

Keele Finch Plus:

May 7, 2019 Planners in Public Space Event

June 20, 2019 Community Open House

Consultation Summary

This report is not intended to provide a verbatim transcript of the meetings, but instead provides a high level summary of participant feedback.

If you have any questions after reviewing this summary and the appendix, please contact Matt Armstrong, Planner, Strategic Initiatives, City of Toronto at matt.armstrong@toronto.ca or 416-392-3521.

Keele Finch Plus: May and June 2019 Consultation Summary

In May and June 2019, the City of Toronto undertook consultation activities in order to introduce Phase 3 of the Keele Finch Plus Study and to engage with stakeholders on draft policy directions for the Keele Finch Secondary Plan. The consultation activities consisted of a Planners in Public Space event on May 7, 2019 and a Community Open House on June 20, 2019. This consultation summary provides a summary of both events and feedback received after the events.

Planners in Public Space Event – May 7, 2019

On May 7, 2019 the City of Toronto hosted a 'Pop-up' style consultation as part of the City of Toronto's Planners in Public Spaces (#TOPiPS) initiative. This was the 7th Planners in Public Space event for the study and the first public event for Phase 3. The event took place inside Finch West Station.

The purpose of the consultation was to:

- connect with the community about the Keele-Finch Plus study and to notify stakeholders that the City is drafting a Secondary Plan;
- enable people to engage with staff and share feedback and input on the development of the Secondary Plan;
- inform stakeholders about the Community Open House on June 20, 2019.

Promotions

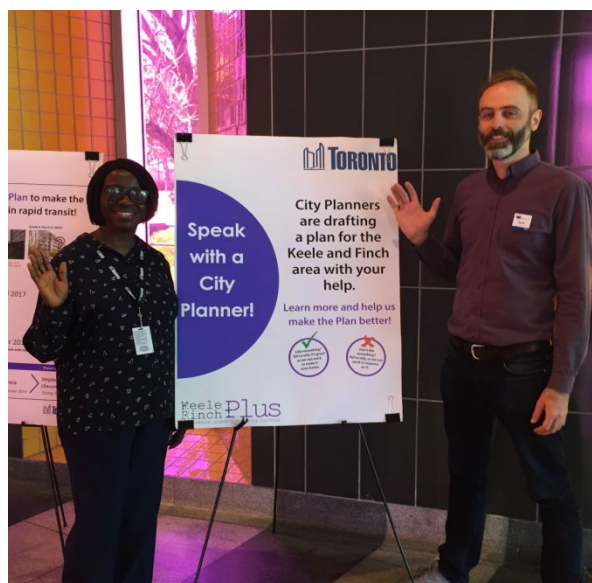
The dedicated study website listed the event, emails were sent from the dedicated listserv, posts were made through official City social media accounts, and word was spread through the local Councillor and centres of influence, such as the DUKE Heights Business Improvement Area.

Consultation Details and Summary

The consultation ran from 4:00 p.m. to 7:00 p.m. and consisted of a "Pop-up" Style consultation at Finch West Station. Display boards provided general information about Phase 1 and Phase 2 work-to-date, including a summary of what was heard in Phase 2. Staff provided information guides and answered general questions about the Keele-Finch Plus Study.

Feedback was encouraged from participants throughout the event and through conversation with Staff. Over a three hour period at Finch West Station there were approximately 94 conversations, 78 hand outs (info sheets), 14 completed comment sheets, 22 email sign ups and hundreds of people walking by.

For more on the event itself, attendees, promotion and more details, please see Appendix A.



Community Open House – June 20, 2019

Event Overview

On June 20, 2019 the City of Toronto hosted a Community Open House. This was the fourth open house hosted for the study. The consultation was held at James Cardinal McGuigan School at 1440 Finch Avenue West. Consultation materials are available online at www.toronto.ca/keelefinchplus.

