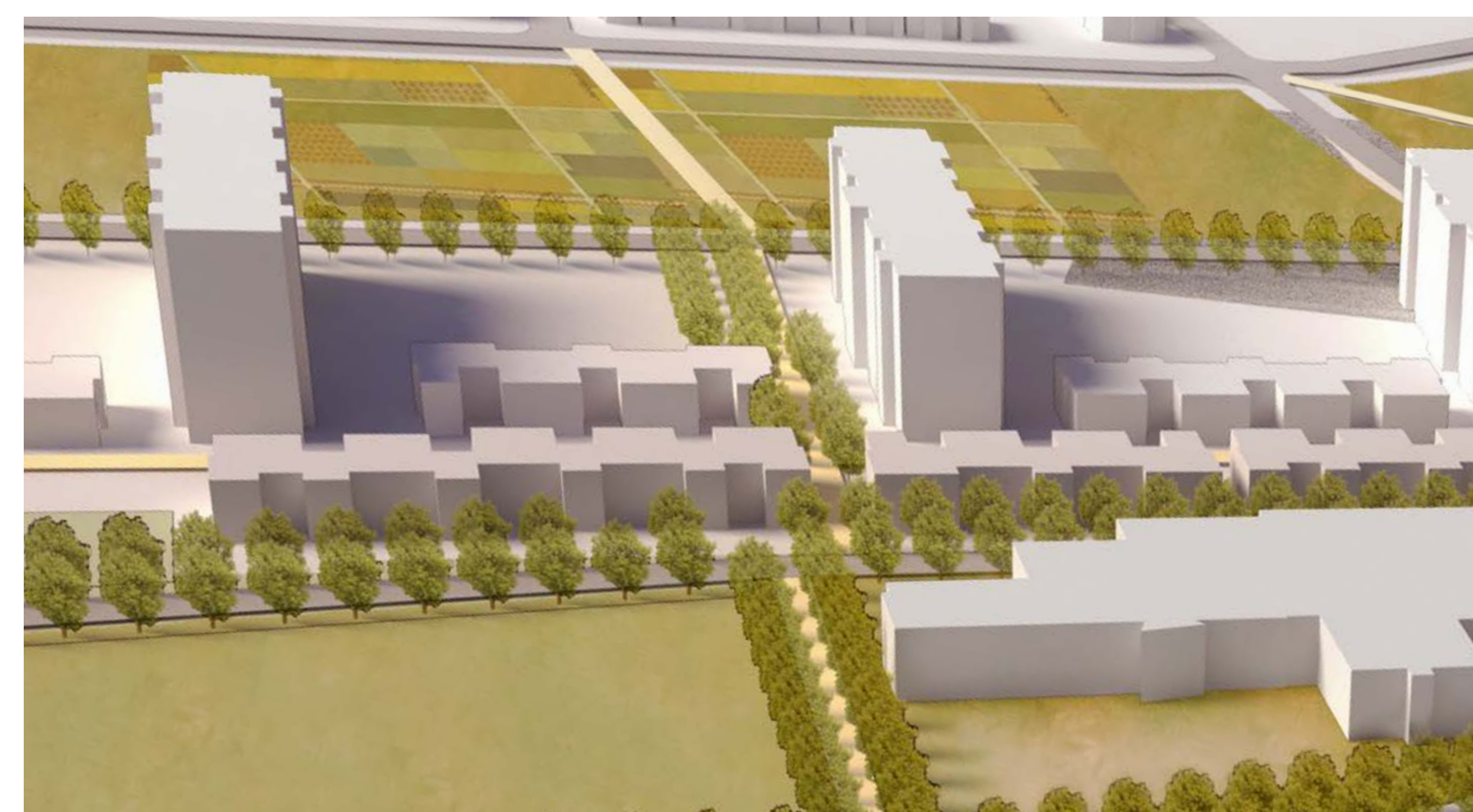
**Finch West:** generous green character and low-rise residential intensification along with opportunities for small shops.

**Keele South:** a main street with retail and services on the ground floor of mid-rise buildings. Above the ground floor are residential uses on the west side of Keele, and non-residential uses on the east side.

**Finch East:** an employment corridor containing offices and light industrial uses, along with retail and services along Finch.

**Finch North:** warehouse and industrial district that will act as an attractive visual buffer and interface along Keele.

## Neighbourhood Districts



Example: Neighbourhood showing detail of Four Winds in concept.

**Derrydown:** low-rise residential area that permits houses, semi-detached houses, and duplexes with green front yards.

**Fountainhead:** green, forested area with infill pavillion style buildings generally located on existing parking lots.

**Four Winds:** modest infill or redevelopment that contributes to improved public access and street edge while retaining an open feel.

