

Official Plan Amendments for the Keele-Finch Area

The Conclusion of the Keele Finch Plus Study

Matt Armstrong, Planner

Cassidy Ritz, Project Manager

November 9, 2020



The meeting host is currently speaking.

Having issues with the audio?

You can connect:

- Through your computer (preferred)
- By having the software call your phone (preferred)
- Disconnecting the above and calling in by phone (alternative)

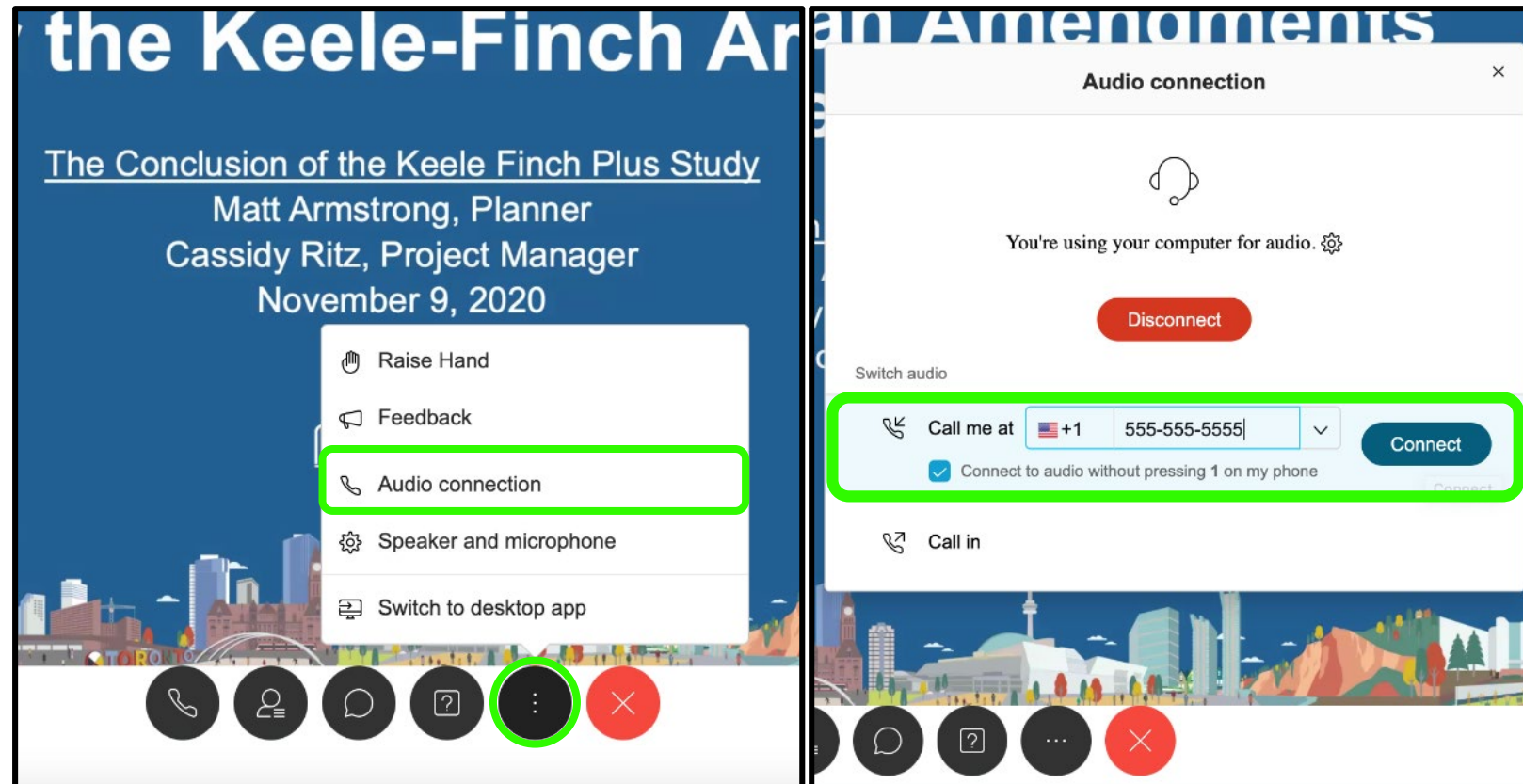
Instructions are on the next slide

Having issues with the audio?

- Click the button with **3 dots** at the bottom
- Select **Switch audio** in the pop-up menu
- Switch audio to either **Call Me** or **Call In** from the menu. **Call Me is the easiest option**
- **Call me:** Enter your phone number and select **Switch**. You will receive a call. You won't be charged long distance



Web Browser



The meeting host is currently speaking.

Having issues with the audio?

- **Still having trouble?** Disconnect your audio, dial **416-915-6530** and enter **133 178 2938#** when prompted for the meeting number

Introductions

- Matt Armstrong, Planner, City Planning, City of Toronto
- Cassidy Ritz, Project Manager, City Planning, City of Toronto
- Councillor Anthony Perruzza (Humber River-Black Creek)
- Councillor James Pasternak (York Centre)

Note that there are also City of Toronto Staff from various disciplines to listen to your comments and respond to any questions as needed

What will happen this evening?

- Your local Councillor will offer introductions
- City Staff will provide an overview of Keele Finch Plus Study, including the purpose of the Study and how it progressed
- City Staff will present the results of the Study, which are two proposed Official Plan Amendments, in detail
- The public will have an opportunity to ask questions or make comments

How long will the meeting be?

- City Staff want to make sure to cover all the basics of the Amendments. Presentations are anticipated to be approximately 50 minutes
- Questions and comments from the public are anticipated to be open for approximately 1 hour and 10 minutes

Conduct

- One voice at a time. Be direct and frame questions to specific speakers.
- Stay focused, refrain from multi-tasking in order to avoid distracting others.
- Be brief and limit yourself to one question or comment at a time, there will be other opportunities to engage.
- Be a good listener and keep an open mind.

Conduct

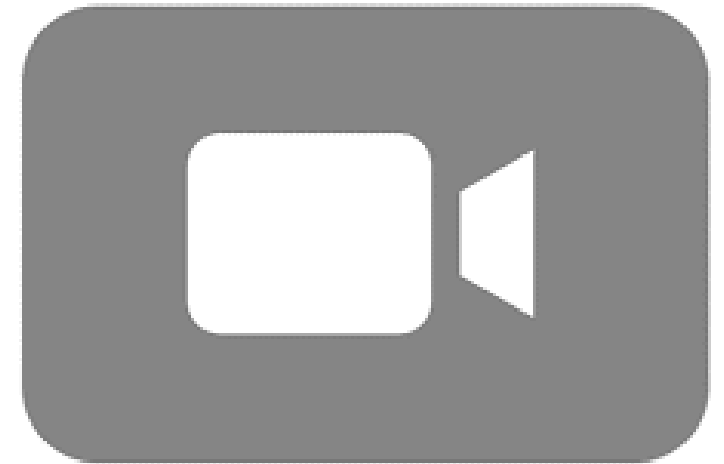
- Raise your hand to ask questions (instructions on how to do so will follow).
- Be respectful. The City of Toronto is an inclusive public organization. Discriminatory, prejudicial, racist or otherwise hateful comments and questions will not be tolerated.
- Engage with high energy, be personable as you would in person!

Notice of Recording

Please be aware that **this meeting is being recorded** and personal information, such as your opinions, statements and voice will become part of a public record.

Under section 27 of the Municipal Freedom of Information and Protection of Privacy Act, records created for the general public do not restrict access and may be made available on the City Planning website.

Your registration information will not be disclosed as part of the public record.



Land Acknowledgment

The land I am on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples. Toronto is home to many diverse First Nations, Inuit and Métis peoples. I acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Official Plan Amendments for the Keele-Finch Area

The Conclusion of the Keele Finch Plus Study

Matt Armstrong, Planner

Cassidy Ritz, Project Manager

November 9, 2020





Councillor Remarks



Background



Study Context

- The Keele and Finch area has changed a lot over the past several decades



Keele & Finch 1955



Keele & Finch 1970



Keele & Finch 2015



Keele & Finch 2018



Keele & Finch 2045?



Study Context

- The next era of change is being stimulated by the new subway and light rail transit (LRT)
- The Keele Finch Plus Study was conducted to set a framework for how the area should change over the next 25+ years



Study Context

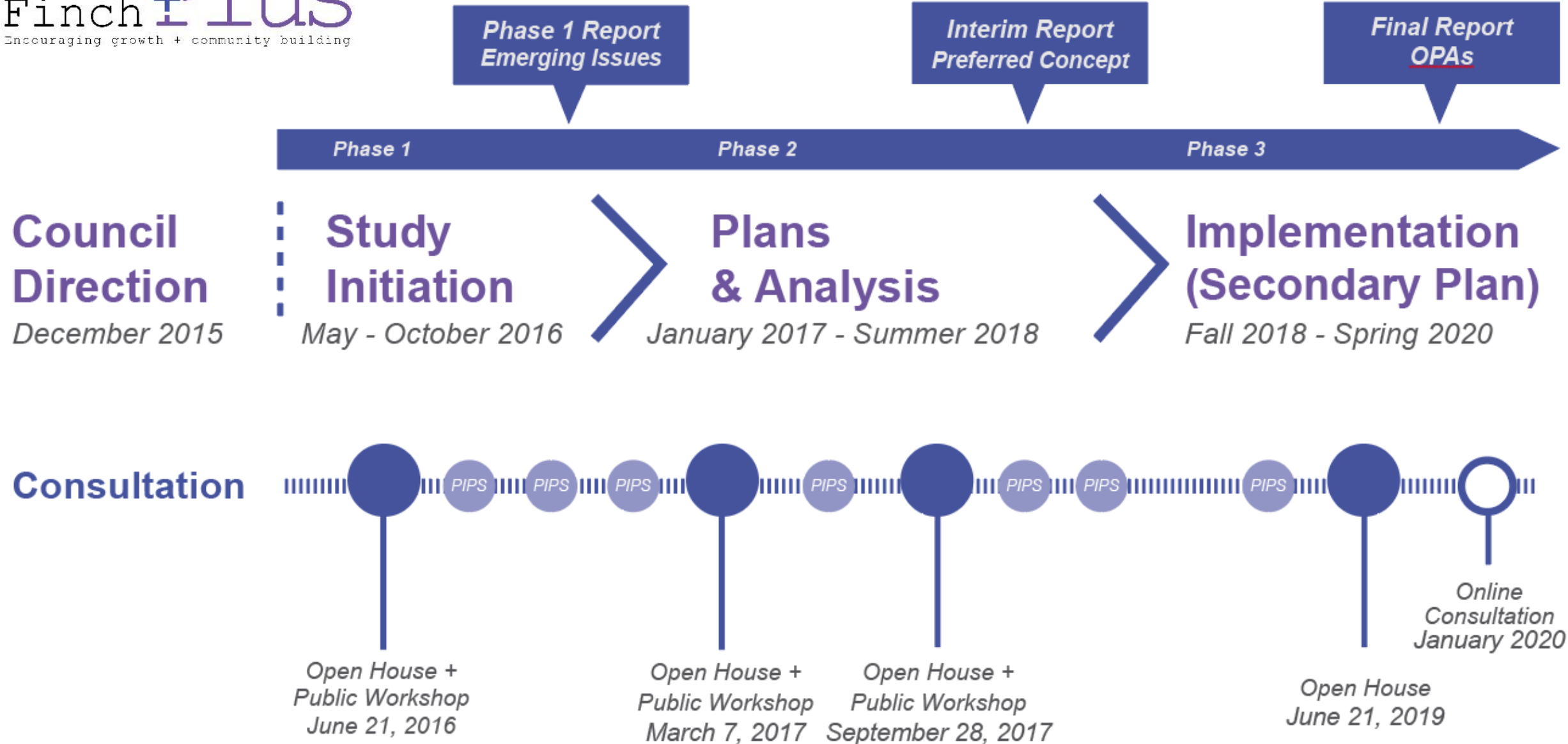
- When conducting such a Study, provincial policy directs certain parameters, such as:
 - The creation of complete communities: places to live, work, learn and play
 - Protecting natural areas
 - Protecting employment areas
 - Ensuring land use compatibility

Study Context

- When conducting such a Study, provincial policy directs certain parameters, such as:
 - Reducing automobile dependence
 - Using infrastructure efficiently
 - Policies regarding minimum population and employment density around subway and/or LRT stations/stops
 - A suggested size for major transit station areas (500 to 800 metres around a subway and/or LRT station/stop)
 - etc



Study Timeline





Public Consultation

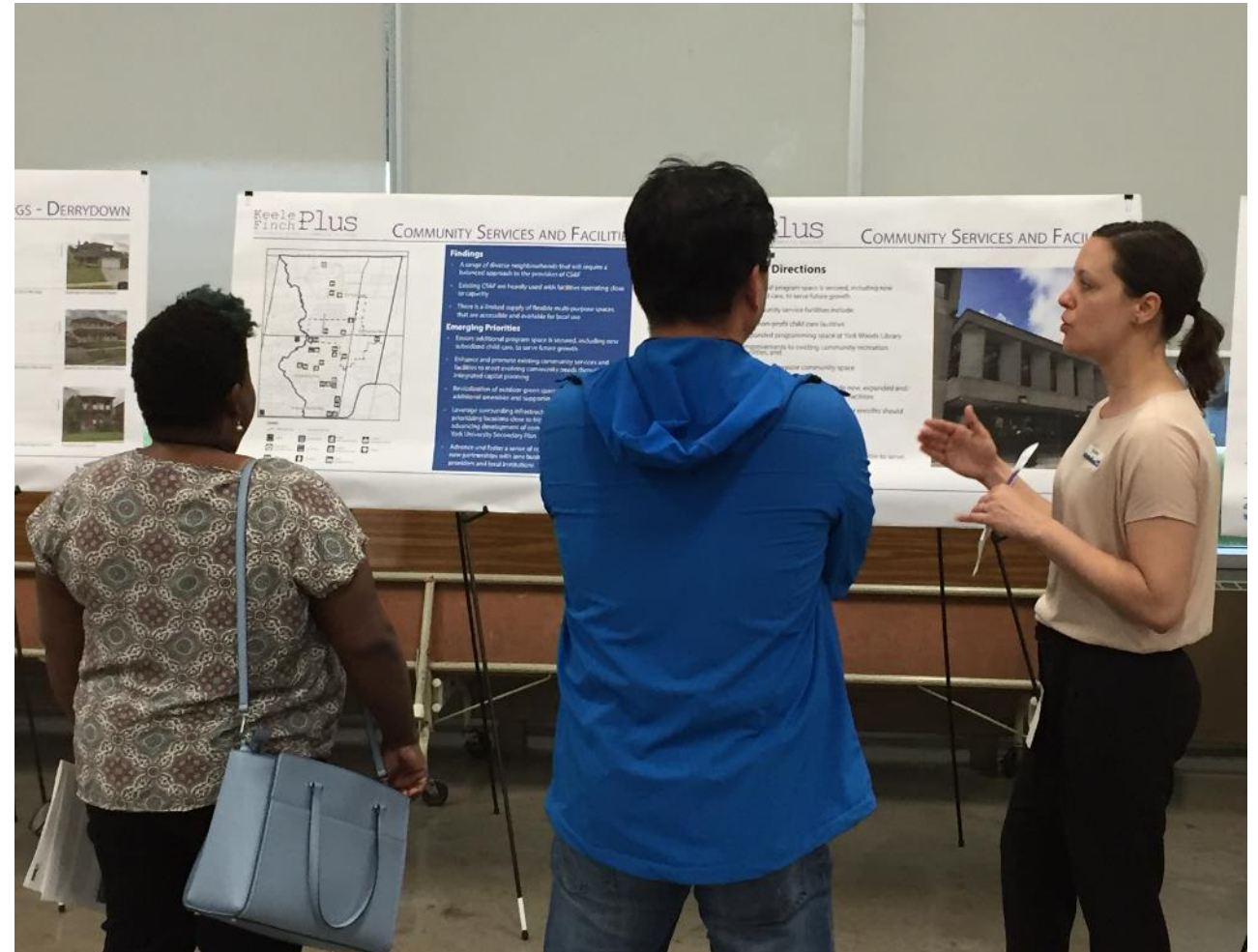
Photos of Consultation Events



Photos of Consultation Events



Photos of Consultation Events



Consultation - Your Input

- Hundreds of people have been involved at events, or emailed, called, or wrote letters
- We consider your input and it helps make the plan better
- Consultation summaries available to view online

How did we use your input?

Three Examples

- 1) In Phase 1, we heard that Sentinel and Finch was just as important as Keele and Finch. So we made sure to include that area in the study

How did we use your input?