The purpose of the consultation was to:

- provide a summary of Phase 1 and 2 work and an update on the study process;
- present draft Secondary Plan policy directions, including long-term objectives, the locations of development and its intensity, land use permissions, building types and heights, streets, parks and other public spaces;
- solicit feedback and input on these draft policy directions; and
- answer general questions about the Secondary Plan and the process.

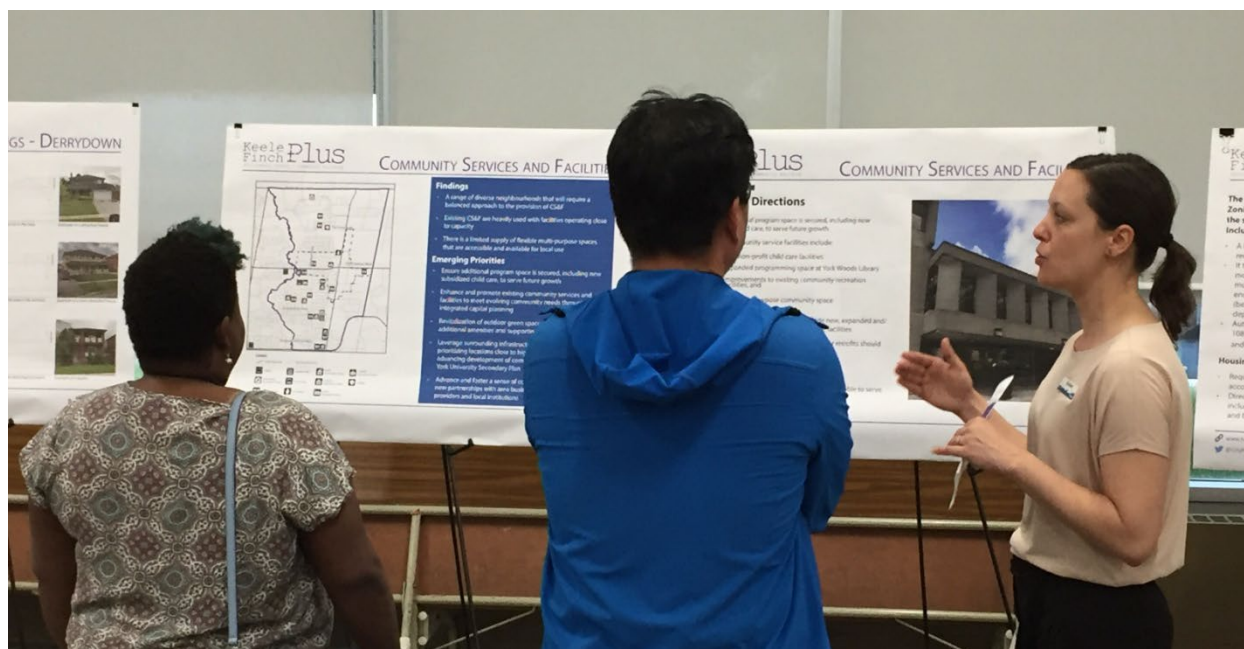
Completed Phase 1 and 2 work, including a description of the purpose of the Keele Finch Plus Study was displayed for anyone who had not previously been involved. Phase 3 work and the draft policy directions were displayed on boards throughout the venue.



The event was part of the third phase of the Keele Finch Plus Study. City staff from City Planning (Community Planning, Urban Design, Transportation Planning and Strategic Initiatives) as well as from Parks, Forestry & Recreation and Transportation Services were in attendance to answer questions and have discussions with attendees about the Study.

Approximately 70 people attended the event. A diverse group of people from diverse backgrounds were in attendance, including younger and older people, renters, homeowners, business people, students, community organizations (such as the Community Action Planning Group), architects and developers.

Attendees provided feedback by speaking directly with Staff, providing feedback on comment sheets and asking questions after overview presentations.