**Catford:** provides an important open space for public use with mid-rise infill along Keele.

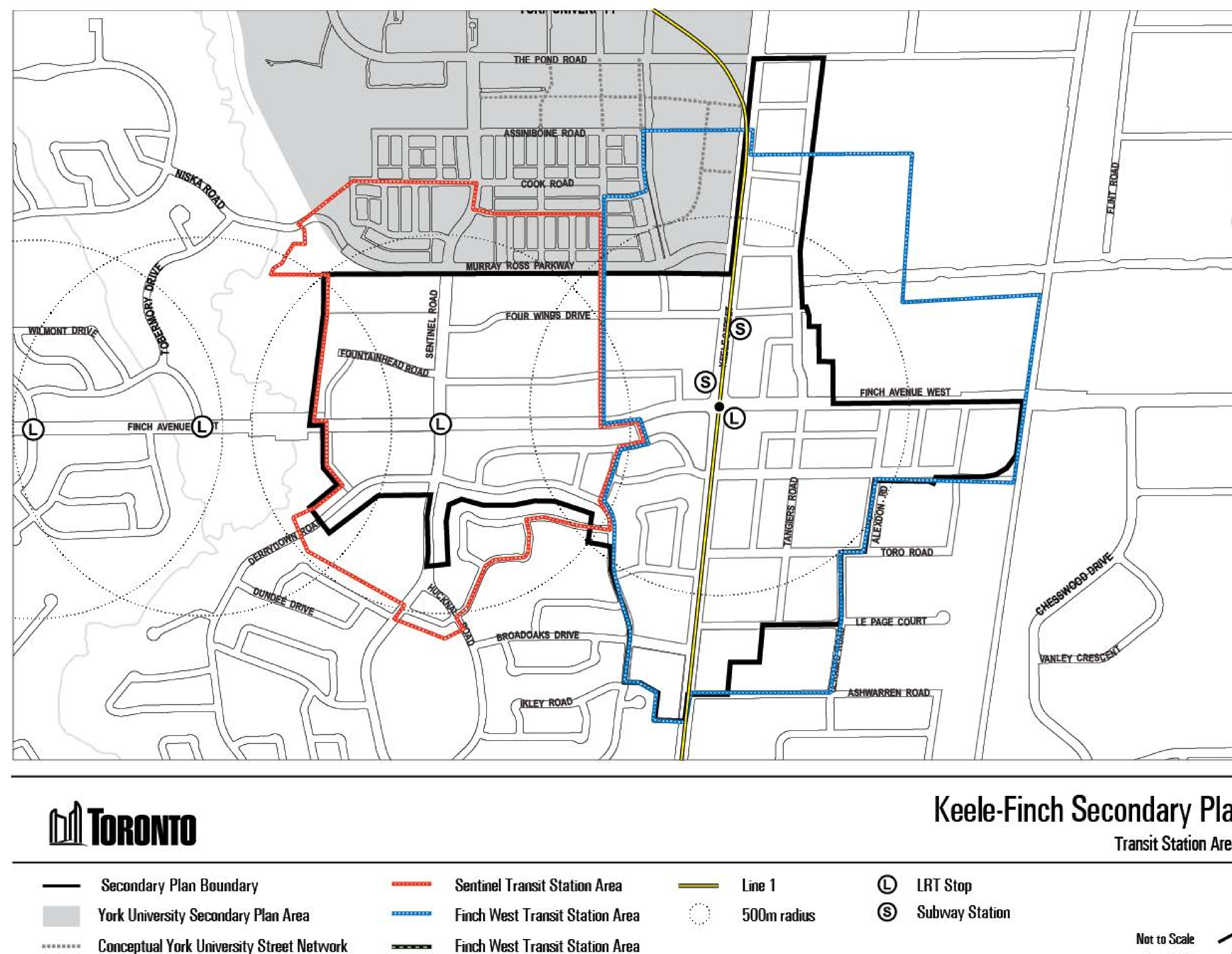
**Broad Oaks:** opportunities for modest infill while retaining the mature stand of trees.



Two Transit Station Areas are proposed to be included in the Plan. These are areas where intensification efforts are specifically focussed along with improvements to active transportation routes to transit. Existing and new development in each area have been planned to meet or exceed the following minimum targets:

- 200 people and jobs/ha for Finch West
- 160 people and jobs/ha for Sentinel

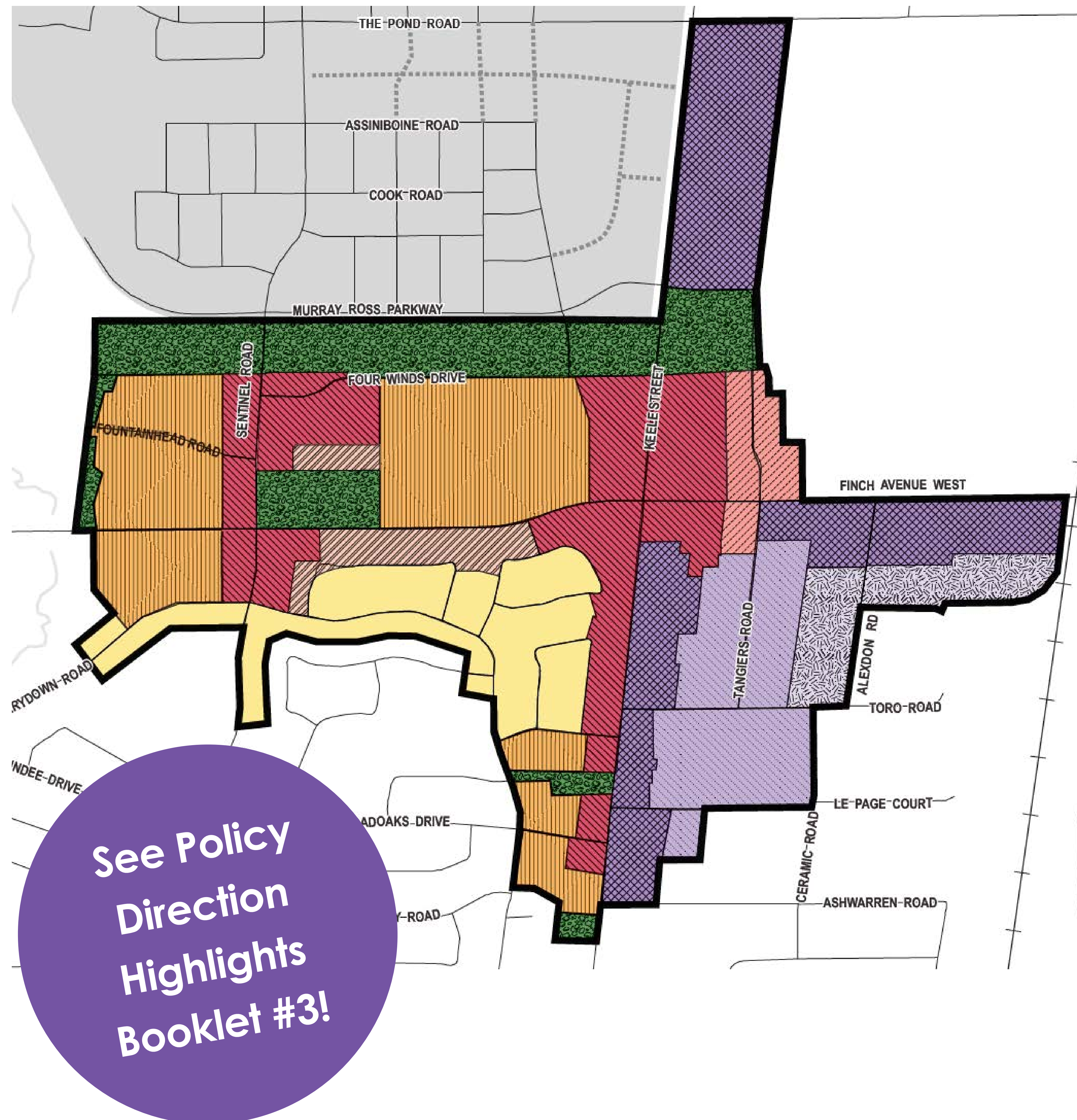
The City is still determining how it will formally delineate Keele-Finch's MTSA's - through its next MCR or as **protected MTSA's**.



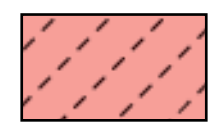
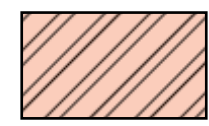
City staff will consult with the Province on the boundaries and related policy directions for Keele-Finch's major transit station areas. The boundaries may change as a result of this consultation in addition to feedback received during this public consultation. The boundaries of the major transit station areas must be delineated by 2022.