Three Examples

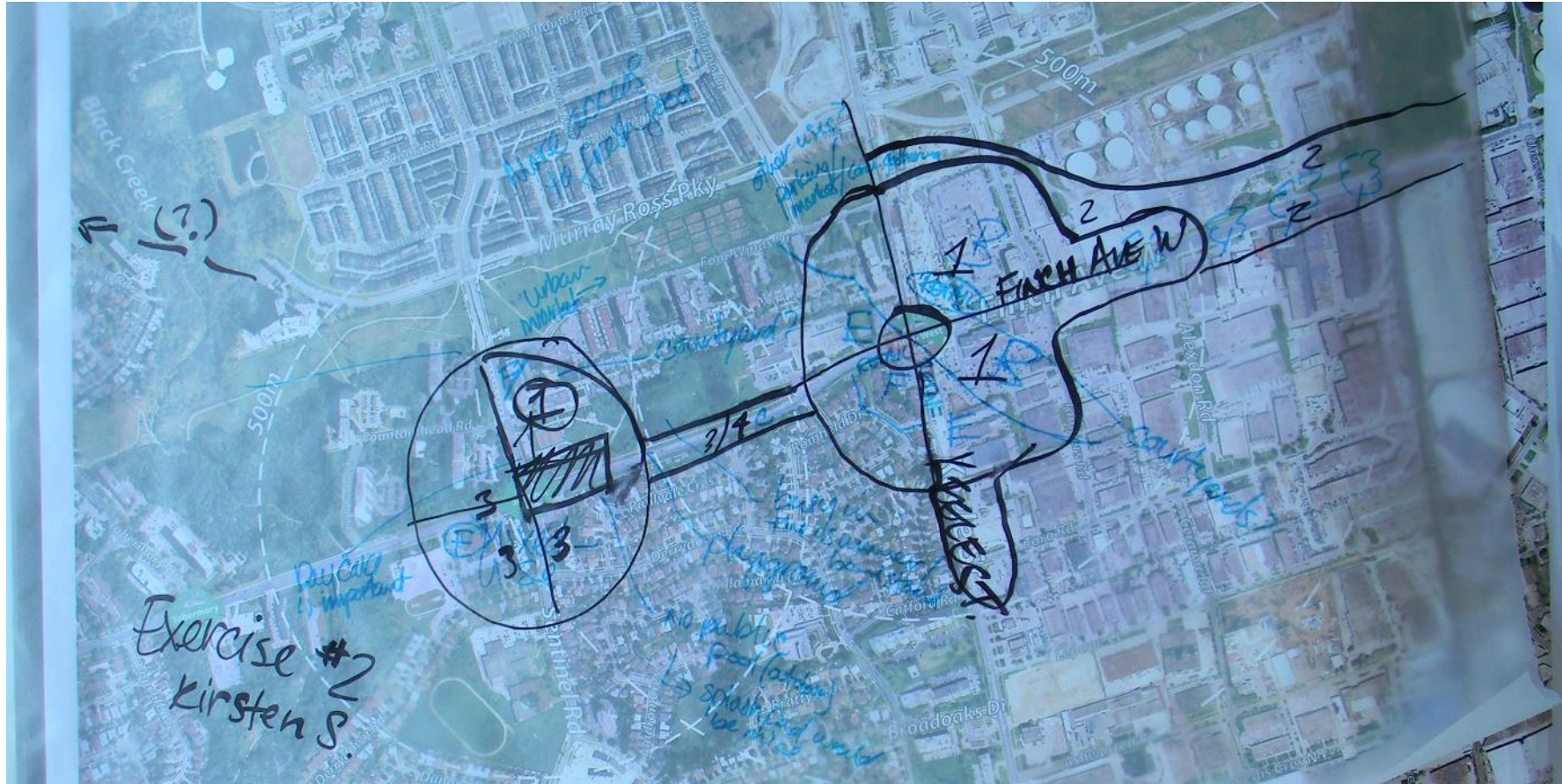
- 2) In Phase 2, we showed you 3 built form options. We heard that option 3 was too much development, and that option 1 was ‘underwhelming’. Some people told us that there should be height limits in most places, but that buildings should be tall near the subway station. We made changes to help develop a preferred concept.

How did we use your input?

Three Examples

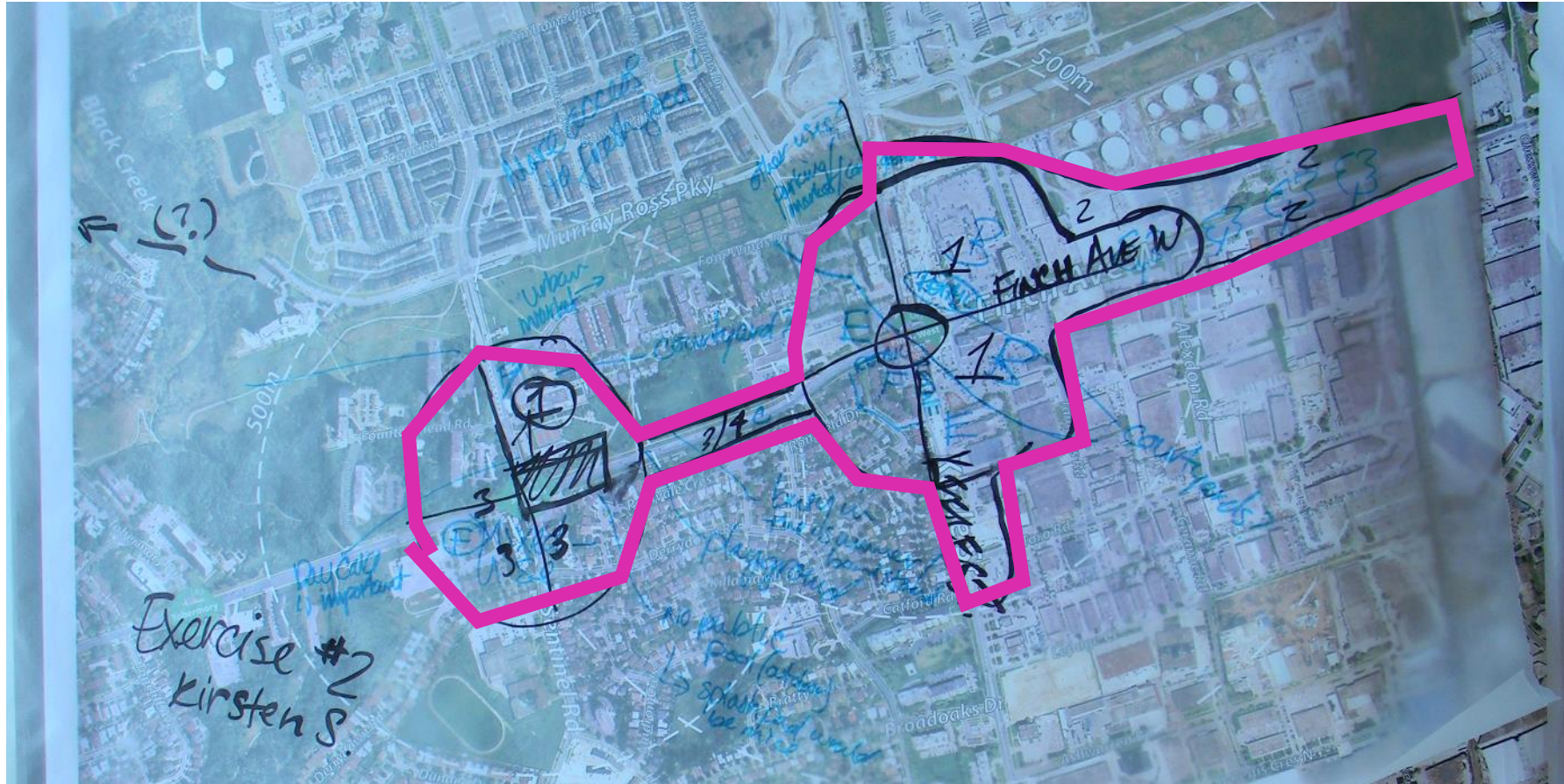
- 3) We heard concerns about gentrification. We have included requirements for small scale retail, so local entrepreneurs have options, and we included policies for housing for a variety of people, including singles and families.
- We also are going forward with a Plan that will make inclusionary zoning, and new affordable housing, *possible*.

Workshop example. We asked: **Where should development go?**



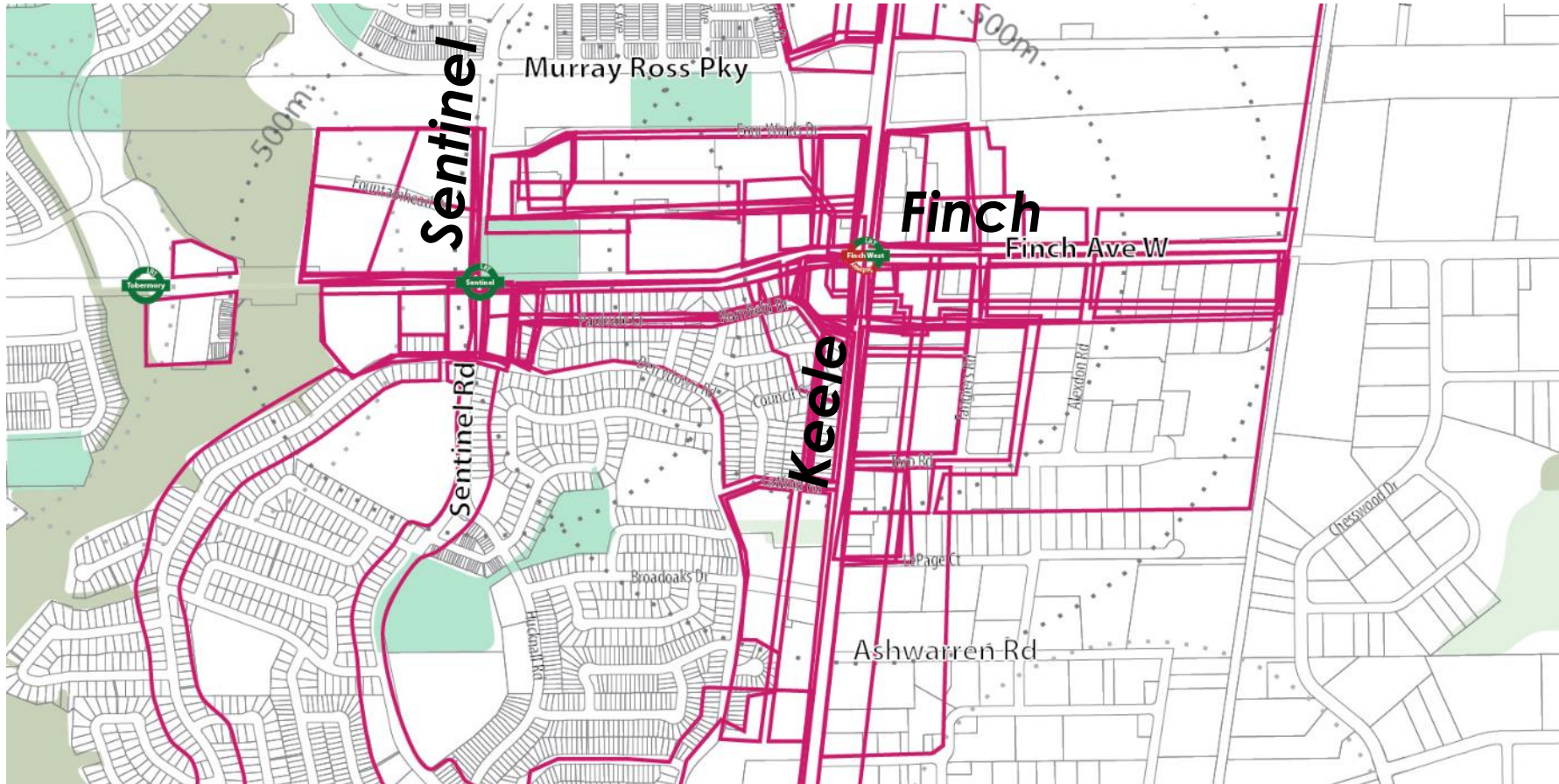
An example of results from the March 7, 2017 workshop

1000000



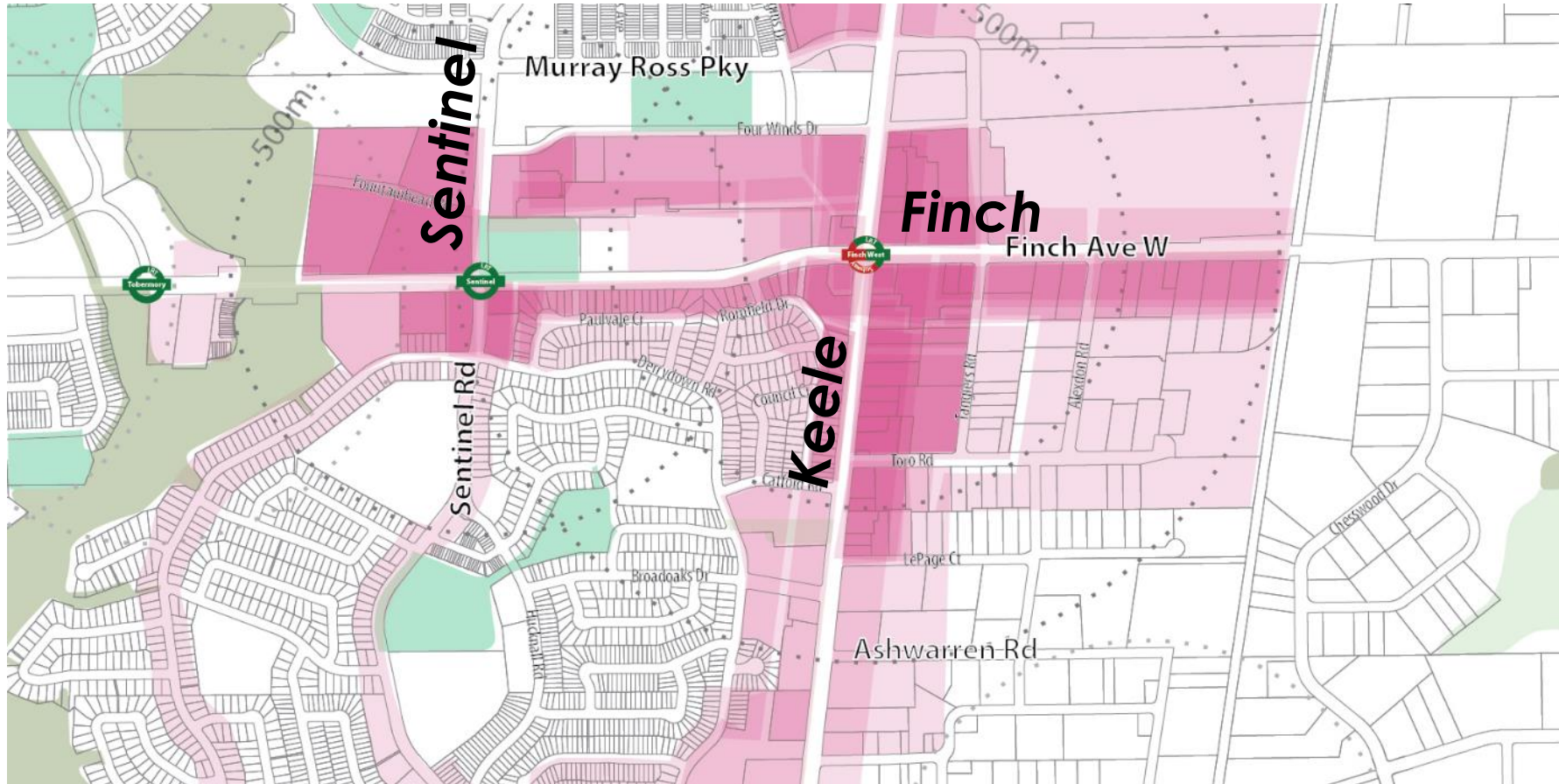
We digitized your responses

Workshop example. We asked: **Where should development go?**



All the responses on one map (outlines)

Workshop example. We asked: **Where should development go?**

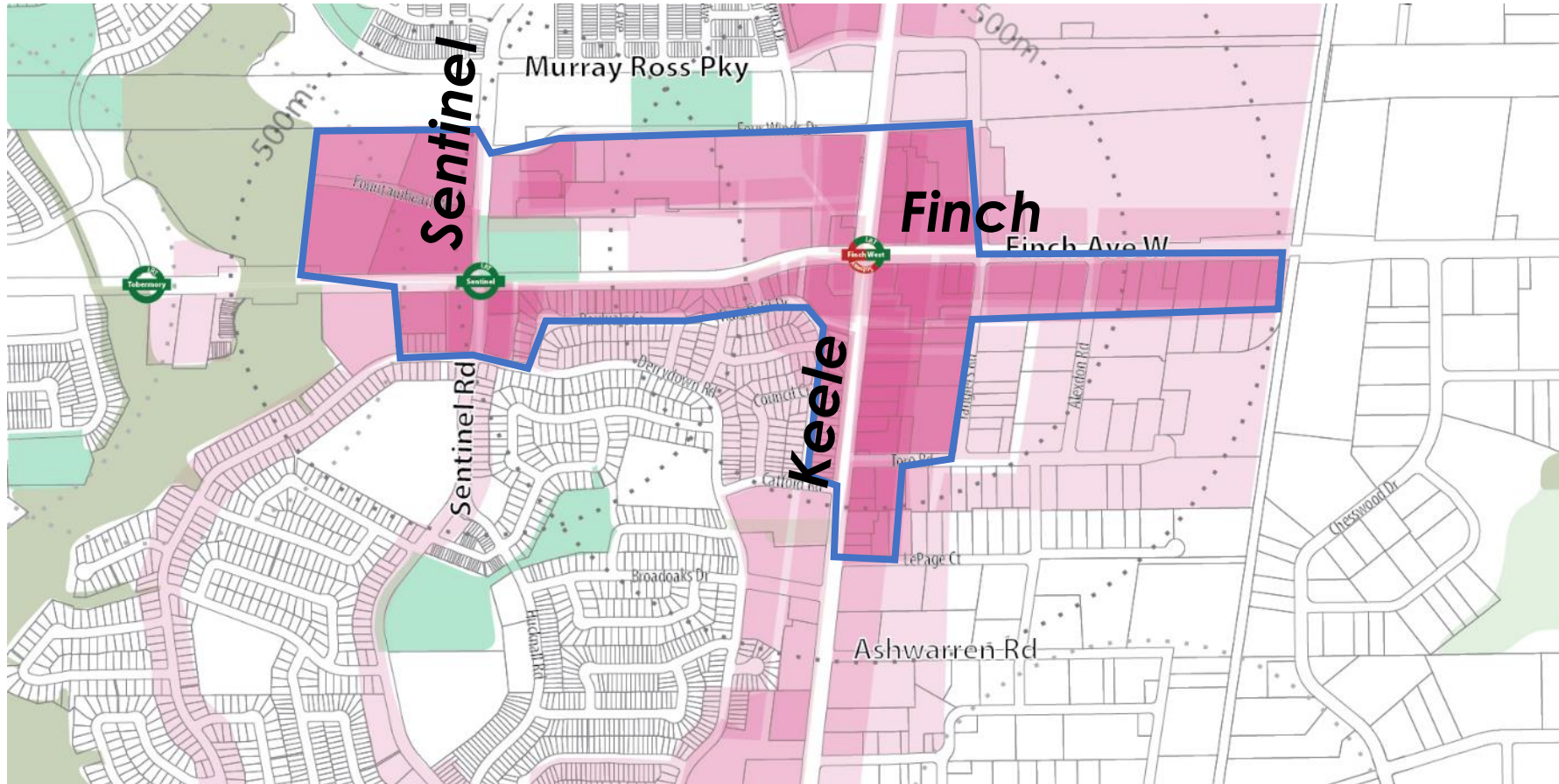


All the responses on one map (15% transparency)



More frequently identified areas show darker

Workshop example. We asked: **Where should development go?**



The highlighted area informed the focus for options.