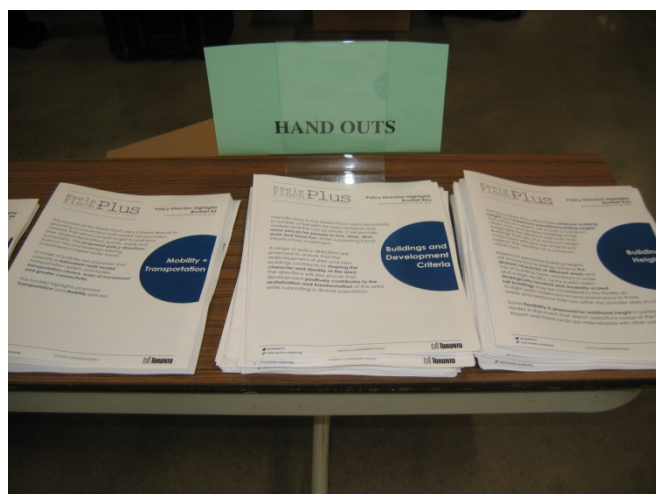


Consultation Details

The consultation ran from 4:30 p.m. to 8:30 p.m. and consisted of an Open House with display boards with a presentation at 5:30 p.m. and 7:30 p.m. Attendees were provided with the opportunity to ask questions directly to City staff after the presentation.

The focus of the consultation was to solicit input on Secondary Plan draft policy directions and to inform stakeholders that Protected Major Transit Station Areas for the Finch West Station and Sentinel LRT Stop is being considered as part of the Secondary Plan process to satisfy the Growth Plan's (2019) requirement to delineate major transit station areas. A discussion guide and seven handouts were distributed which detailed draft policy directions on:

- Booklet #1: Vision and objectives
- Booklet #2: Area structure and transit station areas
- Booklet #3: Land use
- Booklet #4: Public realm
- Booklet #5: Transportation and mobility
- Booklet #6a: Buildings and development criteria
- Booklet #6b: Building heights, building Types and urban design standards



In addition to these materials, 49 display panels presented key information to stakeholders, including panels that summarized Phases 1 and Phases 2 of the study. Attendees who were new to the study had the opportunity to learn about Phase 1 and Phase 2 of the study and how this work informed the development of Phase 3 and the Secondary Plan's draft policy directions. Phase 3 boards provided key information on the planning process, planning framework and presented proposed Secondary Plan policy directions. Below is a list of the thematic zones for the Phase 3 display panels:

- Objectives, Area Structure and Transit Station Areas
- Land Use, Land Use Compatibility and Retail
- Public Realm and Streets
- Housing and Community Services and Facilities
- Development Criteria and Tools to Shape Built Form
- Heights, Density and Buildings Typologies
- Policy Planning Framework: Bill 108 and 2019 Growth Plan

Each thematic zone was staffed with City staff who could answer questions.

The consultation materials were made available for download on the project website at www.toronto.ca/keelefinchplus. Feedback was encouraged from participants throughout the event, and participants were given the option to take the handouts home, view materials online and provide feedback by July 26, 2019. A number of participants chose to do this. Participants also had many conversations with Staff.

Promotions

The consultation was promoted through two newspapers: the North York Mirror included a print ad on June 6th, 2019 and the Downsview Advocate printed it in their June release (June 11). The Downsview advocate also ran a banner on their webpage from June 6th to June 20th, 2019 promoting the consultation event and sent out a notice to their email list, and included Facebook and Twitter messages.

A consultation flyer was mailed to all who previously provided an address. The dedicated website listed the event, emails were sent from the dedicated listserv, posts were made through official City social media accounts, and word was spread through the local Councillor and centres of influence, such as the DUKE Heights Business Improvement Area.

For more on the event itself, attendees, promotion and more details, please see Appendix B.

Feedback

Feedback was received from attendees through comment sheets, emails and conversations at the two consultation events. **The following is a summary of the feedback received, grouped thematically.** Verbatim feedback from written comments are documented in Appendix C and D.