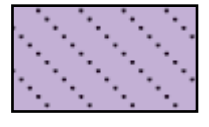

The Keele-Finch area is currently home to a diverse mix of land uses, comprised of residential, employment, retail and service uses, community service facilities, and parks and open spaces. A defining feature of the area is also the significant industrial base and employment areas east of Keele Street.



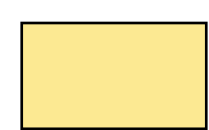

## Mixed Use Areas

-  **Mixed Use Areas A** permit residential, office, retail and institutional uses to leverage transit investment and provide, live, work and play synergies.
-  **Mixed Use Areas B** permit office, retail, institutional, and cultural and entertainment uses creating a new commercial high street and office cluster in an appropriately scaled mid-rise form.
-  **Mixed Use Areas C** will enhance housing diversity and choice in the Keele-Finch area through low-rise residential intensification. Small scale retail is permitted.

## Employment Areas

-  **Employment Areas A** permit a broad mix of employment uses in a compact urban form, creating corridors of economic and business activity fronting major streets.
-  **Employment Areas B** will foster job growth on existing employment lands through a range of non-residential permissions.
-  **Employment Areas C** will support job diversity and growth in the Secondary Plan area by preserving and expanding the economic functions of existing employment lands.

## Neighbourhoods and Apartment Neighbourhoods

-  **Neighbourhoods** are existing low-rise residential areas that are intended to develop with a greater diversity of housing forms, consisting of single-detached houses, semi-detached houses and duplexes.
-  **Apartment Neighbourhoods** are existing residential areas primarily with mid- and high-rise buildings. Locally-serving small-scale retail, institutional uses, cultural uses, and parks and open spaces are also permitted.



Building on the Phase 1 Environmental Technical Assessment, the City retained WSP to undertake a more detailed noise, air quality and safety assessment to understand impacts from existing industrial operations and whether there would be any limitations on introducing new sensitive uses in Mixed-Use designated lands within the vicinity of the operations. Initial findings from the more detailed assessment has informed the development of the proposed land use plan, land use designations and land use compatibility policies.

See  
**Booklet 3**  
for proposed  
policies

## Policy and Legislative Background

There are various applicable legislation, policies, regulations and guidelines that apply when considering introducing sensitive areas in close proximity to industrial uses. For the purposes of this study, key policies and guidelines used to assess land use compatibility includes:

- the Ministry of the Environment, Conservation and Parks' NPC-300 Guidelines for noise
- the Ontario and Canadian Air Quality Standards for air quality
- the Federal Environmental Emergency (E2) Regulations and the Canadian Society for Chemical Engineering's Risk Assessment - Recommended Practices for Municipalities and Industry.

## Initial Findings

- Noise emissions from industrial operations and the airport operations are generally within acceptable limits. Mixed-use areas east of Keele Street will be identified as Class 4 Areas under the NPC-300 guidelines
- Cumulatively, some air quality standards are exceeded in portions of the area. More detailed study may be required
- Emergency response plans should be required for new buildings in the area with no sensitive uses directly adjacent to the fuel distribution terminals



## Vibrant Retail Streets

Many vibrant neighbourhoods feature a diverse mix of retail and services such as grocery stores, restaurants, cafes, barber shops, dry cleaners and financial services. This diversity of flexible, ground-floor space helps to stimulate vibrancy, and activate and animate streets.

The draft policy directions include requiring retail near transit stations, and on both sides of Keele Street to support the emerging retail main street. Flexibility is provided to expand these retail streets. Small scale retail is encouraged to support lower cost start-up space.



Keele-Finch Secondary Plan  
Active Retail Street Edge

- Secondary Plan Boundary
  - York University Secondary Plan Area
  - ..... Conceptual York University Street Network
- Ground Floor Active Retail Edges
  - Retail Required
  - Retail Permitted
  - Small-scale Retail Permitted

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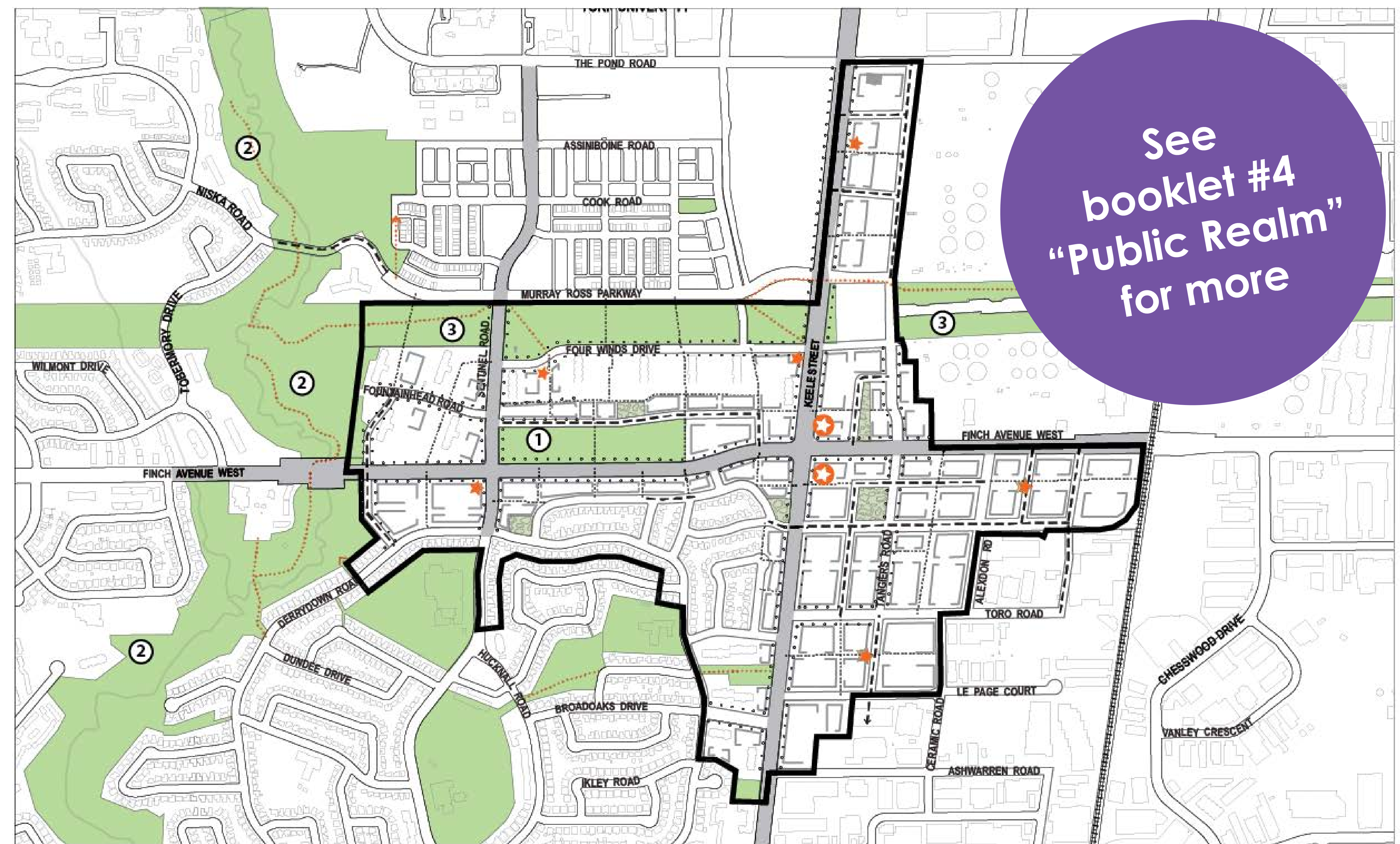