Greater public consensus near stations and along major streets.

Workshop example. We then asked: **What should development look like?**



We provided examples of different types of buildings: low-rise, mid-rise, and tall buildings

[illegible]

An example of results from the March 7, 2017 workshop



Technical Studies

Technical Studies - Aviation

- An aviation study was conducted to assist in understanding how tall buildings could be with Downsview Airport in operation
- After the aviation study was completed, Bombardier announced that the airport was sold

Technical Studies - Transportation

- We conducted an evaluation of the existing transportation conditions
- A Transportation Planning consultant was hired to assist us in developing future options for how the area could grow

Technical Studies – Urban Design

- A consultant was hired assist on the urban design aspects of the study, along with providing visualizations

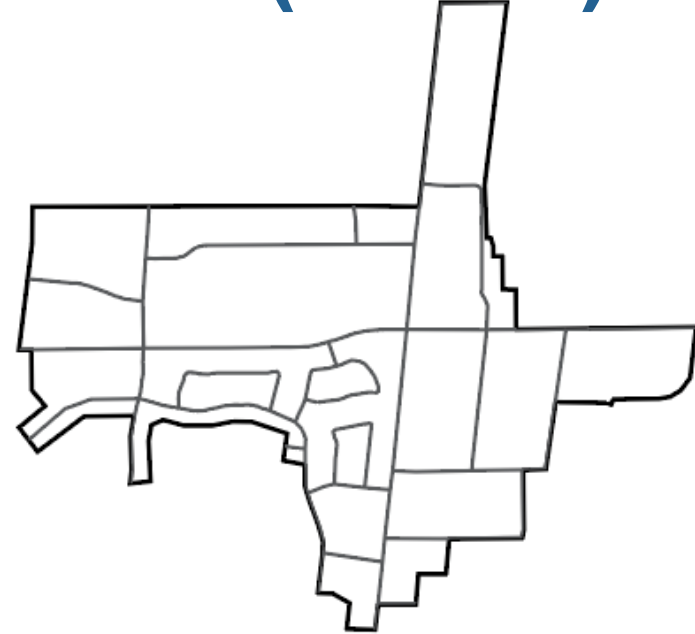
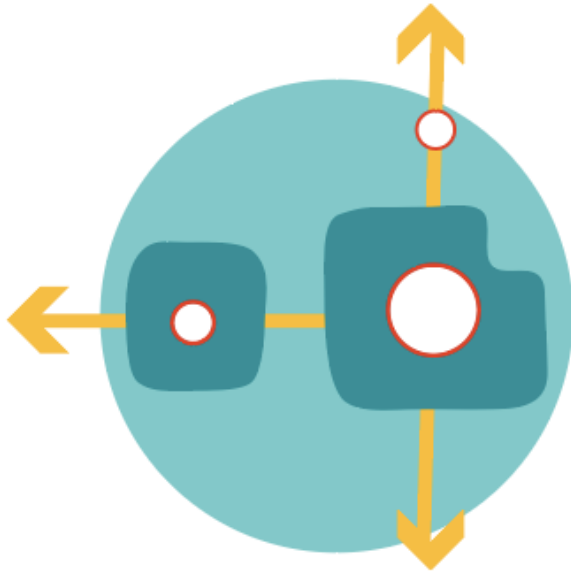
Technical Studies – Noise, Air Quality, and Safety

- A consultant was hired to evaluate noise, air quality, and safety, to help us understand how to achieve an appropriate transition between sensitive uses (such as residential) and nearby employment/industrial uses
- The results also helped us understand land use compatibility and mitigation



What is the result of the Keele Finch Plus Study?

Two Official Plan Amendments (OPAs)



Protected Major Transit Station Areas OPA

Delineation
Minimum Density Targets
Authorized Uses of Land - Map 16
Minimum Densities (FSIs)

Secondary Plan OPA

New Secondary Plan
Right-of Way Widenings -
Map 3 and Schedule 1
New Streets - Schedule 2

What is a Secondary Plan?

- A Secondary Plan is developed when growth & change is expected & desired in a defined area, particularly along with significant public investment (e.g. a subway & LRT)
- A Secondary Plan sets the stage for reurbanization & guides development that aligns with the Official Plan
- A Secondary Plan promotes a highly functional & attractive community & plans for appropriate transition in scale between neighbouring districts

What is a Protected Major Transit Station Area (PMTSA)?

- MTSAs required to be delineated by the Growth Plan. Can be done as a Protected MTSA under the Planning Act
 - A defined area around a subway station or LRT stop (i.e. sets the boundaries of the station area)
 - Identifies the planned number of residents and jobs per hectare
 - Identifies the authorized uses of land and buildings
 - Identifies minimum densities in the area
- Makes inclusionary zoning possible



What do the proposed PMTSAs do?

What is a Protected Major Transit Station Area (PMTSA)?

- A defined area around a subway station or LRT stop (i.e. sets the boundaries of the station area)



Sentinel Transit Station Area
(58.5 hectares)









Finch West Transit Station Area
(91.7 hectares)

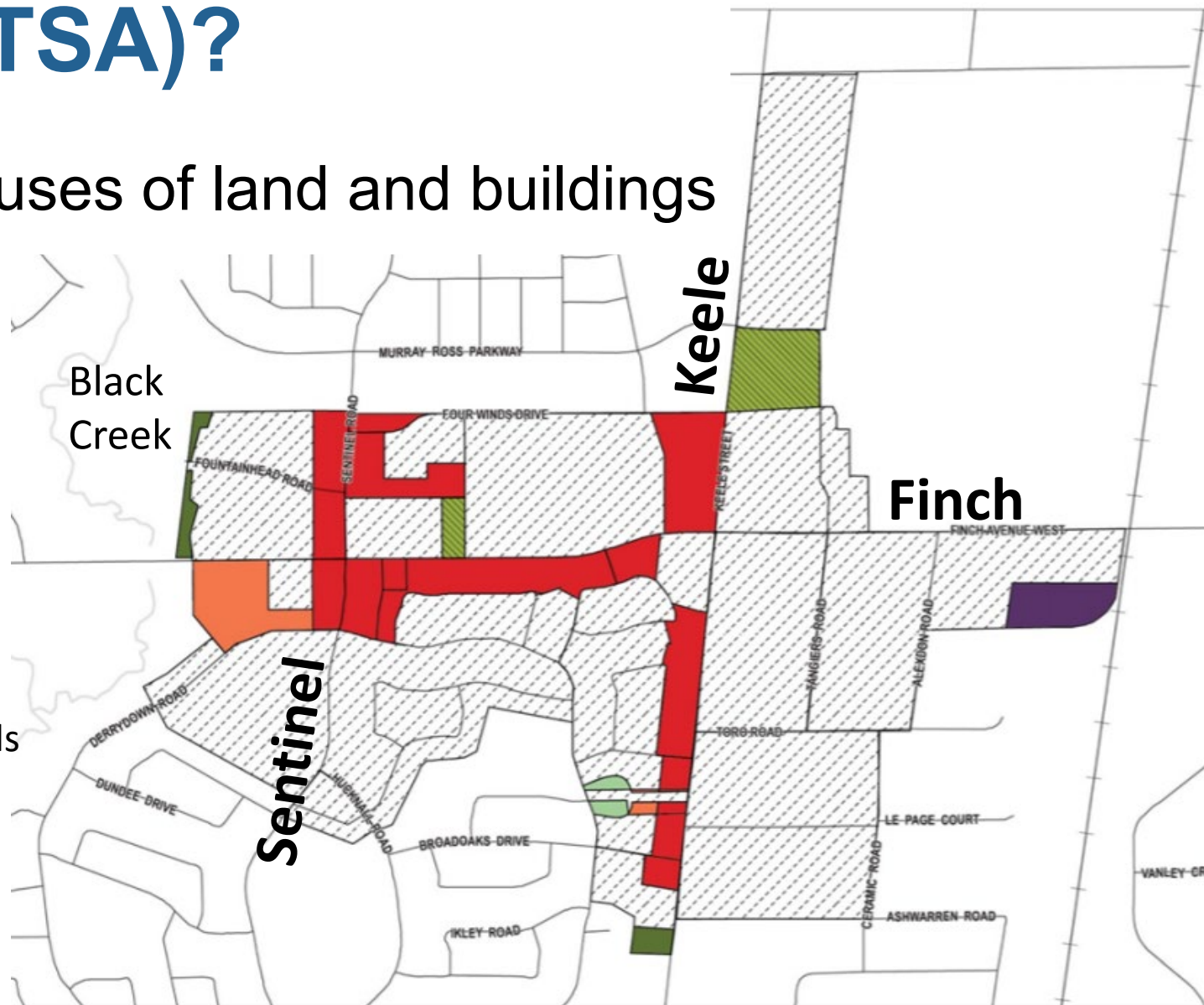
What is a Protected Major Transit Station Area (PMTSA)?

- Identifies the planned number of residents and jobs per hectare
- Sentinel Transit Station Area is planned to meet and exceed the minimum target of 160 people and jobs/hectare
- Finch West Transit Station Area is planned to meet and exceed the minimum target of 200 people and jobs/hectare

What is a Protected Major Transit Station Area (PMTSA)?

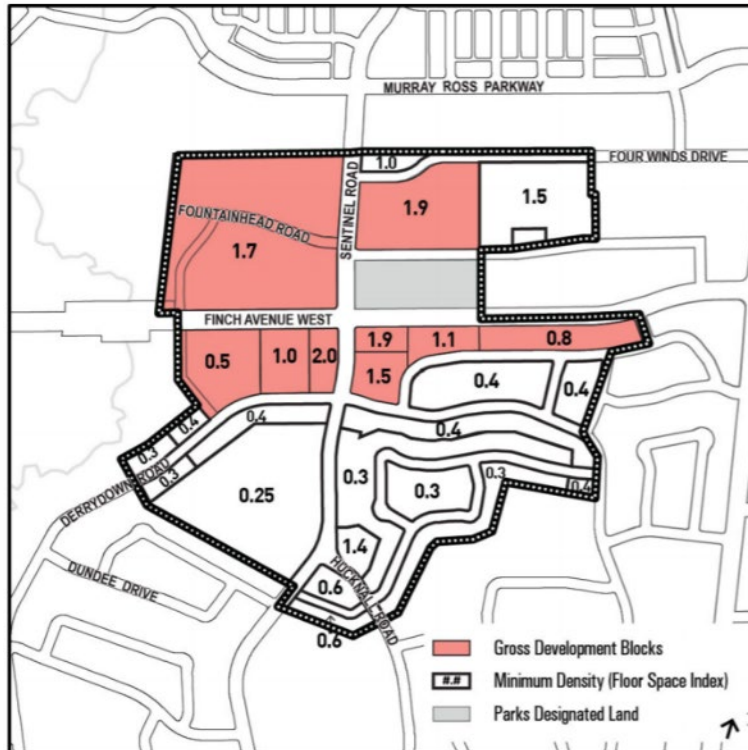
- Identifies the authorized uses of land and buildings
- The uses are described in the existing Official Plan
- Coloured areas on this map mean those areas are planned for land use designation changes

-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Natural Areas
-  Parks
-  Other Open Spaces
-  Core Employment Areas



What is a Protected Major Transit Station Area (PMTSA)?

- Identifies minimum densities in the area using Floor Space Indices (FSI)



Sentinel Transit Station Area

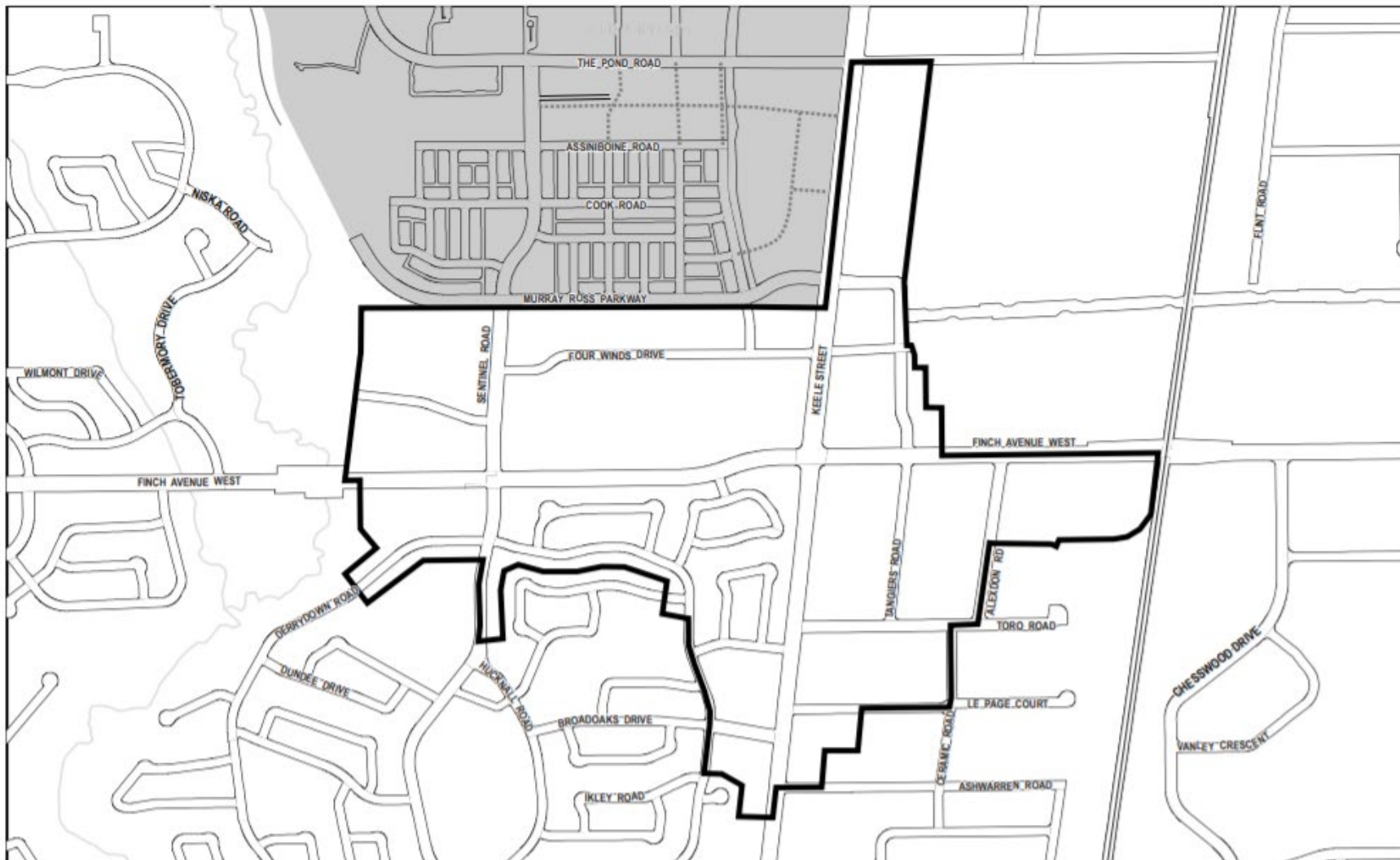


Finch West Transit Station Area

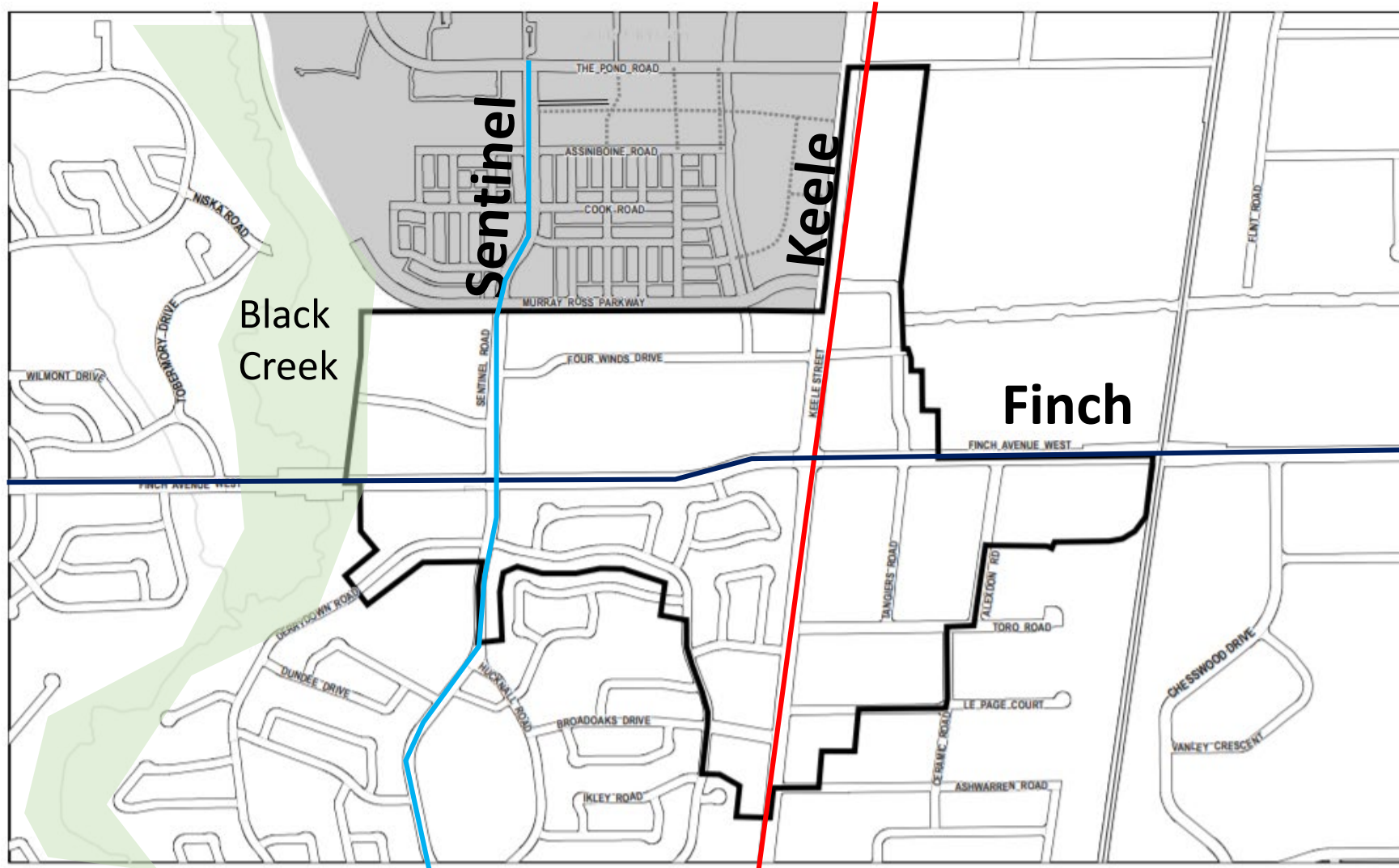


What does the Secondary Plan do?