Planners in Public Space Event – Summary of Feedback

Overall, there was an interest in learning about the Keele-Finch Secondary Plan and the upcoming community open house. The following is a brief summary of the comments received:

- Support for protected bike lanes in the area and on key streets;
- Support for a destination with more amenities like retail and restaurants;
- Support for improving the walkability of the streets and area;
- Support for more growth and height;
- Support for green space and parks;
- Concern for traffic congestion and emissions;
- Concerns expressed about safety; and
- Concerns for the affordability of the area and housing.

Community Open House - Summary of Feedback

General

Overall, there was a strong interest in learning about the Keele-Finch Secondary Plan process and the proposed secondary plan policies. Most participants stayed to view the presentation and for the informal question and answer session.

Vision and Objectives

There was support for the Vision and Objectives articulated in the proposed Secondary Plan policies. Support focused specifically on connectivity and livability, including making cycling and walking more pleasant, reducing block sizes and providing new parks and other public open spaces and ensuring the ability to walk to a range of daily amenities.

Area Structure and Transit Station Areas

The evolution of the Keele-Finch intersection into a vibrant, urban centre received strong support among attendees and those who provided written feedback. There was great interest in seeing the area evolve into a more mixed-use community where day-to-day needs could be addressed locally. There was also support for the Nodes and Corridors concept of the area structure.

Land Use

A number of participants commented on the distribution of specific land uses, including the location of residential and employment uses and where retail is appropriate, permitted and required. A broad mix of land uses were encouraged by participants, including the provision of greater opportunities for groceries, yoga studios and other wellness-related retail. There was also support expressed for ensuring that commercial and office uses remained in the area. Some participants commented that they would like to see residential uses in lands designated Employment Areas. Staff noted that residential could not be considered in the Employment Areas as these areas are now identified as provincially significant

employment zones in the Growth Plan and cannot be considered for conversion outside of a Municipal Comprehensive Review process.

Staff received feedback following the event related to land uses in the vicinity of the fuel distribution facilities. There was support for the proposed 20 metre landscape buffer to the fuel distribution facility located adjacent to Finch Avenue West. Concerns were expressed about sensitive uses within Mixed-Use Areas east of Keele Street and that these types of uses should be located further from the facilities.

Public Realm

Many participants stated that improving the public realm should be at the centre of the Secondary Plan. There was a strong interest in safety improvements and the beautification of streetscapes, specifically Keele Street and Finch Avenue. There was a strong desire for improved lighting conditions and enhanced greenery as well.

Transportation and Mobility

In general, participants, expressed support for greater connectivity throughout the area, a more walkable street network and formalized mid-block connections. Support for protected bike lanes was expressed as well. Several comments were made about the addition of a new street within Fountainhead Park. Some participants cited concerns include safety concerns and the physical and visual intrusion of a new road within a green open spaces. One participant suggested the new street be tunneled under the park. A singular entrance to the street was also suggested to discourage the use of the street as a thoroughfare. There were some concerns expressed around the loss of surface parking.

Buildings, Urban Design Standards and Development Criteria

Comments on built form were limited. Some concern was expressed about transition from higher-scale to lower-scale buildings and whether residents would be facing the back of a large building. There also was commentary about allowing for taller buildings in the area, specifically along 45 Four Winds Drive and at the Keele-Finch Node. One stakeholder suggested the heights of buildings shown on the proposed Potential Additional Height Map should be increased to 27 to 32 storeys along with additional opportunities for tall buildings at the southwest corner of Keele Street and Finch Avenue West.

Housing and Community Service Facilities

Comments both at the meeting and in comment forms included ensuring future housing to be of a mix of types and tenures. There was interest in condos, townhouses, rental tenure and ownership. Concern about the future affordability of housing was also expressed due to potential changes in the neighbourhood including the arrival of luxury condominiums and population growth.

Other Comments

Other comments received from participants included:

- The area should be an incubator for the tech industry; and
- Buildings should feature green roofs.

What happens to this feedback?