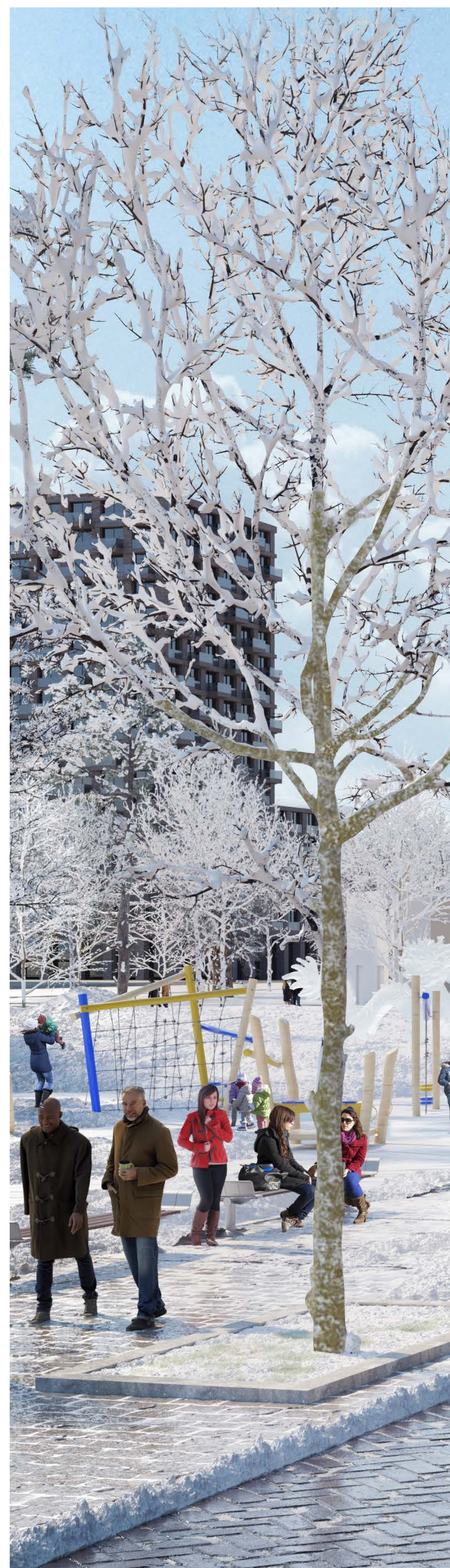
## Building on Area Assets

The area has three Major Public Streets of Keele, Finch, and Sentinel and three Major Open Spaces of Fountainhead Park, the Finch Hydro Corridor and Black Creek Valley. The Plan calls for improvement of these area assets that will form the basis or frame for the entire public realm structure of the Plan.

New parks and open spaces will be secured to complement area assets, and new buildings will contribute to the public realm by facing and framing streets at good proportion. Active ground floor uses and beautiful streetscapes will contribute to area vibrancy.







## Major Public Streets

**Keele, Finch and Sentinel** are more than movement corridors. They will be **prominent civic spaces** and places for people to meet and socialize. These streets give structure to the area and will be prioritized for improvement as the area grows and evolves. Sections of Keele will be a retail main street. Sections of Finch and Sentinel will be green gateways to Black Creek and York University, respectively.

## New Parks Open Spaces

Smaller local parks and other open spaces such as public squares will complement and diversify the existing major open spaces. The draft policy directions provide for the creation of **new public spaces coinciding with private sector development** and investment. In the future, all residents and workers will be a short walk away from a rejuvenated public park, open space, forest or meadow.

## Major Open Spaces

**Black Creek Valley, Fountainhead Park** and the **Finch Hydro Corridor** are the **foundation for future greening**. They offer lush green forests and valleys, grassy meadows, vegetable plots, playgrounds, places to relax, play sports and recreate. These assets will be expanded and enhanced over time through stewardship, interpretation, commemoration, and programming.

## Streetscapes & Views

Future streets will be designed to be **pleasant and friendly, with wider sidewalks and landscaping, accommodating universal access for all users and abilities**. Connections to area destinations, such as parks and open spaces, and to transit stations and stops will be enhanced and more direct. Views to Black Creek Valley, Fountainhead Park and the Finch Hydro Corridor will be enhanced.