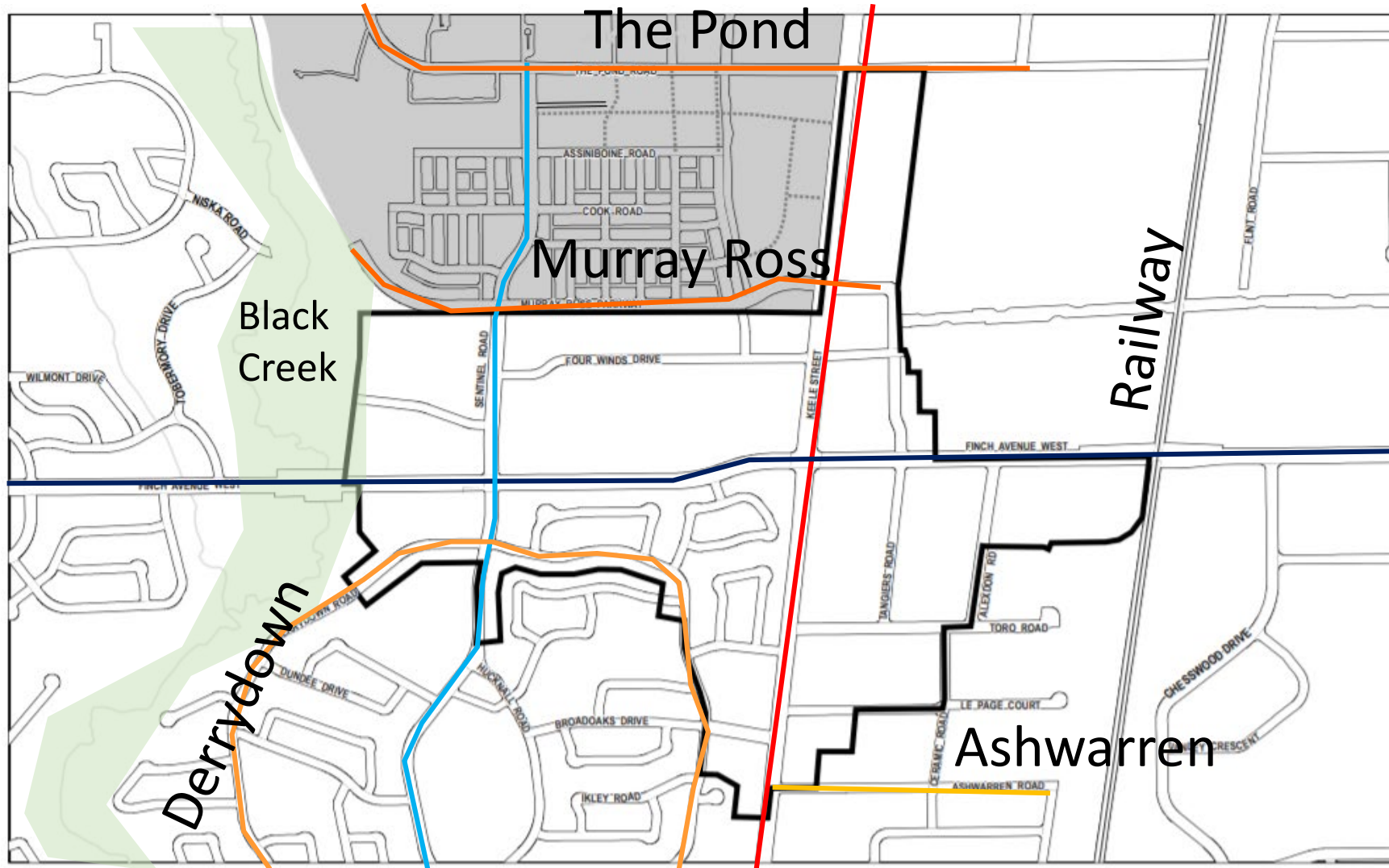
What area does the Secondary Plan cover?



What area does the Secondary Plan cover?



What area does the Secondary Plan cover?



Secondary Plan Contents



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



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



Mobility

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



Built Form 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

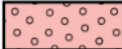







Secondary Plan - Objectives

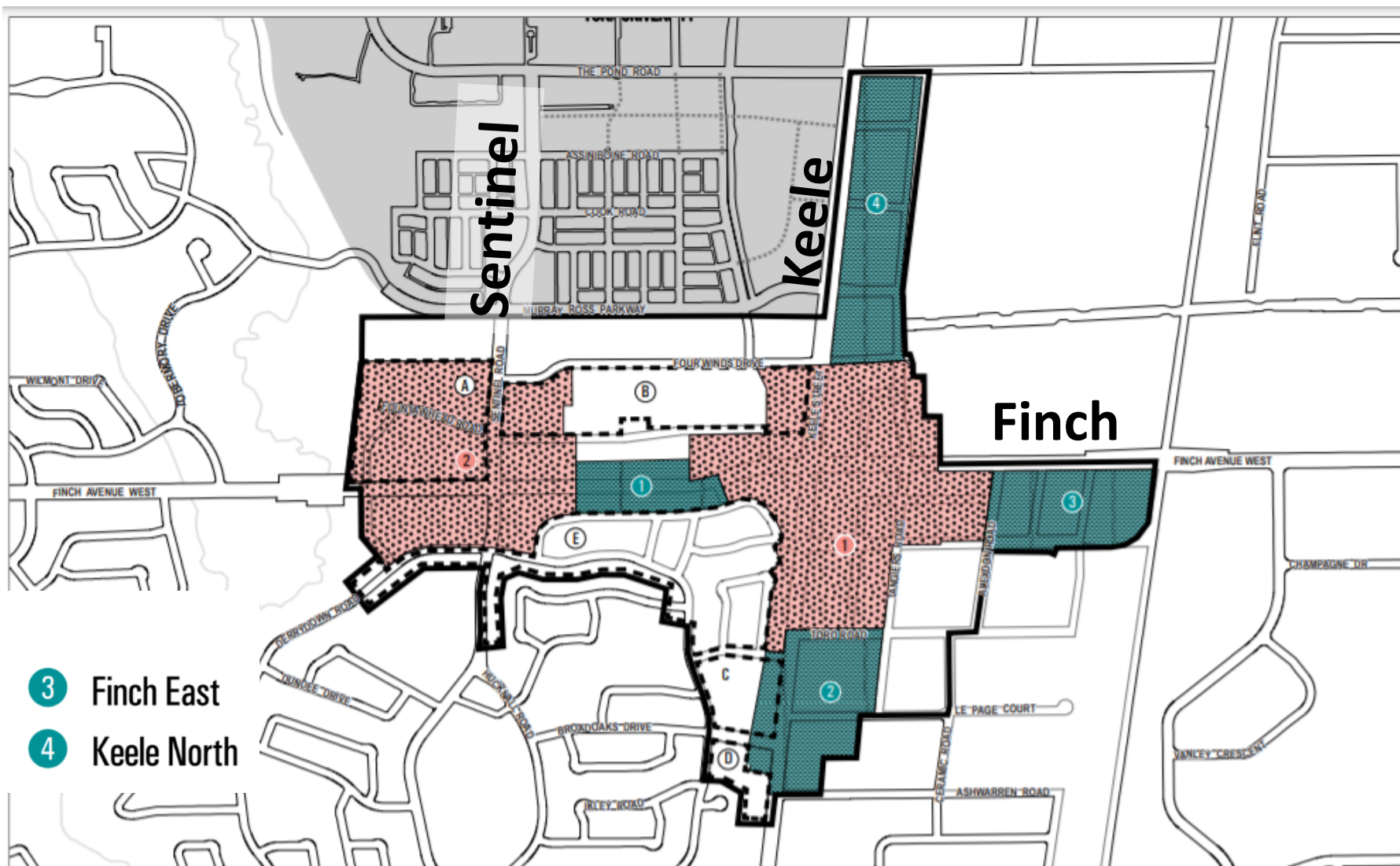
- This section sets the objectives for the area, which are:
 - Growing with transit
 - Identity
 - Livability
 - Connectivity
 - Resiliency

Secondary Plan – Area Structure

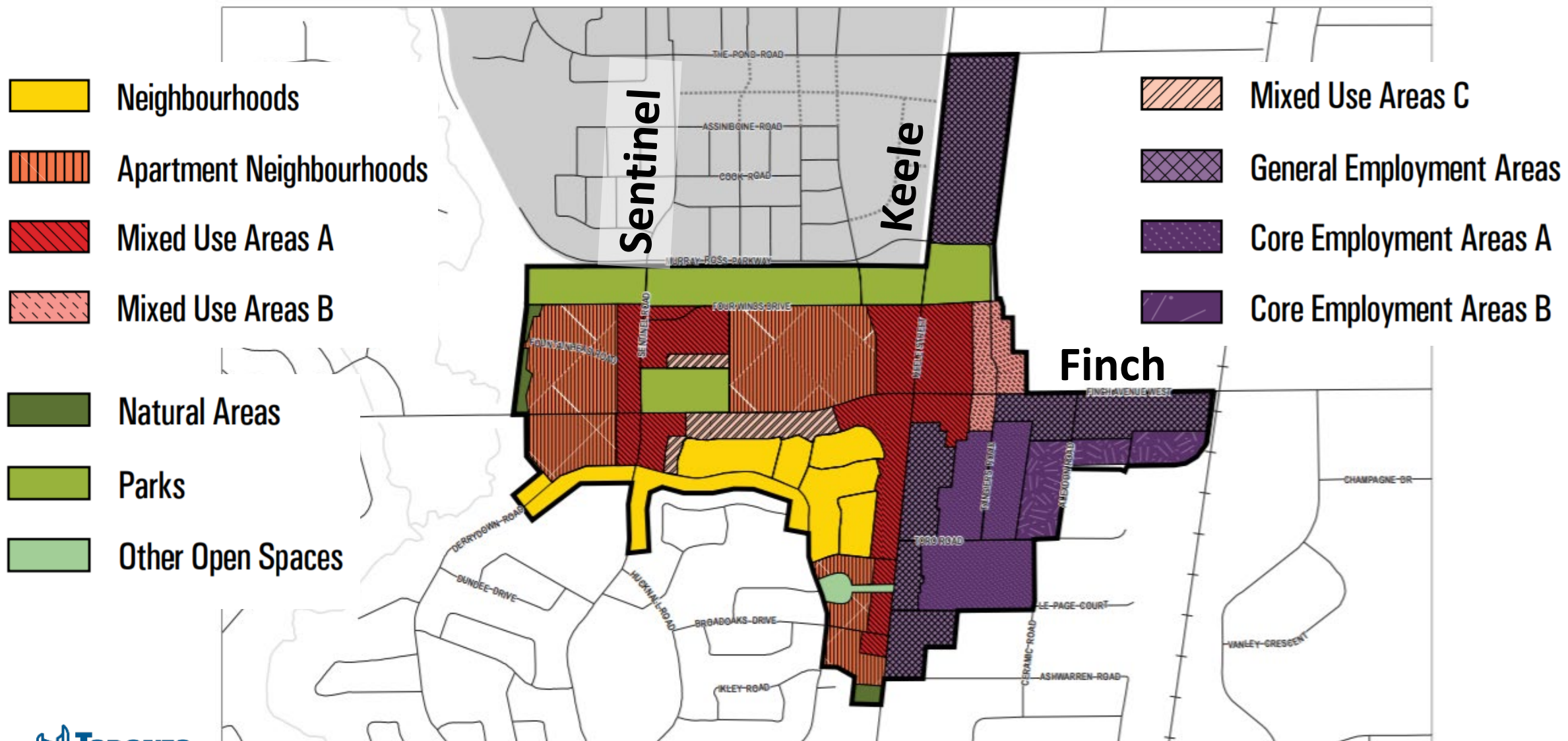
- The Plan structures the area into:
 - Nodes
 - Corridors
 - Neighbourhood Districts
- Each sub-area is different, and each area has a purpose, look and feel

Secondary Plan – Area Structure

-  Nodes
-  1 Keele Finch
-  2 Sentinel
-  Corridors
-  1 Finch West
-  2 Keele South
-  3 Finch East
-  4 Keele North



Secondary Plan – Land Use






Secondary Plan – Land Use: Compatibility

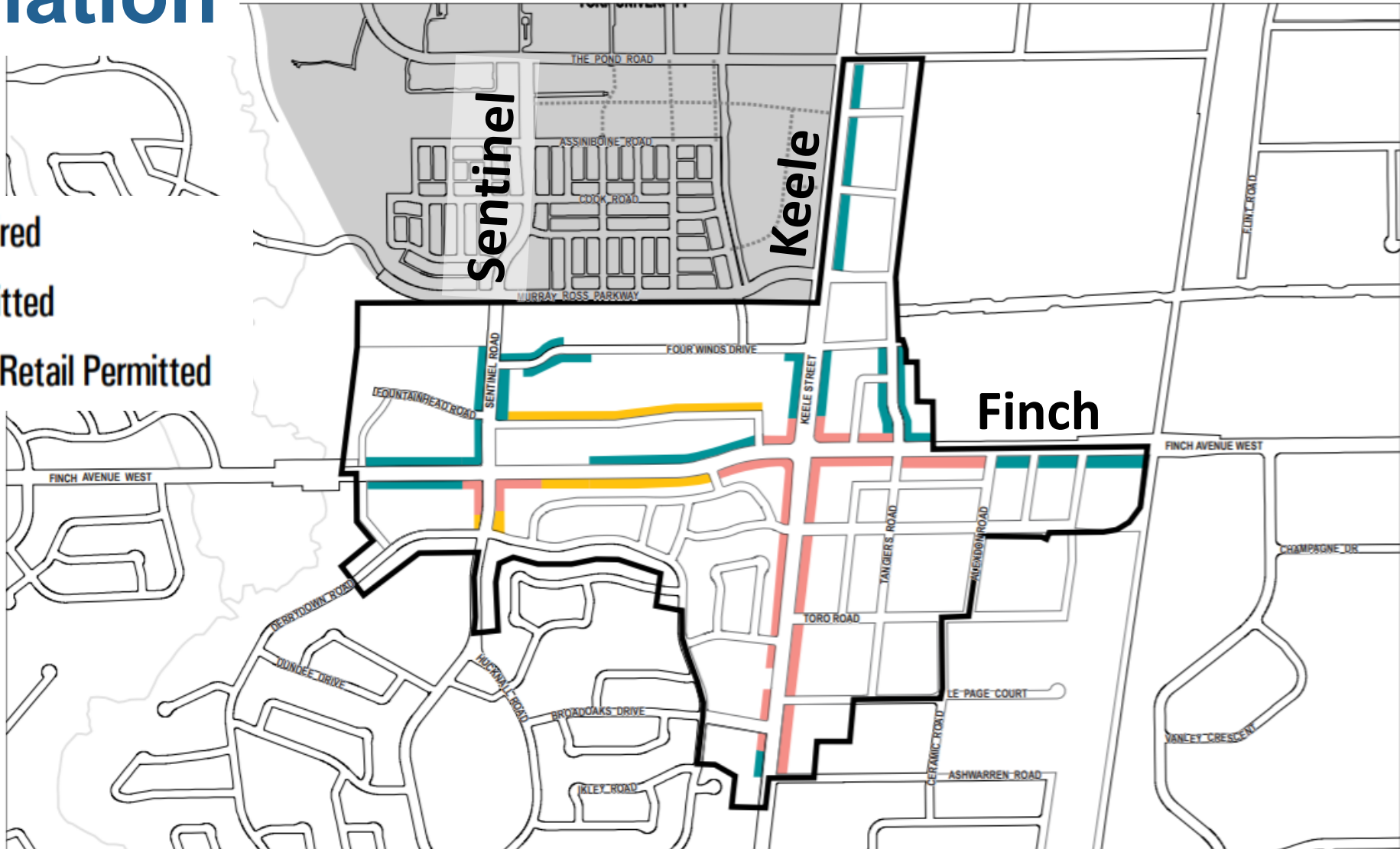
- The Plan includes policies to support achieving land use compatibility – ensuring that industry and businesses can continue to operate, and that sensitive uses are separated and/or impacts are mitigated

Secondary Plan – Land Use: Retail & Animation

- The Plan sets out where retail uses are required or permitted
- Certain streets are envisioned as retail main streets in the future, such as along Keele Street
- Small scale retail spaces are encouraged
- In larger retail developments, some small scale retail will be required

Secondary Plan – Land Use: Retail & Animation

-  Retail Required
-  Retail Permitted
-  Small-scale Retail Permitted



Secondary Plan – Public Realm

- The Plan aims to create an urban, transit-supportive place, with a comfortable public realm, with a series of green and open spaces
- There are 4 components to help achieve this:
 - Major Public Streets
 - Major Open Spaces
 - Parks and Open Spaces
 - Streetscapes and Views

Secondary Plan – Public Realm

- **Major Public Streets**

- Keele Street
- Finch Avenue West
- Sentinel Road

- These streets are priority for public realm improvements, including landscaping, tree planting, street furniture, and will be lined with attractive buildings

Secondary Plan – Public Realm

- **Major Open Spaces**

- Fountainhead Park
- Black Creek
- The Finch West Hydro Corridor

- These three major open spaces offer a variety of landscapes and recreation opportunities. They will be enhanced through expansion, stewardship, cultural interpretation, plantings, benches, street furniture, and programming.