This feedback is one component of input into the Study. Other inputs include planning policy and ongoing inputs from the local community, stakeholders, City Divisions and agencies. Toronto City Planning will consider all of this feedback when refining and finalizing the policy directions for the Secondary Plan. Stakeholders will have the opportunity to comment on a draft Secondary Plan that will be posted online for feedback prior to a final report being presented to the City of Toronto's Planning and Housing committee.

Appendix A: Planners in Public Space Event Details

Date, time and location of consultation: May 7, 2019 between 4:00 p.m. to 7:00 p.m. at Finch West Station.

Format: Pop-up style consultation in subway station.

Handouts: A Project Overview flyer that explained the Study at a high level, a summary of Phase 1 and Phase 2 and details on what to expect in Phase 3.

Promotions: An email was sent on May 3, 2019 to the Keele Finch Plus listerv containing over 300 subscribers in advance of the event. Social media were used for promotion through City of Toronto official accounts (Facebook, Twitter). Encouragement of centres of influence, such as organizations and community groups to spread the word.

Feedback opportunities: Staff covering many disciplines, including Transportation Planning, Urban Design and Community Planning, were present to take questions. A half-page comment sheet was left on the tables for feedback purposes.

Reach: Staff engaged with nearly 100 people, having 94 conversations with interested transit riders. 78 Project Overview flyers were distributed. There were also 22 new email sign ups. Twitter impressions for tweets about the event were 4,599 during the event, of which 337 people engaged with.

Comments received: Comments were received from one-on-one discussions and feedback received by Staff, emails received, comment sheets and phone calls. In total, 14 comment sheets were completed.

Appendix B: Community Open House Details

Date, time and location of consultation: June 20, 2019 between 4:30 p.m. to 8:30 p.m. at James Cardinal McGuigan School (1440 Finch Avenue West, just west of Keele Street).

Format: Open House with display boards, discussion guide and policy direction handouts. Extended hours to allow as many people as possible to participate. A presentation at 5:30 p.m. and repeated at 7:30 p.m. Presentations were approximately 30 mins in length with an opportunity for comments and questions afterwards.

Handouts: Discussion Guide that explained the Study at a high level and summary of Phase 1 and Phase 2. Eight Policy direction highlight booklets including: *Vision and Objectives*, *Area Structure and Transit Station Areas*, *Land Use*, *Public Realm*, *Transportation and Mobility*, *Building and Development Criteria*, *Building Heights*, *Building Types* and *Urban Design Standards*. Comment sheets. Contact details and the website are on the Guide.

Promotions: Two newspaper ads: 1) North York Mirror on June 6th, 2019 in print and 2) Downsview Advocate in print ad on June 11th, 2019, and through electronic means (email listserv, website post, Facebook and Twitter posts). A flyer distributed to interested parties who previously provided an

address. A dedicated website was set up for the Study and contained event details. Two emails were sent to the Keele Finch Plus listerv on June 10th, 2019 and June 18th, 2019 containing over 300 subscribers in advance of the event. Social media were used for promotion through City of Toronto official accounts (Facebook, Twitter). Encouragement of centres of influence, such as organizations and community groups to spread the word. Promotion through Councillor Perruzza's office.

Feedback opportunities: Staff covering many disciplines, including Transportation Planning, Urban Design and Community Planning, as well as Staff from the Transportation Services and Parks, Forestry and Recreation Divisions were present to take questions and to collect feedback. Comment forms were provided to all attendees and distributed on tables throughout the area. Attendees also could provide feedback during the question-period after the presentation.

Reach: Nearly 70 people attended on June 20th, 2019. There were 17,438 twitter impressions and 313 engagements from the @CityPlanTo twitter account about the event.

Comments received: Comments were received from one-on-one discussions and feedback received by Staff, emails received, and notes, comment sheets and phone calls.

Appendix C: Planners in Public Space - Feedback Received

The table below provides a summary of feedback received at the May 7, 2019 Planners in Public Space event. The comments have been anonymized for privacy purposes.