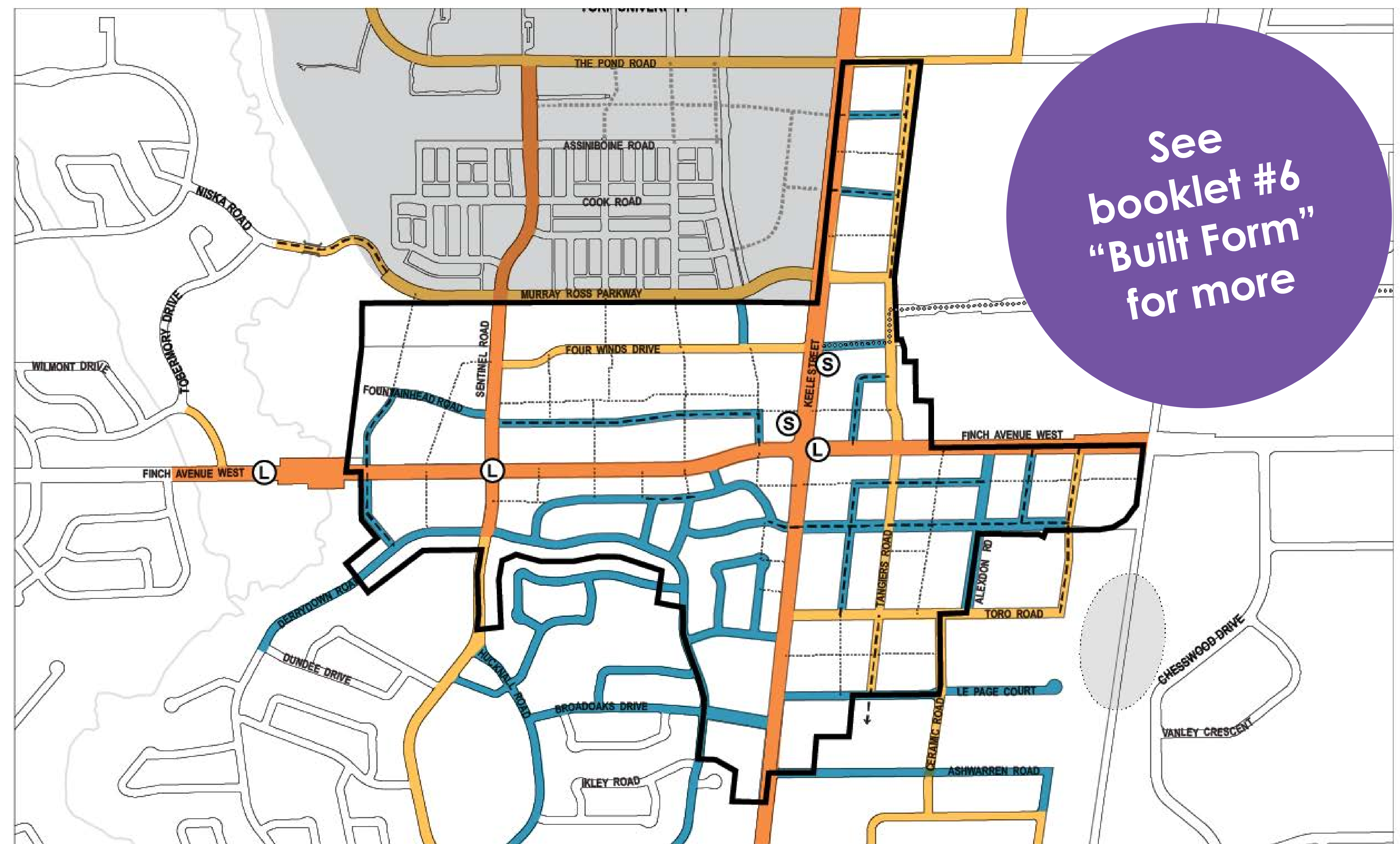




## Multi-Modal Network

The area consists of different communities that are physically and socially separated. Connecting these communities to each other, their daily needs, and to transit through a multi-modal transportation network is a key to success of the Plan.

The draft policy directions include a finer-grain network of streets, pathways and connections that break up large blocks to help shift the area to more people walking and cycling. Smaller blocks also support transit-supportive development and provide buildings with address onto public streets.



**Keele-Finch Secondary Plan**  
Public Street Plan

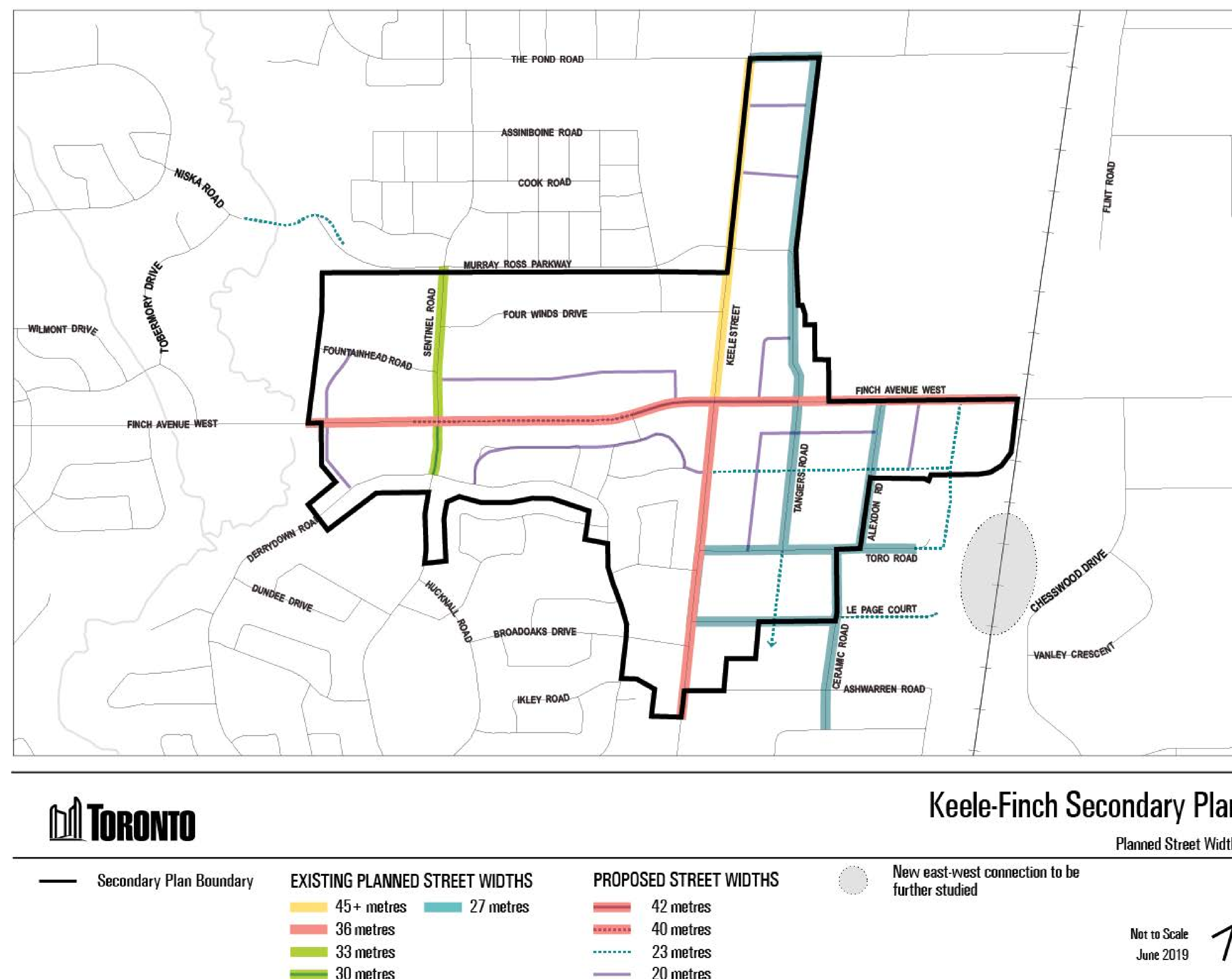
- |                                                 |                            |                               |                                                  |
|-------------------------------------------------|----------------------------|-------------------------------|--------------------------------------------------|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

Not to Scale  
June 2019



The **width of public streets** vary across the city. Residential streets tend to be narrow, while major streets like Keele and Finch need to be wider to accommodate more vehicular lanes, wider sidewalks, cycling infrastructure, trees and transit. The City **secures land as part of the development or redevelopment of land to widen streets** where necessary and requires new streets to be a certain width. Direction is required to be included in official plan policy to secure widenings.