Secondary Plan – Public Realm

- **Parks and Open Spaces**

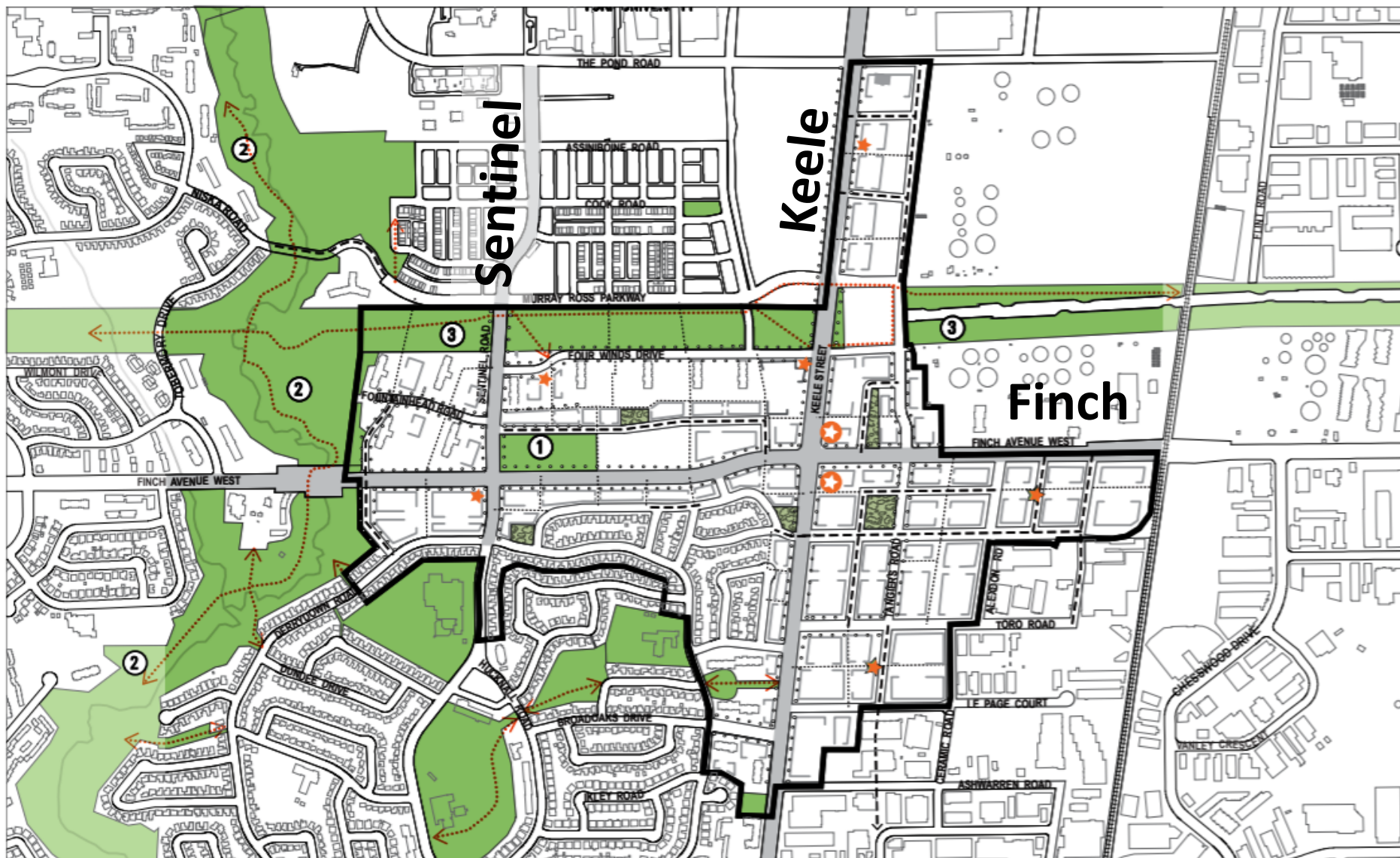
- New parks will be achieved over the long term
- The plan shows these new parks conceptually

Secondary Plan – Public Realm

- **Streetscapes and Views**

- Areas for streetscape improvement are noted in the Plan, with improvements consisting of wider sidewalks, improved landscaping, universal access, etc
- Views to major greenspaces, such as Black Creek Valley, are to be enhanced through the Plan

Secondary Plan – Public Realm



Secondary Plan – Mobility

- The **Mobility** section has the following sub-sections:
 - Mobility system
 - Public streets
 - Walking and cycling
 - Goods movement
 - Transportation demand management and parking

Secondary Plan – Mobility

- The mobility system
 - New subway and LRT
 - Shift to more active modes of movement
 - More streets and other connections
 - Smaller block sizes

Secondary Plan – Mobility

- **Public streets**

- A fine grain of streets is needed to transform how people move
- Break up large blocks to give opportunity for new buildings with street frontage
- Encourage the creation of new parks with public street frontage
- New streets and redesigned streets will accommodate all modes of mobility

Secondary Plan – Mobility

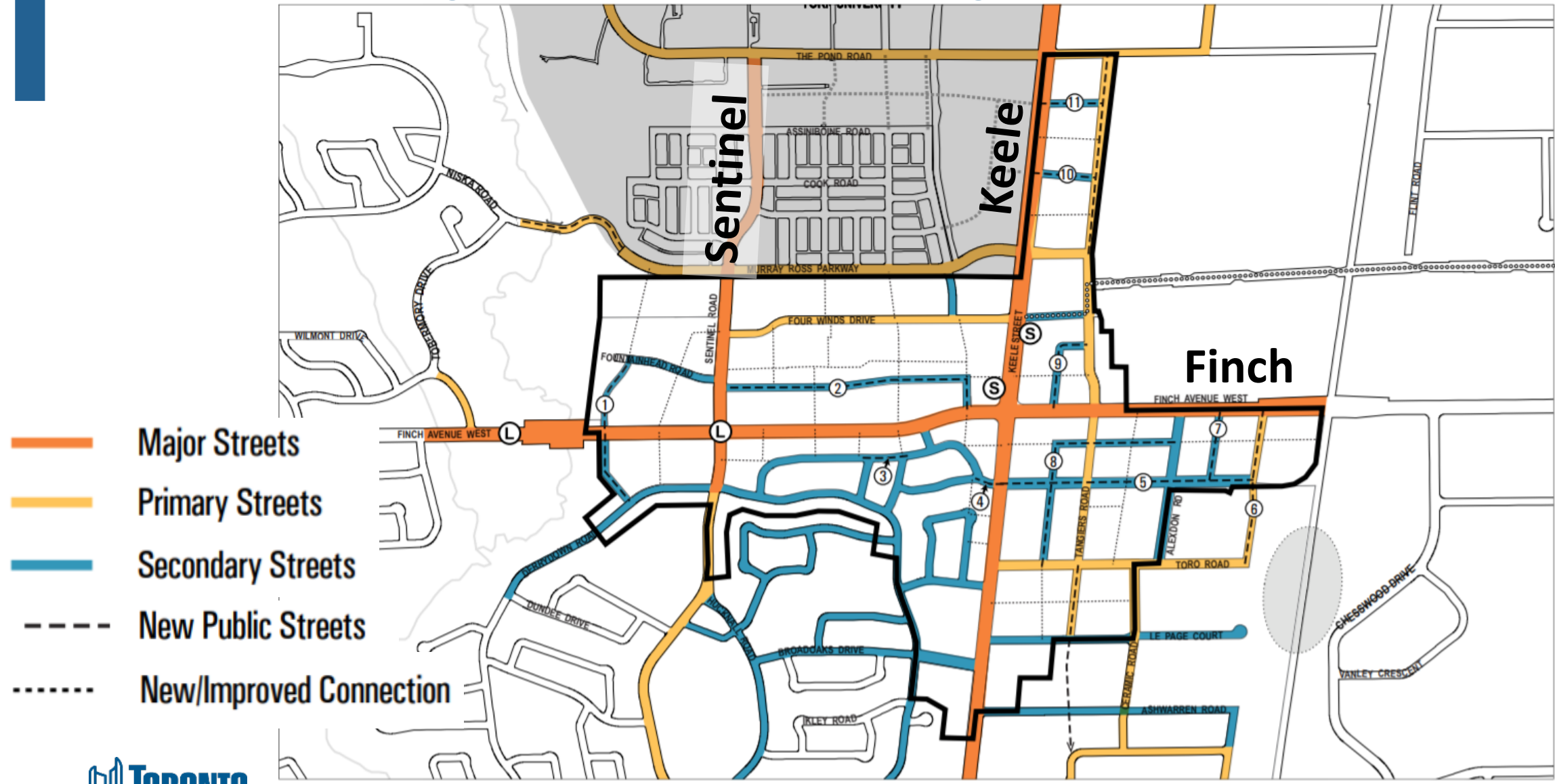
- **Walking and Cycling**

- New pedestrian routes will be along public streets wherever possible
- Opportunities for formal crossings of major streets are planned
- More safe cycling routes are planned
- Direct connections to transit stations and stops are encouraged

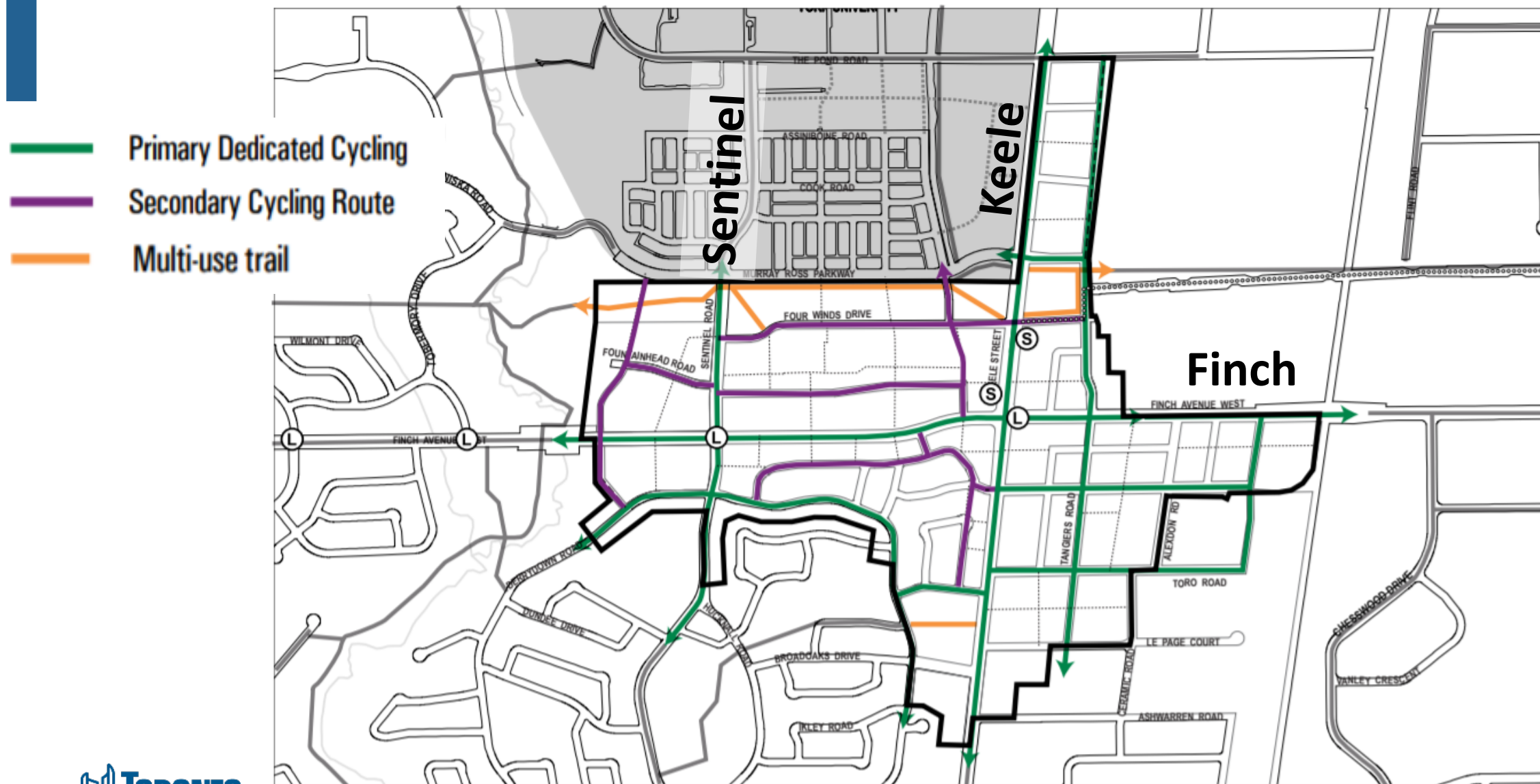
Secondary Plan – Mobility

- **Goods Movement, Transportation Demand Management (TDM), and Parking**
 - Supporting the continued viability of employment uses
 - TDM strategies encourage the use of alternate modes of mobility and can help reduce the need for parking
 - Minimum and maximum parking rates will be established in zoning
 - No surface parking permitted between a building and the street in the Nodes or Corridors

Secondary Plan – Mobility – Public Streets



Secondary Plan – Mobility – Cycling Network



Secondary Plan – Built Form & Development Criteria

- The **Built Form and Development Criteria** Section consists of:
 - Site and Urban Design Standards for All Buildings
 - Policies for Low-rise, Mid-rise, and Tall Buildings
 - Minimum and maximum heights (with Downsview Airport, and consideration for additional height if Airport height restrictions change or the Airport ceases operations)

Secondary Plan – Built Form & Development Criteria

- Standards for **All Buildings**
 - High quality architecture and landscape design
 - Buildings will frame and define a safe and comfortable public realm, at an appropriate scale
 - Ensure sunlight and wind conditions are appropriate
 - Active frontages (main doors and windows) facing streets
 - Limit curb cuts on streets (limit how often a vehicle could go across a sidewalk)
 - Include setbacks to support landscaping and tree planting

Secondary Plan – Built Form & Development Criteria

- **Low-rise Buildings**

- Do not exceed 4 storeys
- In the Derrydown Neighbourhood District, low rise buildings may be two storey houses, semi-detached houses, or duplexes
- In industrial areas, low-rise buildings include warehouses and offices less than 4 storeys in height
- Low-rise buildings also consist of townhouses or walk-up apartments. These types of low-rise buildings can be a transition between different scales of development.