Comments from the Planners in Public Space Event
<ul style="list-style-type: none"> I support an extensive bike path network.
<ul style="list-style-type: none"> Consider airspace better utilization of airspace, maximize benefit to taxpayer. If want destination, area should be able to built up. Should be looking at what's above in the airspace. Community and proximity to neighbourhoods, safe and security. Deal with perception of safety.
<ul style="list-style-type: none"> Lived in Area 45 years have seen a lot of progress would like to see more of on Subway. Before we go onto the LRT line. Taxes are going up to high for us as Seniors.
<ul style="list-style-type: none"> More youth facilities ie running/basketball, place for kids to go Currently closest community centre at Grand Ravin
<ul style="list-style-type: none"> More retail/places/commercial activity. Support higher residential.
<ul style="list-style-type: none"> Protected bike lanes are needed. Take away some lanes from Finch or build it on next to the sidewalk.
<ul style="list-style-type: none"> Please plant trees. Also ensure roads can handle traffic.
<ul style="list-style-type: none"> What are your plans for providing affordable housing for low income individuals and families?
<ul style="list-style-type: none"> More walkability. More restaurants.
<ul style="list-style-type: none"> More parks. More places for kids to play.
<ul style="list-style-type: none"> More parks – they're hard to find – not close to anything. Currently miscellaneous shape-tiny/odd/out of place.
<ul style="list-style-type: none"> LRT entrance not needed put TTC and LRT hub the same. Scrap LRT entrance. Present structure is enough. Bike lane accessibility. Protection from bikes. 400 Steeles Clover-leaf to route tankers out of the city. Accessibility for walking, crossing streets safely for all and seniors.
<ul style="list-style-type: none"> I think any development on Finch Avenue regarding public transit should be underground to reduce carbon emissions. I foresee more cars in the future and no less. So underground transit should be given more thought.
<ul style="list-style-type: none"> Appreciate this effort from the planners to directly interact with the public to capture thoughts of the residents.

Appendix D: Community Open House - Feedback Received

The table below provides a summary of feedback received at the June 20, 2019 Planners in Public Space event. The comments have been anonymized for privacy purposes.

Comments from the Community Open House
<p>Booklet 4, PR3:</p> <ul style="list-style-type: none"> I suggest that roads maintain a low speed limit (30 - 40 km/h) by employing the following devices <ul style="list-style-type: none"> Signage; Speed bumps; One lane per direction; and foilage (e.g., trees) to reduce visibility. Reduce the size of the intersections, particularly at 1) Keele and Finch and 2) Sentinel and Finch. <ul style="list-style-type: none"> Personally I find it intimidating to cross both intersections, especially with my children; and It would encourage locals who live on the north side of Finch to cross to the restaurants and stores on the south side. Install barriers on Keele street between the sidewalk and the road. <ul style="list-style-type: none"> Cars drive over 60 km/h, which is intimidating to pedestrians; and Not to mention that it is a source of air and noise pollution. <ul style="list-style-type: none"> Install barriers on the road between the cycling lanes and the car lanes. <ul style="list-style-type: none"> - Increase safety for the cyclists; and - Drivers frequently disrespect rules and park on the cyclist lane. Remove or move the adult entertainment (e.g., strip clubs) around Tangiers road. Do not get me wrong, adults need their entertainment too, but let's be sensible and keep it at a distance from family neighbourhoods. Even though most clientele are probably normal people, these establishments unfortunately also attract a shady demographic (low morals, drug abusers, et cetera) which is less family-friendly. Fun Fact: Toronto has been historically famous for its strip clubs. Plant trees. Plant lots of trees. The more trees the nicer it will be to walk around Keele and Finch.
<p>Booklet 5, T4:</p> <p>1. Please do not build a new street north of Fountainhead Park.</p> <ul style="list-style-type: none"> Four Winds Drive is an existing street designated for vehicular traffic, which I should point out is not congested; and One of the main attractions of the Four Winds neighbourhood is how green it is. As a parent, I feel comfortable allowing my children to walk outside by themselves. I feel safe that they will not be hit by a car walking over to Fountainhead Park. Please, please, please do not build a road for vehicular traffic. It is not needed. Thank you. T16

Comments from the Community Open House

You mention that surface-level parking will not be permitted. But what about existing surface-level parking?