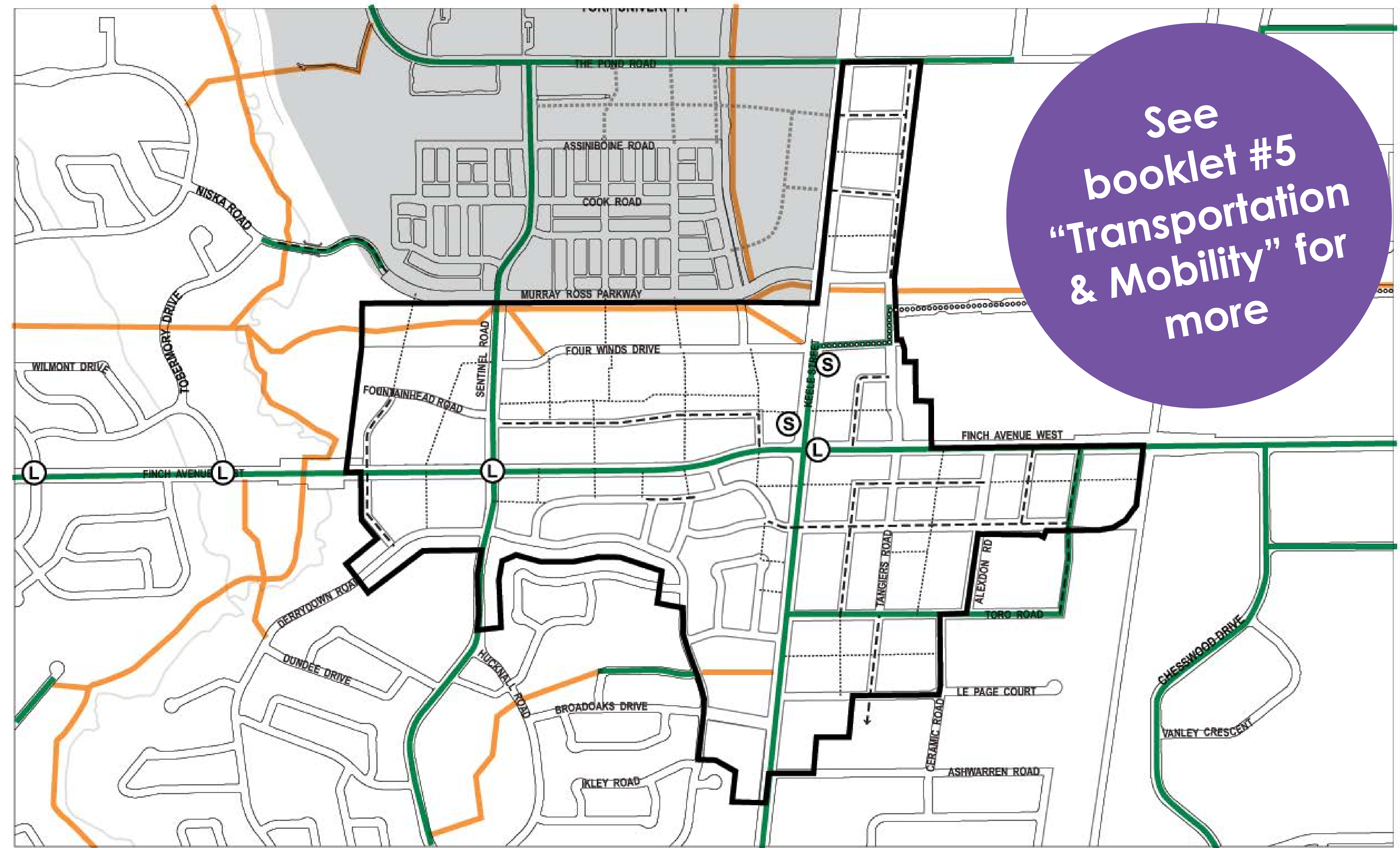
Toronto's Official Plan provides street width direction for Keele, Finch, Sentinel and streets in the Employment Areas. This direction is proposed to be expanded on with **additional widenings and direction for new streets to ensure complete streets.**





## Cycling Friendly

The draft policy directions call for all new public streets to be Complete Streets, which accommodate all modes of mobility, including cycling. Key Cycling Routes that would consist of dedicated cycling infrastructure are identified.



Keele-Finch Secondary Plan  
Primary Cycling Network

- |                                             |                            |                    |
|---------------------------------------------|----------------------------|--------------------|
| — Secondary Plan Boundary                   | ⋈ Future Bridge Connection | ⋯ Bus Way          |
| ■ York University Secondary Plan Area       | ⋯ New/Improved Connection  | Ⓛ LRT Station/Stop |
| ⋯ Conceptual York University Street Network | — Dedicated Cycling        | Ⓢ Subway Station   |
|                                             | — Multi-use trail          |                    |

Not to Scale  
June 2019







## Built for All Modes

Complete streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit, drive cars or trucks, and people of varying ages and levels of ability. They also consider the uses of the street, such as the needs of nearby retail shops and services. All streets in the Plan are intended to be Complete Streets and should accommodate all modes.