Secondary Plan – Built Form & Development Criteria

- **Low-rise Buildings**



North York example of low-rise intensification
 **TORONTO** (from the March 2017 meeting)



*Example of a low-rise walk-up
apartment building*

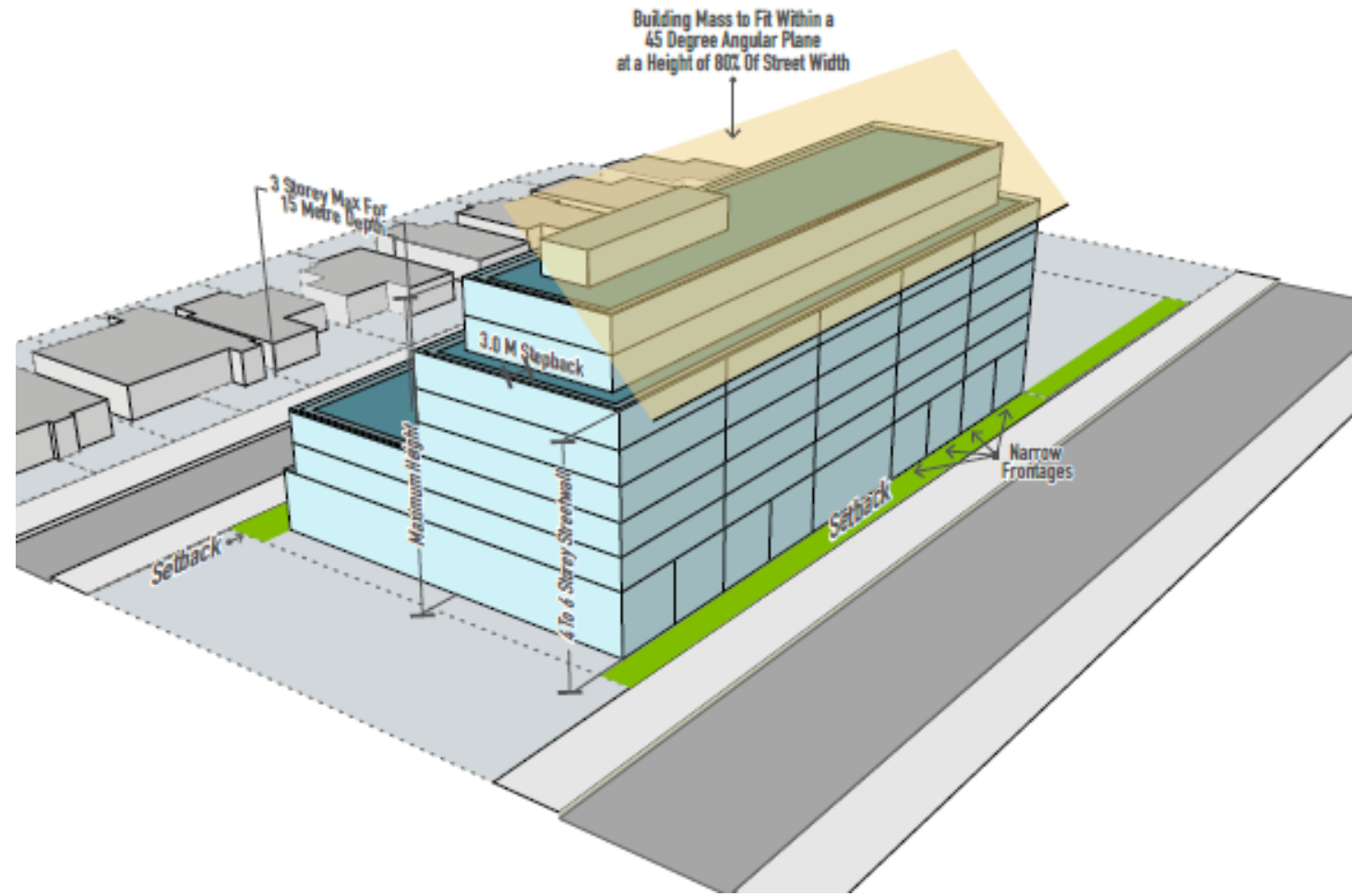
Secondary Plan – Built Form & Development Criteria

- **Mid-rise Buildings**

- Transit supportive density to house residents, retail and jobs
- No taller than the street is wide (to a maximum, and can be less)
- Generally up to 11 storeys (residential) or 9 storeys (non-residential)
- Step-backs and angular planes help reduce the impression of height and mass, and help provide transition to lower-scaled areas

Secondary Plan – Built Form & Development Criteria

- Mid-rise Buildings



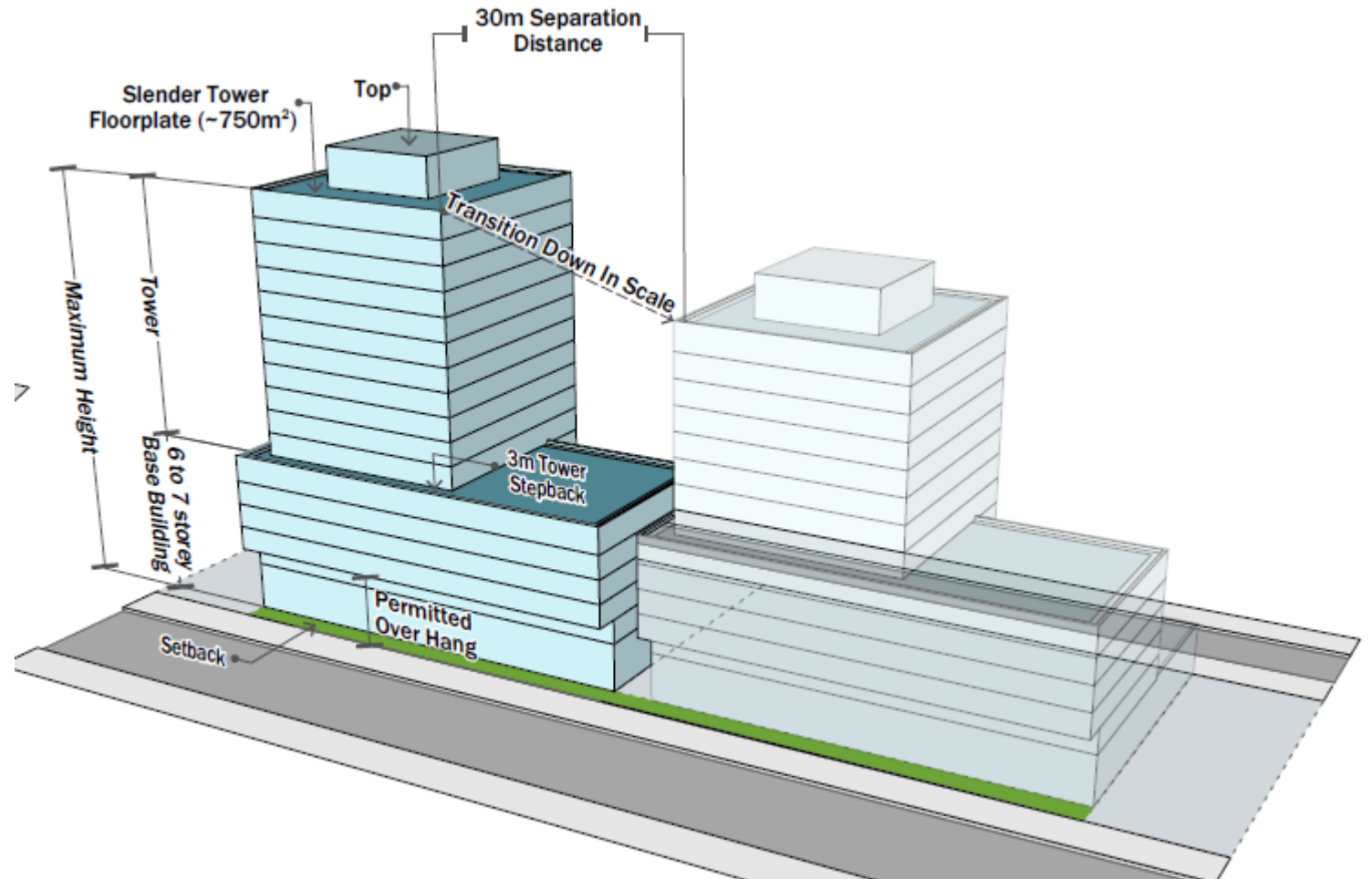
Secondary Plan – Built Form & Development Criteria

- **Tall buildings**

- Generally taller than mid-rise buildings (taller than the street is wide)
- Consist of three primary parts: a base, a tower, and a top
- The tower portion should be set back from the base and have slender proportions to ensure good street-level proportions, impression of mass, and sunlight
- Towers should be 30 metres apart

Secondary Plan – Built Form & Development Criteria

- Tall buildings



Secondary Plan – Built Form & Development Criteria

- **Minimum and Maximum Heights**
- Minimum heights will:
 - ensure a compact urban form, efficient use of land, and enable buildings to be adaptable for different uses.
- Maximum heights will:
 - ensure that buildings achieve the desired character of different areas and mix of building types, transitions in scale, and a high-quality, sunny public realm.

Secondary Plan – Built Form & Development Criteria

- **Minimum and Maximum Heights**
- The dominant building type will be mid-rise buildings that will not over-shadow, dominate or compromise the amenity of adjacent streets, open spaces and buildings.
- Strategically-located and modestly-scaled tall buildings may be considered in the Nodes to lend prominence to these areas and reinforce their role within the broader Area Structure.

Secondary Plan – Built Form & Development Criteria

- **Why are there locations for tall buildings?**
 - During the Study, Bombardier announced the Airport was closing
 - It makes sense that tall buildings should be considered with rapid transit – tall buildings can increase density where there is transportation capacity, and they give prominence to these areas
 - Through consultation, people told us that the only place we should consider tall buildings is near the transit stations

Secondary Plan – Built Form & Development Criteria

- **Why are there locations for tall buildings?**
 - We did technical work to ensure that the tall building locations would still allow plenty of sunlight on parks and streets, and preserve views of the sky
 - We did technical work to ensure the tall building locations would transition to low-rise and mid-rise areas

Secondary Plan – Built Form & Development Criteria

- **Potential additional height:** Potential Additional Height Zones A and B were introduced at the June 2019 community meeting and refined based on feedback received.
 - **Type A** in Employment Areas, where an additional two storeys are contemplated on the condition that:
 - There is sufficient transportation capacity
 - The proposal does not impact the airport
 - A minimum of 5 hours of sunlight can be achieved on public streets

Secondary Plan – Built Form & Development Criteria

- **Potential additional height**
 - **Type B are areas where tall buildings are contemplated.** The locations are close to the subway and LRT in the Nodes. Tall buildings are contemplated on the condition that:
 - The development does not impact the airport
 - At least 15% of the development is office, institutional, or cultural space
 - Wind and sunlight conditions are acceptable
 - Urban design direction is followed
 - There is sufficient infrastructure to service the development
 - Community benefits are provided, such as new park land

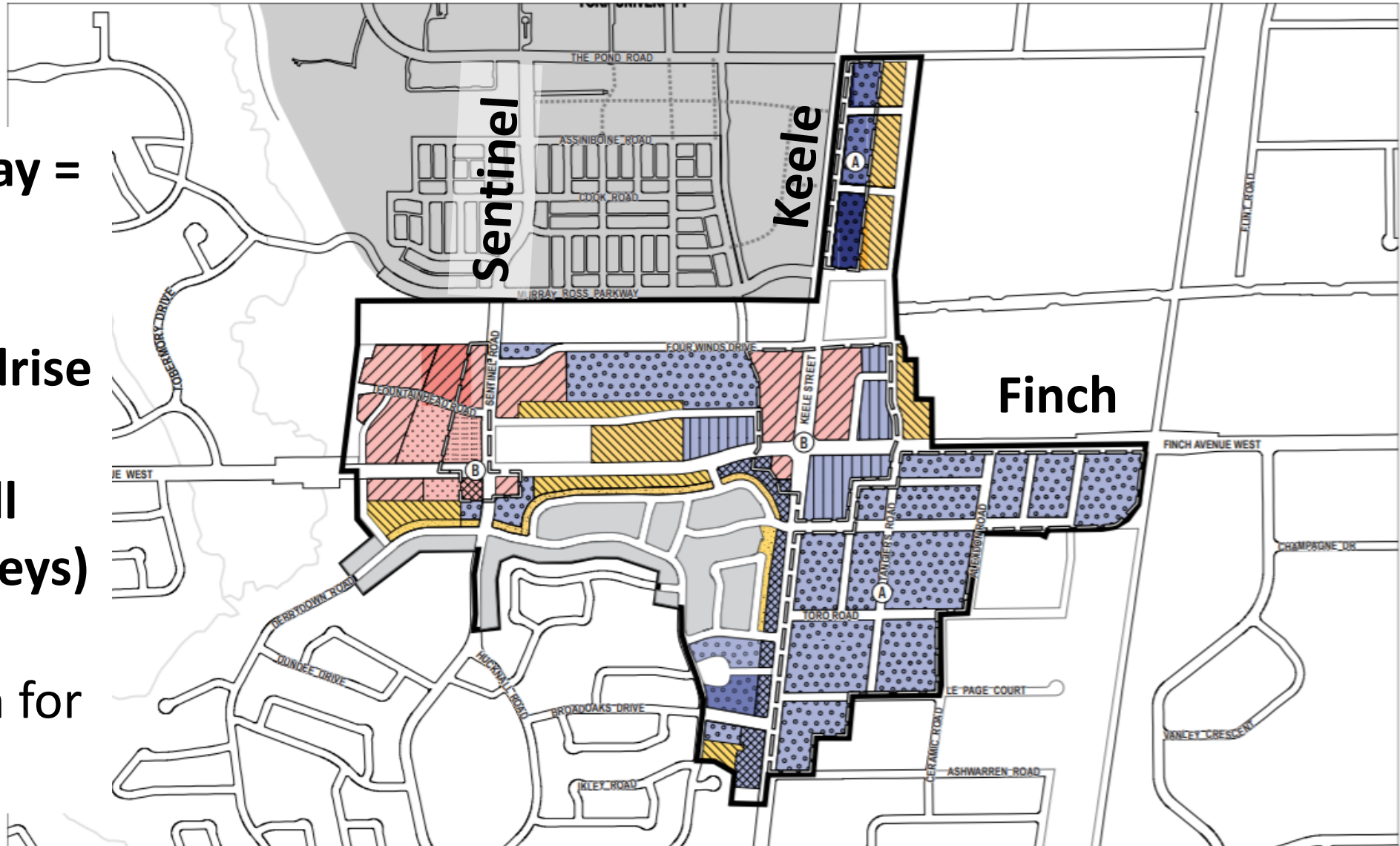
Secondary Plan – Maximum Heights

Yellow & gray =
low-rise

Purple = midrise

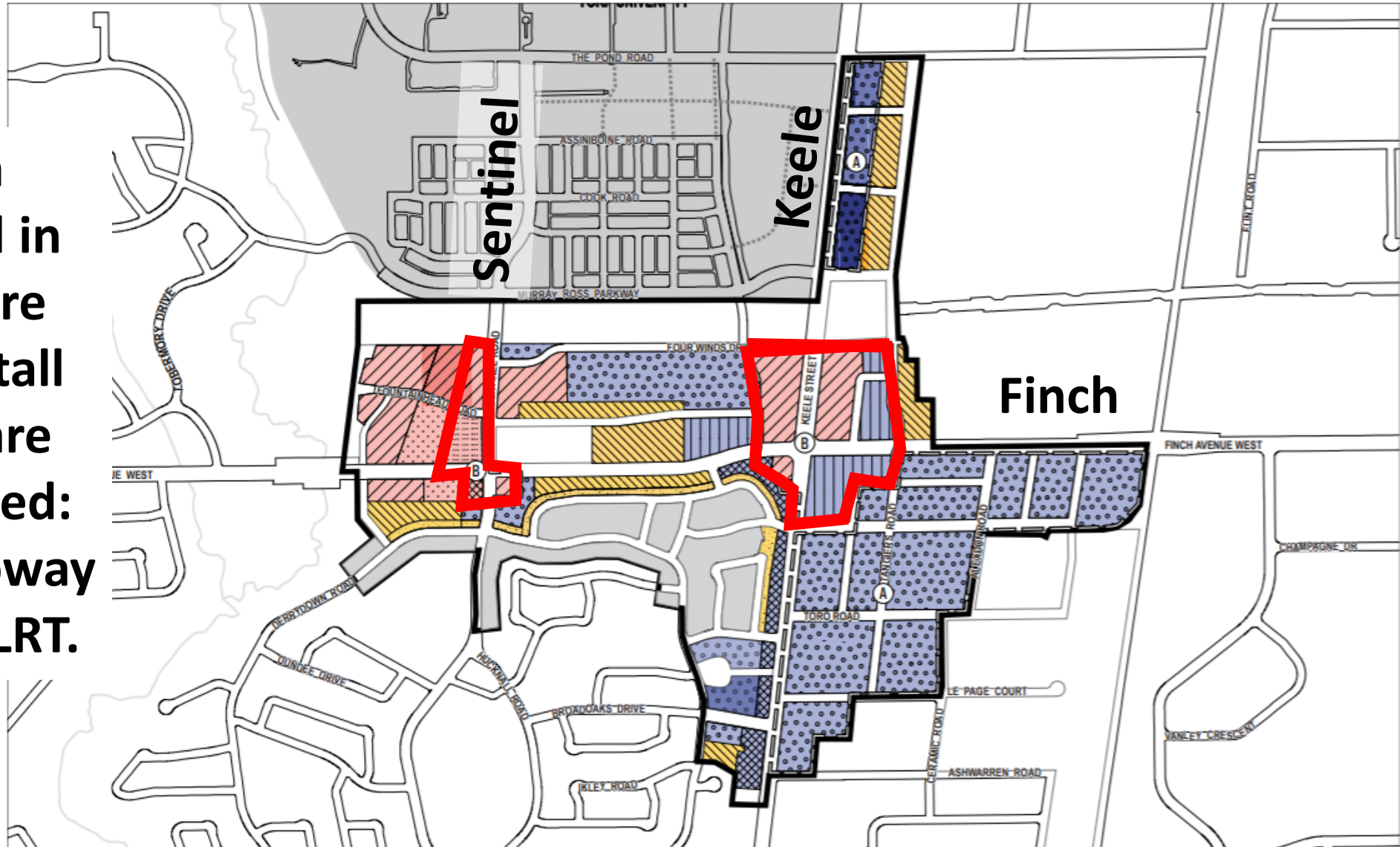
Pink = tall
(~12-18 storeys)

See the Plan for
details



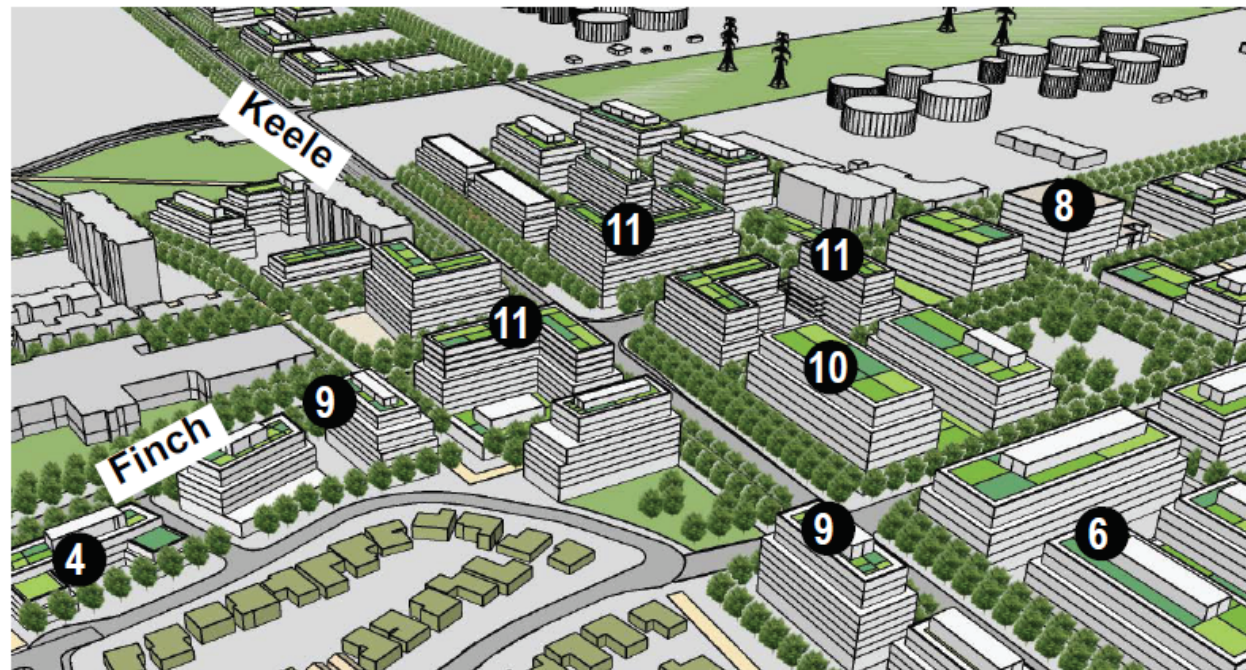
Secondary Plan – Maximum Heights

The area highlighted in **red** is where additional tall buildings are contemplated: near the subway & near the LRT.