- Will existing buildings' parking lots be grandfathered in?

Booklet 5, T17:

- Would you please keep maximum surface-level parking to a minimum?

Booklet 5, T19:

- Please build include physical barriers for dedicated cycling facilities.
- Pedestrians use a north-side entrance to enter the park according to map [0]. But building a new road could be a barrier to enter the park. At worst it would be a hazard (e.g., a car drives excessively fast disregarding others and ends up running over a pedestrian) and at best a minor inconvenience. Could the road be paved below this entrance sort of like a tunnel?
- The nodes you identified are a great start to the bustle
- I've been noticing a new road proposed East and North of Fountainhead Park. Is this still in the plans? Will lands be expropriated from the condominiums to the North for it or will the park area be reduced. This road will make children cross a street to access the park from the North.
- Shared comm. Planning spaces comm centres etc. Community living Toronto could partner/participate Day programs for individuals with disabilities.
- Community living Toronto would love to be more involved in community (already have some group homes) lower income housing opportunities / partnerships and developers.
- Road friendly streets for pedestrians (Boulevards in middle of light crossings) so elderly can cross at their own pace and stop in middle if needed.
- Beautifying Finch east coming into Finch so gradual intro to KF+ along Finch.
- Buildings that are built at different stories can have park area on roof area's.
- Must have range of housing costs/options.
- Must have a few grocery stores.
- Adequate lighting and accessibility.
- 1) will there be any new / additional High Rise Building (s) constructed in the area as outlined in the Downsview Advocate Issue 6 , Number 5 of June 2019 ... and why ? there are more than enough Residents in our area already ...
- 3) should there be any new High Rise Construction in the area outlined , is there enough Capacity for ie; Storm / Sanitary as well Water Mains ? ... schools , new Parks , additional Fire / Police Protection ???? Our Streets are already more than congested and it would appear , that if there will more new big Developments in this particular area ... no one will move ... by Car or Bus
- Since finch and sentinel will be considered a green lush space with bike lanes and well lit walkable avenues...along that theme it would be suitable to have the following close by given its proximity to the university and condos. a fresh walkable supermarket market (like longos or a whole foods).
 1. Right around Keele and finch or smaller real grocery store around finch and sentinel.
 2. A flower shop -
 3. A Pilates or yoga studio in walking distance
 4. A natural food store
 5. Starbucks around finch and sentinel

Comments from the Community Open House

6. Sweet Jesus or ice cream shop or dessert location.

7. Smoothie açai bar

- I would also like to see more emphasis on pop up art installations and activities at some of the parks and open spaces / squares (hoping the plans and structures can be designed with this in mind) As well as mural art. For instance, installations from local York university fine arts students- also some designated spaces with picture worthy identifiable INSTAGRAM-able structures.
- It would also be great to have some suitable spaces for the evolution of technology/- ie an innovation Center or innovation labs -which could be used to raise capital for starts ups , locations for presentations or to showcase inventions/ prototypes from local York engineering students. (in conjunction with help from the BIAs existing local businesses). As well as coding summer camps with a real focus to helping the youth in this community to grow and prosper.
- On a design note, for the lower rise buildings we have to ensure that the designs from the various builders are harmonious with each other's designs. (not sure how specific the city could get mandating these type of details.) For instance , in order for the area to become an attractive destination, it should be in keeping with the Keele finch subway station design and the duke heights branding. It would be interesting if all new buildings could have a unique look and feel. Or black and white with pops of colour Also would be great if new zoning laws could be passed to force those with businesses already in the area to comply with this new look and feel. I realize this would take a lot of coordination but a wholistic design from the get go could really set the stage for a very vibrant, unique "destination" community.