## Beautiful & Functional

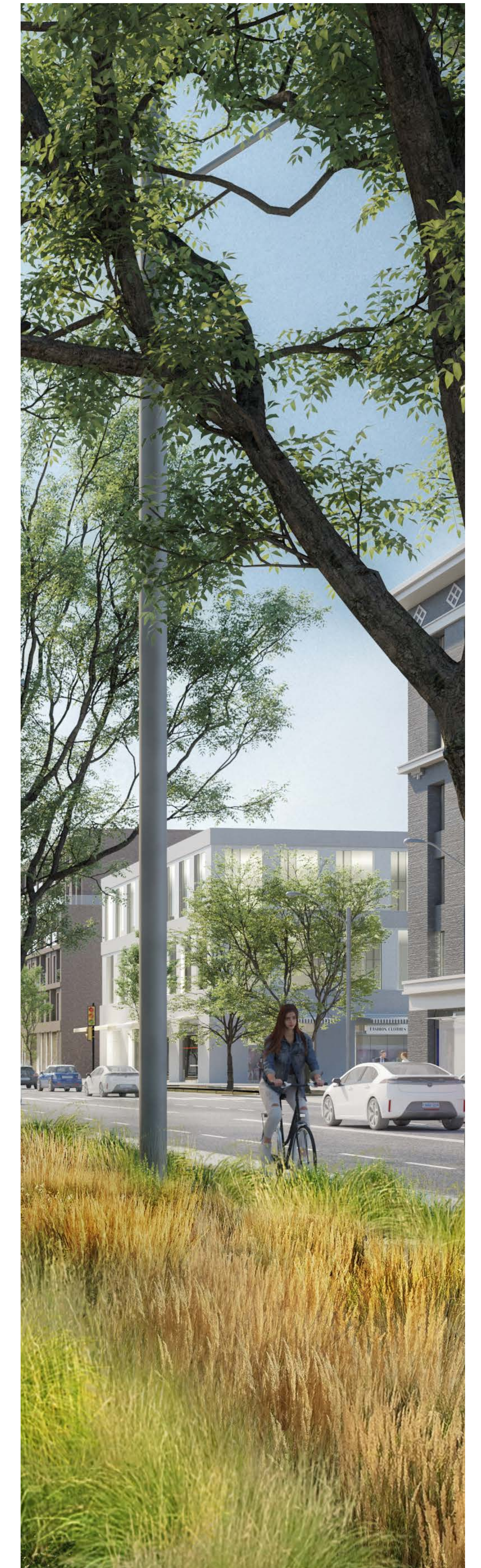
Streets are envisioned to be beautiful and functional. Two rows of trees are envisioned along Keele and Sentinel, as well as most of Finch. Major Public Streets will also contain street furniture, such as benches and refuse receptacles. Complete Streets also consider the function of the street, including utilities and stormwater management.

## Context Appropriate

Complete Streets consist of a variety of street typologies that are context appropriate. At its highest level, this means that streets will be designed for people, placemaking and prosperity. For example, streets beside parks in a residential area will be designed differently than streets in employment areas that need to handle regular truck movements. Street design details are not part of a Secondary Plan.

## Goods Movement

In the area and nearby are businesses that transport a high volume of goods. The Plan ensures that these businesses can continue to be successful in the future, by considering the needs of these businesses in the identification of street types. In addition, the City is working on a Study of Goods Movement, which the Plan will integrate with.



Toronto's  
Complete Street  
Guidelines are  
online



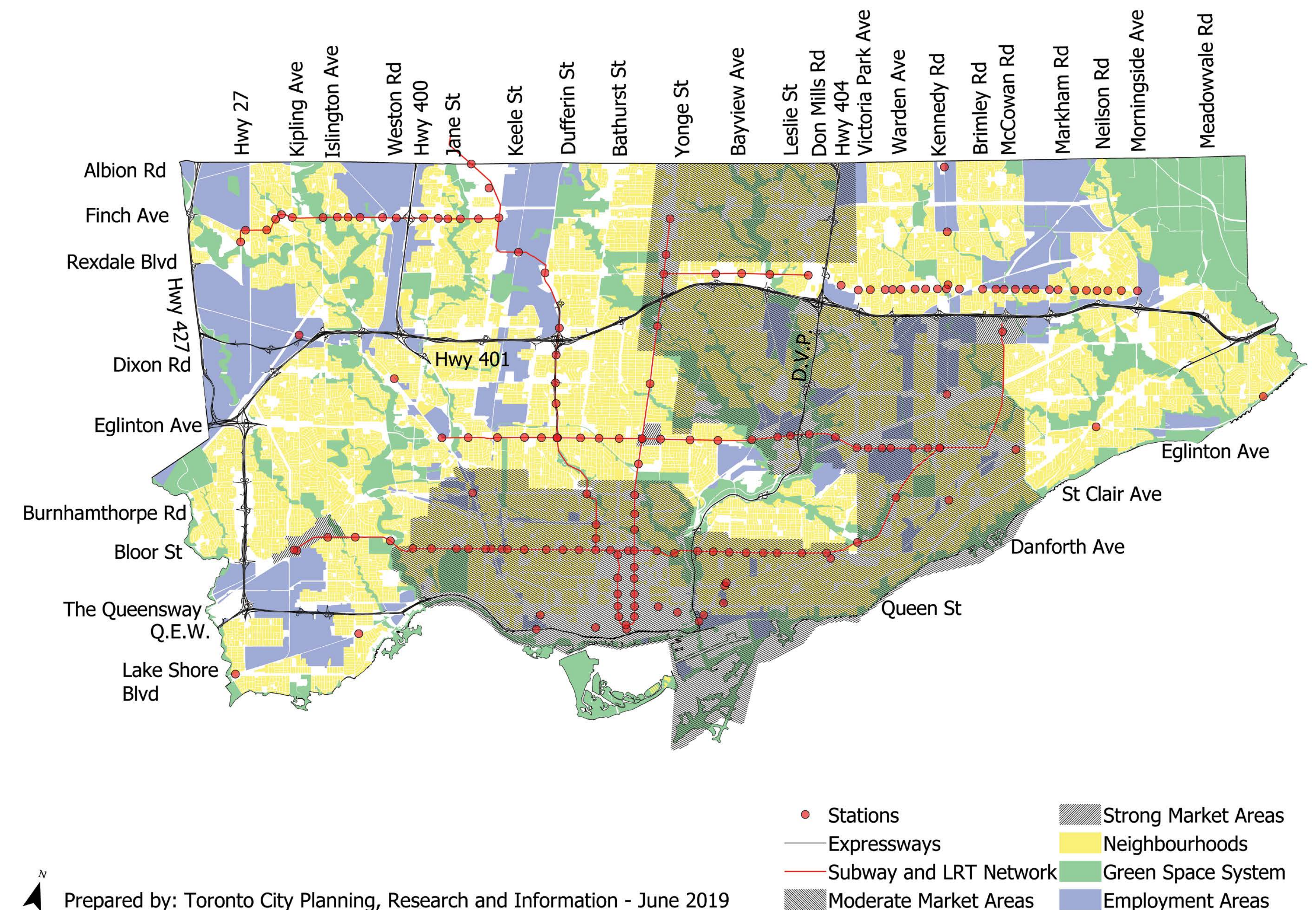
## The City is advancing a city-wide Inclusionary Zoning framework with the purpose of increasing the supply of affordable housing in the city.