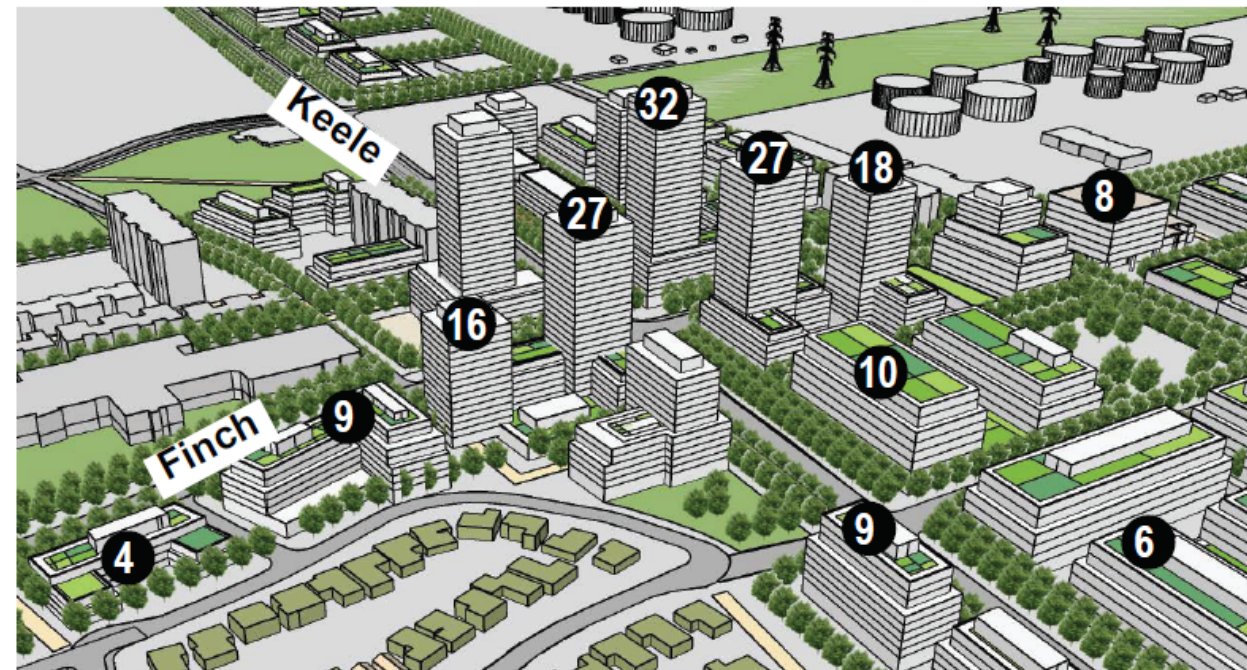


Secondary Plan – Maximum Heights

**Maximum heights in the Plan
(shown conceptually)**



**Maximum heights in the Plan
if Downsview Airport closes
(shown conceptually)**

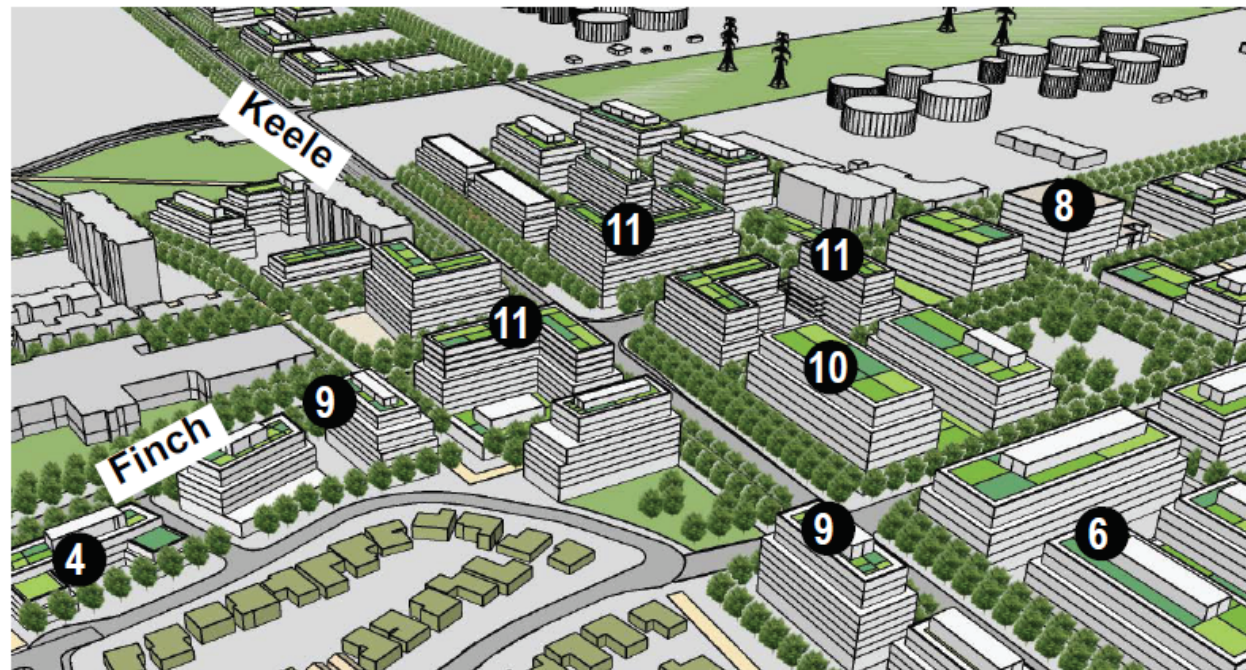


Keele-Finch Node

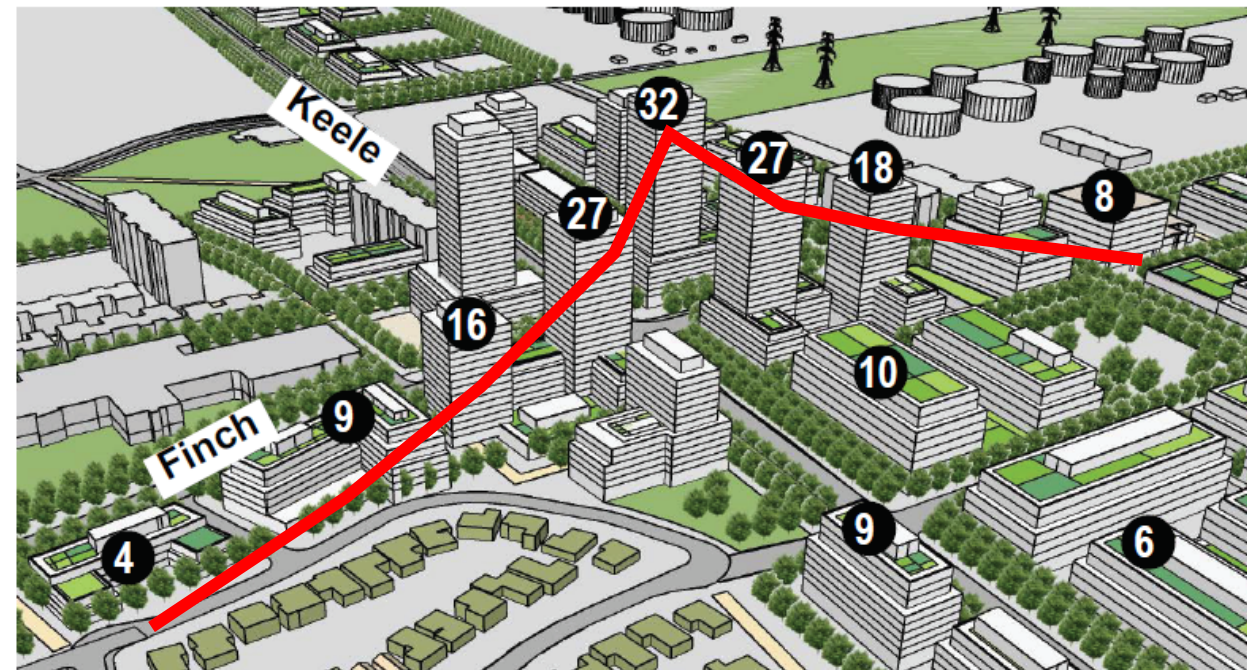
Selected buildings labelled with storeys for illustration

Secondary Plan – Maximum Heights

Maximum heights in the Plan
(shown conceptually)



Maximum heights in the Plan
if Downsview Airport closes
(shown conceptually)

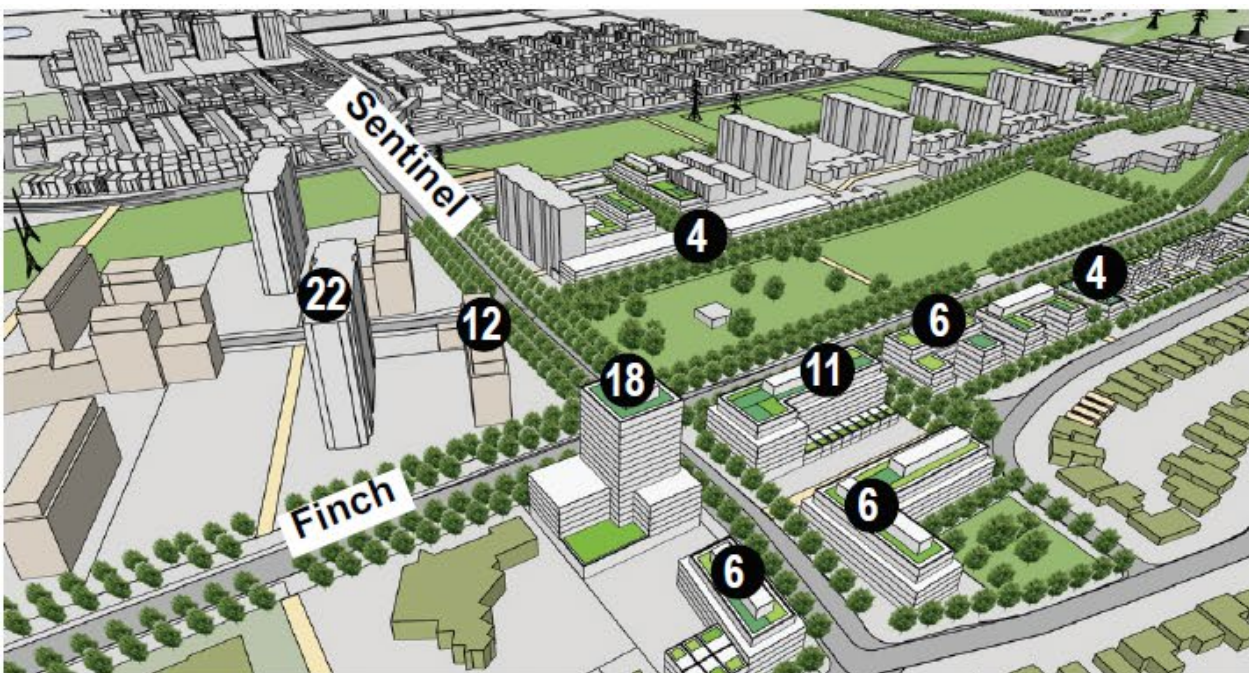


Keele-Finch Node

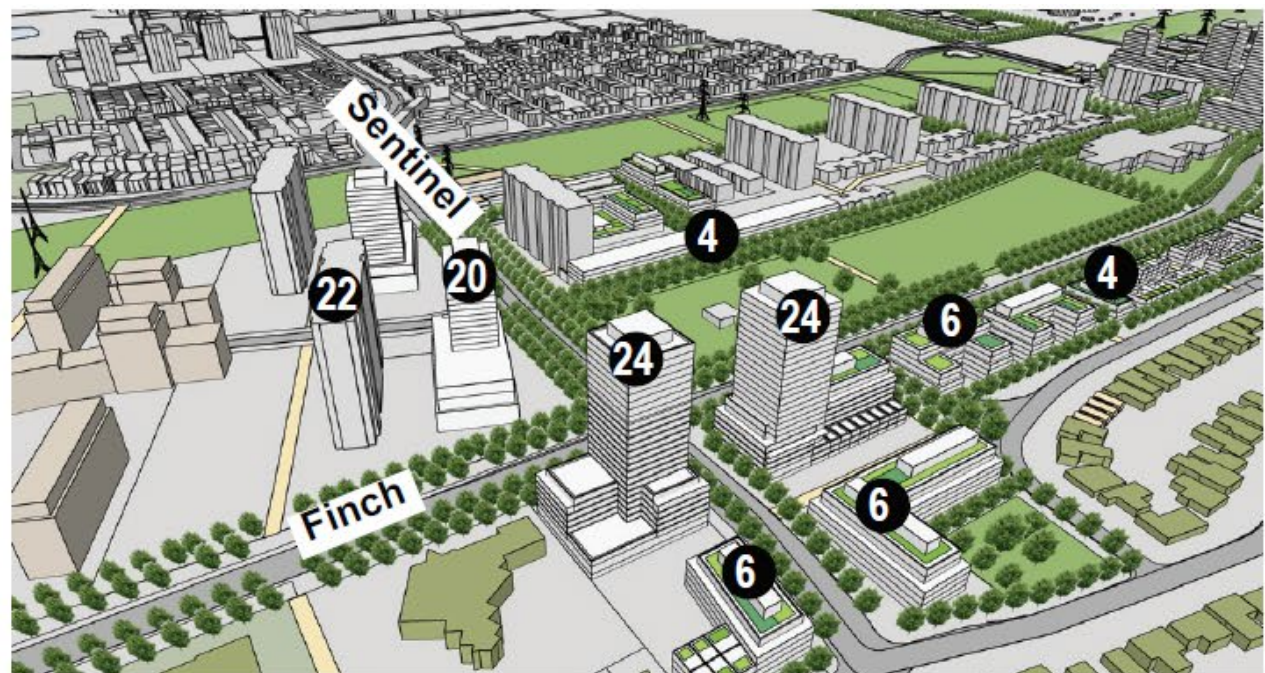
Selected buildings labelled with storeys for illustration