### Inclusionary Zoning is:

- A land use planning tool that would allow the City to require affordable housing units in new developments
- It typically addresses the housing needs of low and moderate income households - those who earn too much to be eligible for low income housing but not enough to be able to afford market rents or prices (between \$35,000 and \$87,500 per year in Toronto depending on household size)
- Authority provided under the Planning Act with Bill 108 only enabling its use in Major Transit Station Areas and where a Development Permit System applies

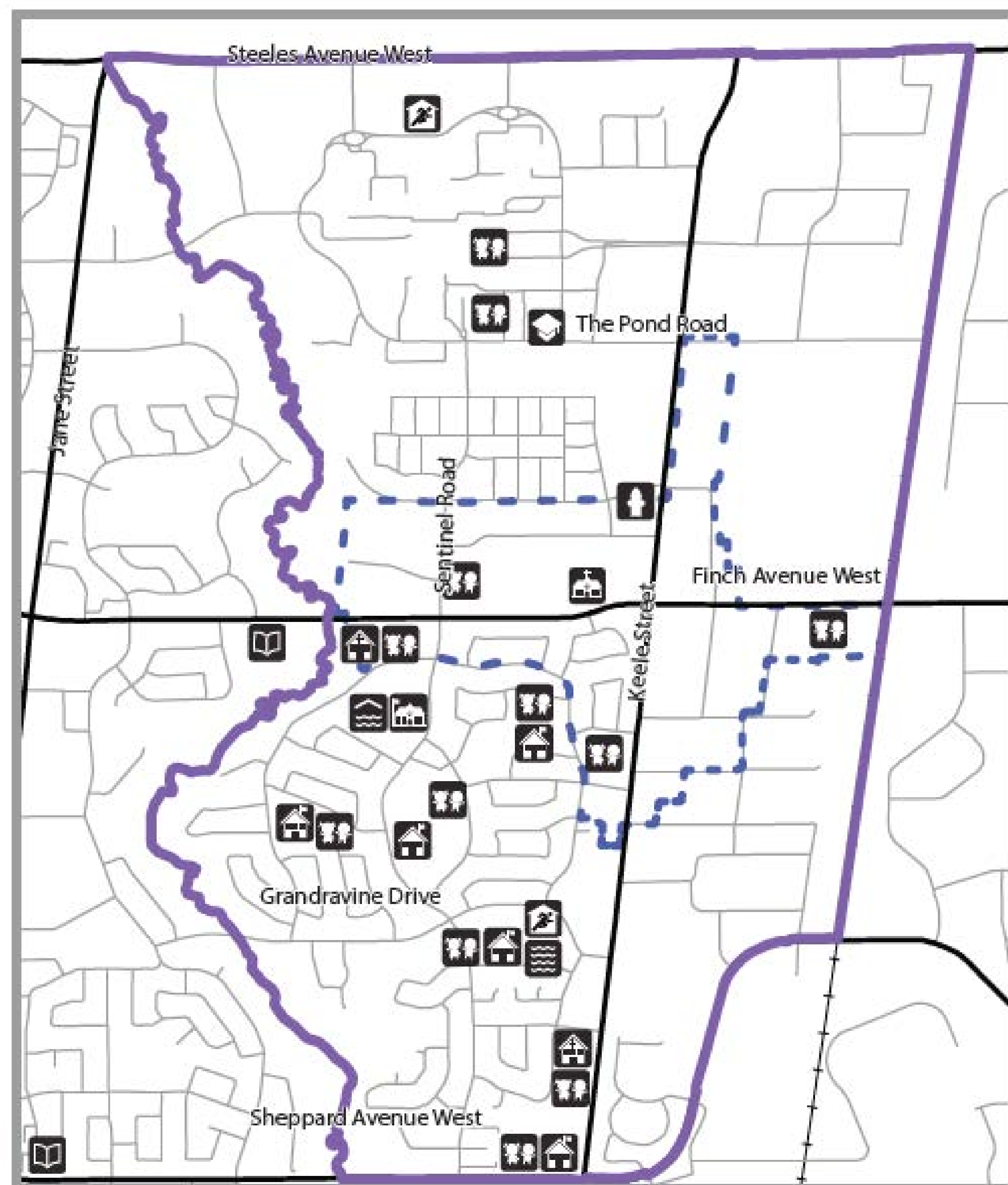
### Housing policy directions for Keele-Finch:

- Requirements for a range of unit types and sizes to accommodate a variety of households
- Direction that residential units/buildings should include storage, amenity space, operable windows and balconies or terraces



**For more information on Inclusionary Zoning, go to**  
**[www.toronto.ca/inclusionaryzoning](http://www.toronto.ca/inclusionaryzoning)**





## LEGEND

|                             |                     |                            |              |                          |                           |
|-----------------------------|---------------------|----------------------------|--------------|--------------------------|---------------------------|
| CS&F Study Area             | Planning Study Area | Library                    | Outdoor Pool | Public Elementary School | Catholic Secondary School |
| Community Recreation Centre | Indoor Pool         | Catholic Elementary School | College      | Public Secondary School  |                           |
| Childcare Centre            | Fire Station        |                            |              |                          |                           |

## Findings

- A range of diverse neighbourhoods that will require a balanced approach to the provision of CS&F
- Existing CS&F are heavily used with facilities operating close to capacity
- There is a limited supply of flexible multi-purpose spaces that are accessible and available for local use

## Emerging Priorities

- Ensure additional program space is secured, including new subsidized child care, to serve future growth
- Enhance and promote existing community services and facilities to meet evolving community needs through integrated capital planning
- Revitalization of outdoor green space by providing additional amenities and supporting existing active uses
- Leverage surrounding infrastructure and facilities by prioritizing locations close to higher-order transit and advancing development of community recreation within the York University Secondary Plan
- Advance and foster a sense of community by supporting new partnerships with area businesses, community service providers and local institutions



## CSF Policy Directions

- Ensure additional program space is secured, including new subsidized child care, to serve future growth
- Priority community service facilities include:
  - new non-profit child care facilities
  - expanded programming space at York Woods Library
  - improvements to existing community recreation facilities, and
  - new multi-purpose community space
- Development may be required to provide new, expanded and/or retrofitted space for community service facilities
- New community facilities, expansions and/or retrofits should be:
  - in highly visible and accessible locations,
  - co-located in mixed-use buildings, and
  - designed to meet varied needs and adaptable to serve different user groups over time