Secondary Plan – Maximum Heights

**Maximum heights in the Plan
(shown conceptually)**



**Maximum heights in the Plan
if Downsview Airport closes
(shown conceptually)**

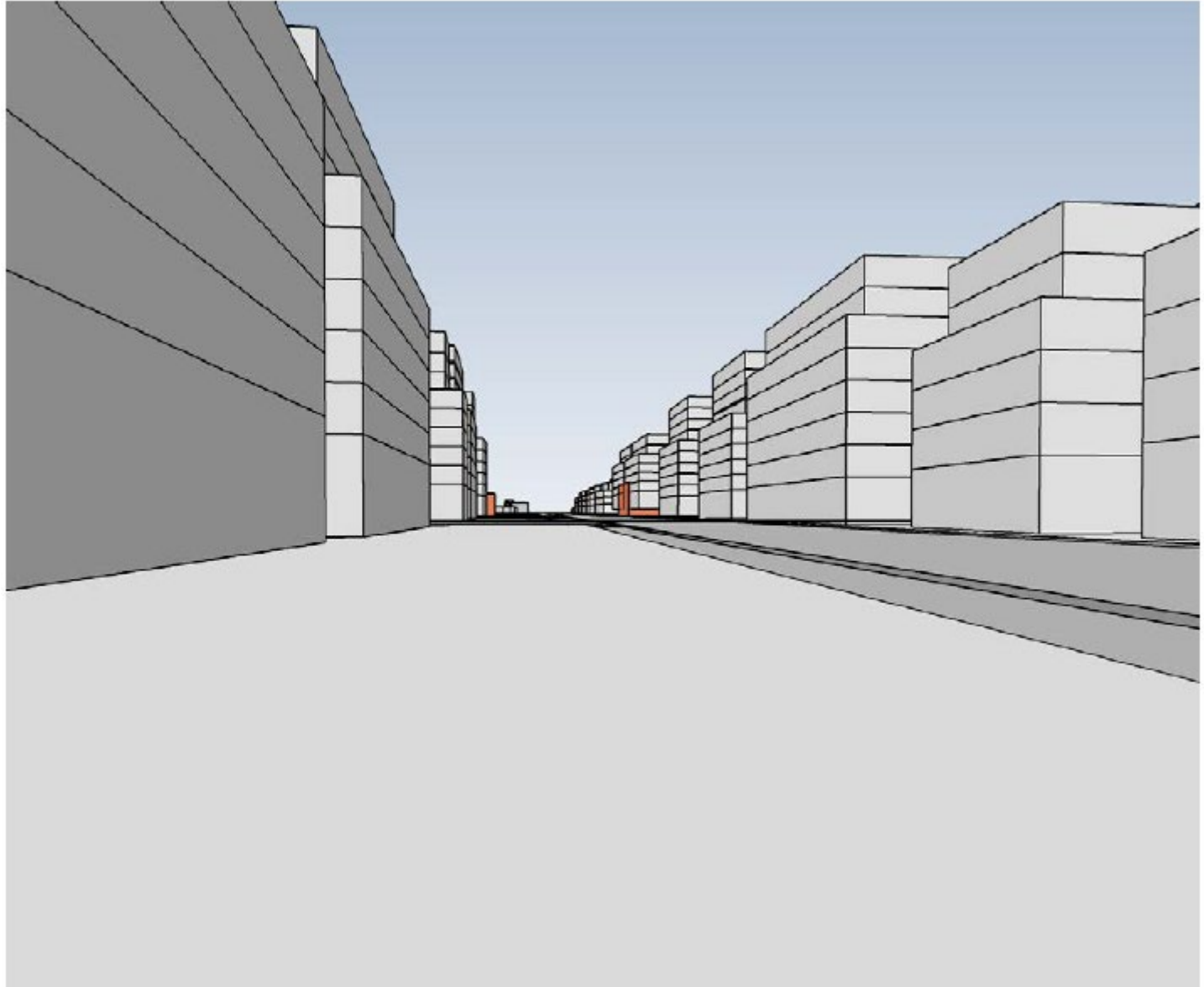


Sentinel Node

Selected buildings labelled with storeys for illustration

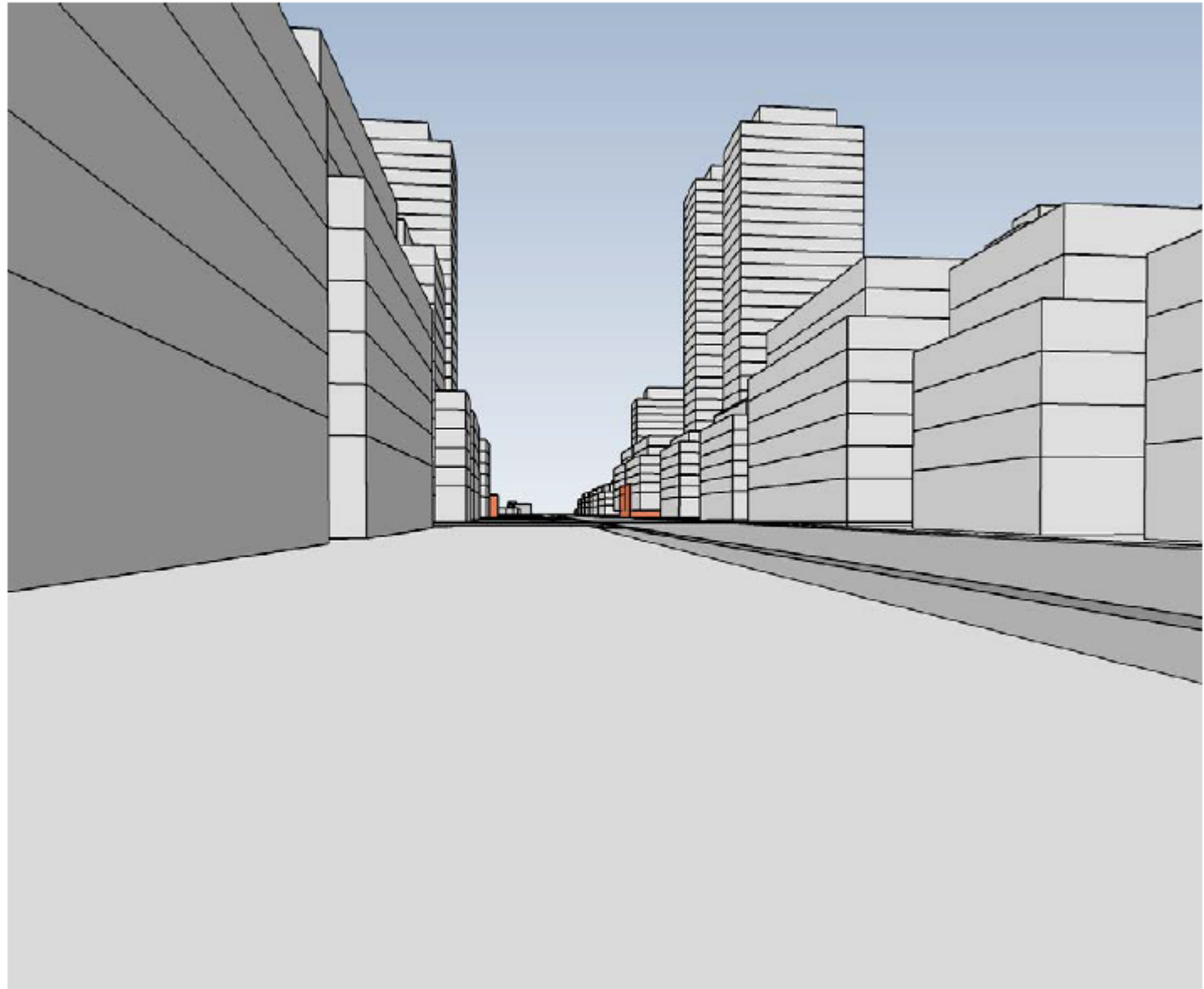
Secondary Plan – Maximum Heights

- This image is Keele looking toward Finch
- Mid-rise only, this view gives the impression of a main street



Secondary Plan – Maximum Heights

- This image is Keele looking toward Finch
- With a few tall buildings, the impression is of a main street, leading to a prominent & important destination



Secondary Plan – Housing

- The policies of the Plan support housing for a variety of people, including singles and families, older people and students. Residential developments will include:
 - a range of housing sizes
 - a range of tenure (including rental)
 - indoor and outdoor amenity spaces

Secondary Plan – Community Services & Facilities

- As the area grows, so will the community services and facilities that the area needs. The Plan identifies:
 - A need for new non-profit childcare space
 - Expanded programming at York Woods Library
 - Improvements to non-profit community recreation facilities
 - Space for non-profit community based organizations



What could the area look like in the future?







Next Steps - Final Report

Next steps

- The Final Report for the Keele Finch Plus Study with the Amendments is going to Planning and Housing Committee on December 8th, 2020
- If the Committee endorses the Report and Amendments, the Amendments will then go before City Council
- There will be a Statutory Public Meeting. If you are not already on the list, please contact Matt.Armstrong@Toronto.ca.



Online Survey

<https://cotsurvey.chkmkt.com/keelefinchOPAs>

- Open now until November 16, 2020
- Responses will be documented and summarized in the final report
- You can also email any comments by November 16, 2020 to Matt.Armstrong@toronto.ca

Survey Questions

- What do you like or dislike about the Protected MTSA Official Plan Amendment?
- What elements do you like the most about the Keele Finch Secondary Plan?
- What would you change in the Keele Finch Secondary Plan? And why would you change it?
- What is most important to you when thinking about the heights of new buildings in the area?
- What do you like or dislike about the proposed building heights **with** the Airport in operation?
- What do you like or dislike about the proposed proposed building heights **without** the Aiport?
- Do you have any other feedback on the heights limits?



Facilitated Discussion

It's Your Turn!

- Feel free to:
 - ask for clarity on something;
 - ask for more information;
 - provide a comment;
 - let us know what you think; and/or
 - or anything else you think we should hear.

Questions and Answers

You may pose a question or make a comment in the Q&A box.

Staff are tracking questions and comments, and endeavour to respond to as many questions and comments as possible.

If you don't get an opportunity to ask your question, please email or call me, and I will respond as soon as I am able.

Verbal questions will be taken after the presentations are complete.

When Providing Feedback:

- Remember that this is the conclusion of the Keele Finch Plus Study, after a few years of work and many consultation events where comments and concerns were collected.
- This event is intended as an information session. The goal is to ensure that there is a good understanding of the proposed Plan.
- For those reasons, questions of clarification are encouraged.

Facilitated Discussion



Raise Hand:

Raise Hand is found in the bottom right hand corner of the Participant pop-up screen (or may be elsewhere depending on your device). Use this to ask a Question of the Presenter or panelists through your computer's audio.

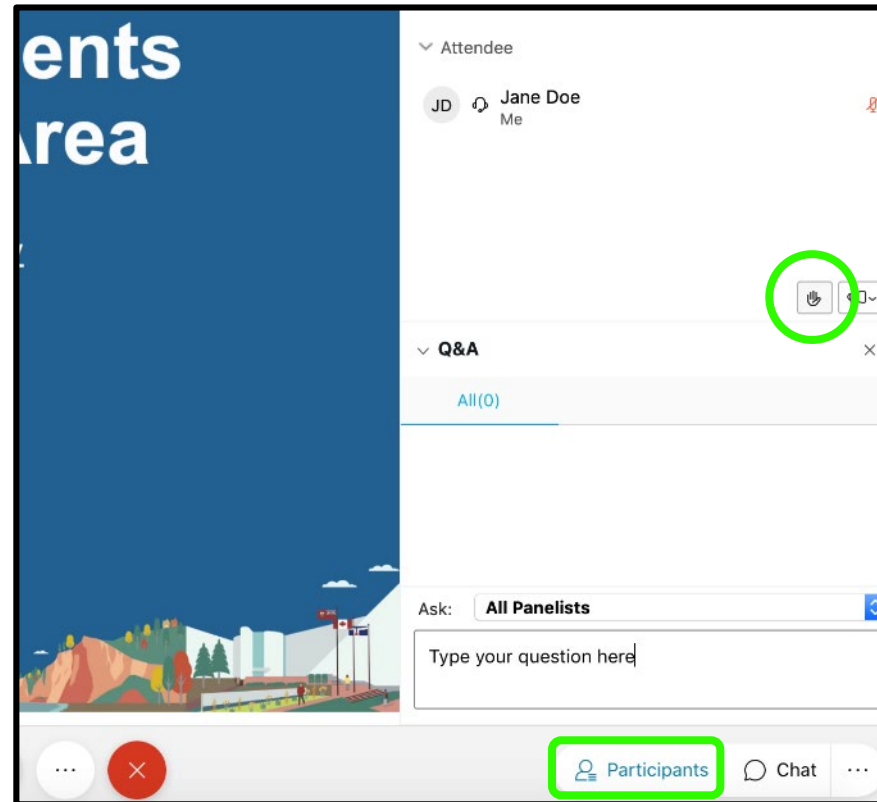
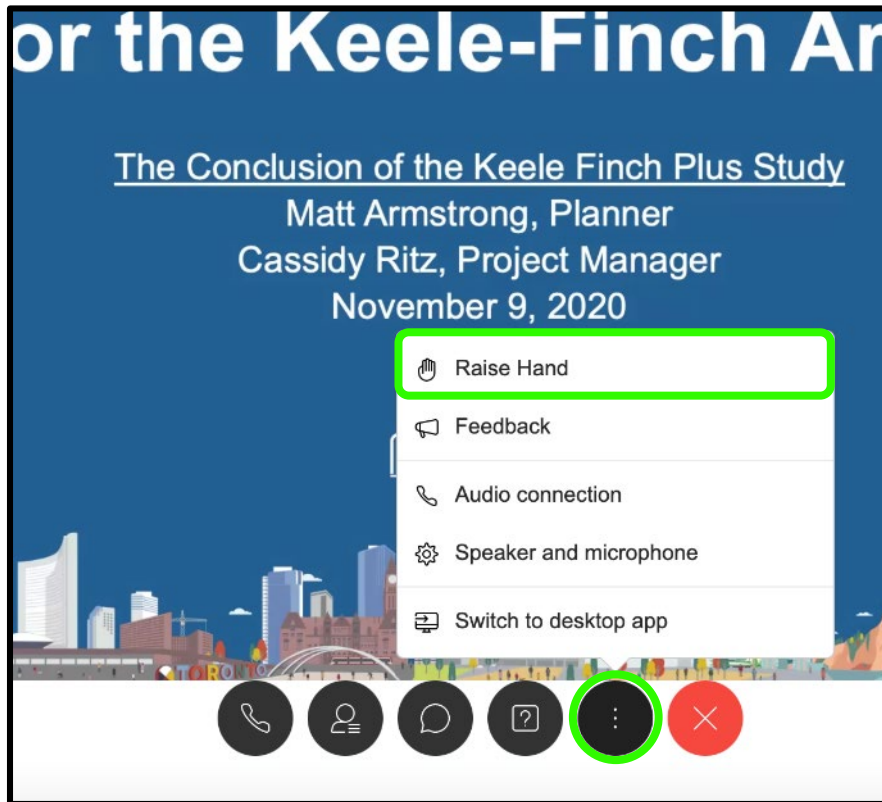
Participants Calling-in can dial *3 to raise a hand.

Q&A:

Q & A is found as an option when you click on the circle with dots. Address your question to all the panelists, using the drop down menu, on the top.

Facilitated Discussion

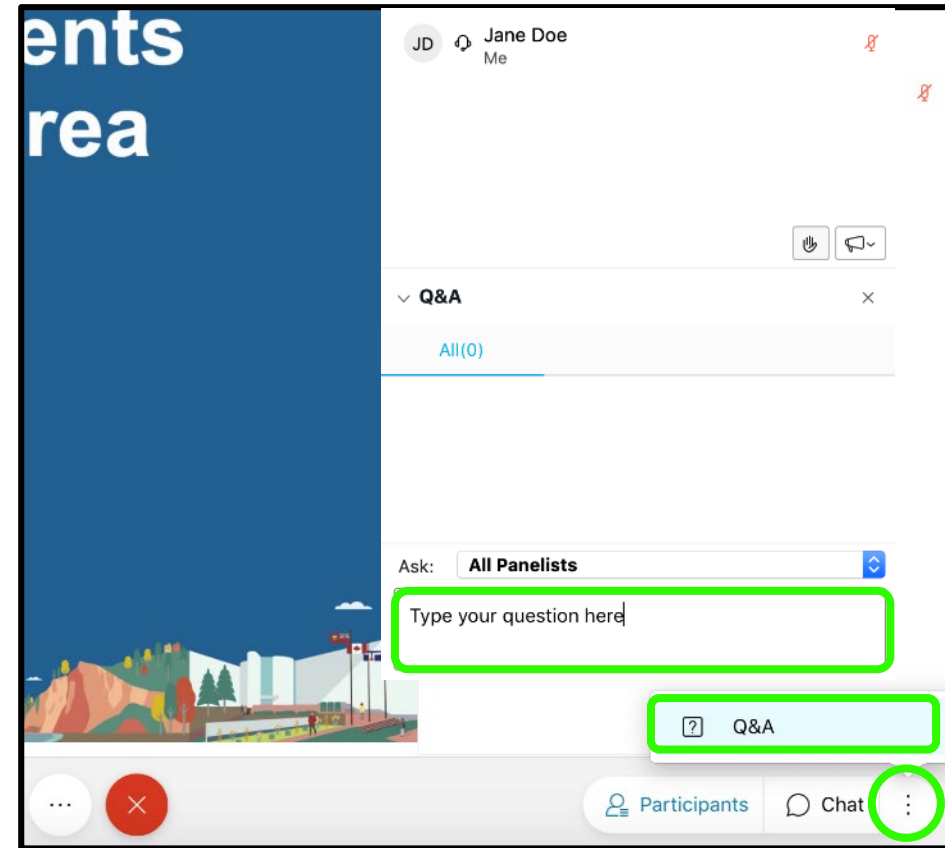
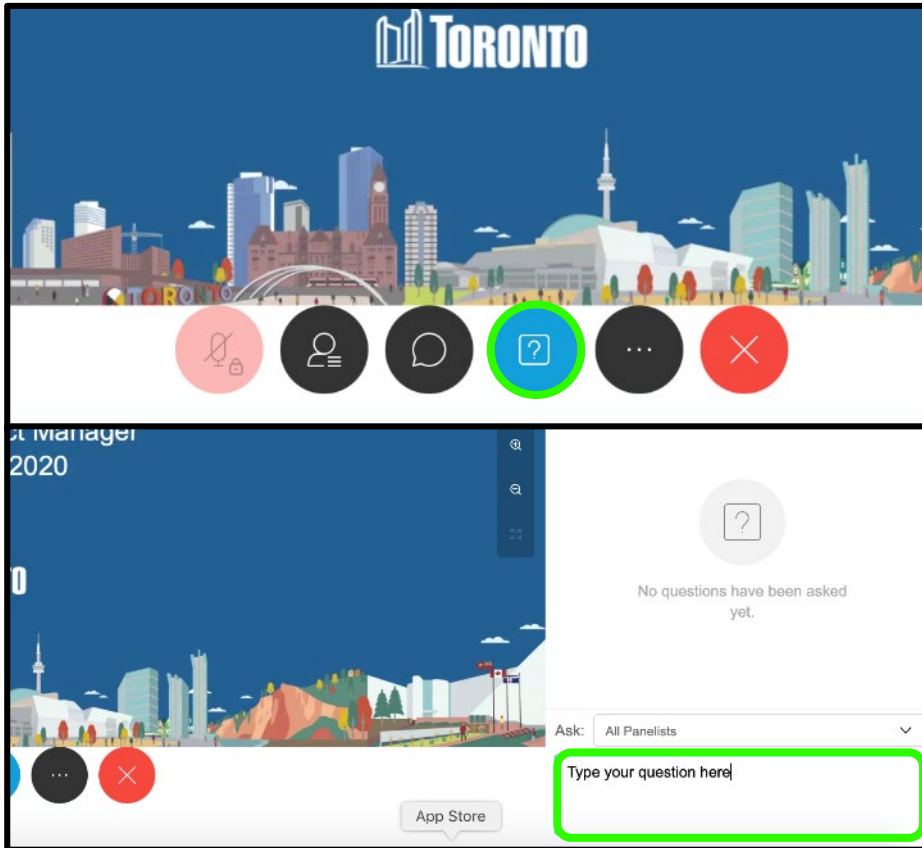
Raise your Hand to Ask a Question



Participants just on the phone or that have **Called-in** can dial ***3** to raise your hand.

Facilitated Discussion

Ask a Question using the Q and A Feature





Contact Us



Email To:

matt.armstrong@toronto.ca

Mail To:

Matt Armstrong
Planner, Community Planning
North York Civic Centre,
5100 Yonge St, Ground Floor
Toronto, ON , M2N 5V7



416-392-3521



@CityPlanTO

Thank you!

Thanks for attending!

www.toronto.ca/keelefinchplus

Determining the Public Interest

