

PH19. 1 - Attachment 2

City of Toronto By-law -2020

Authority: Planning and Housing Committee Item ##,
adopted by City of Toronto Council on _____, 2020

CITY OF TORONTO

Bill

By-law _____ - 2020

To adopt Amendment 483 to the Official Plan for the City of Toronto respecting lands generally bounded by Black Creek Valley to the west, the Murray Ross Parkway and The Pond Road east of Keele Street to the north, the Employment Areas, rail corridor and Ceramic Road to the east, and Ashwarren Road and Derrydown Road to the south.

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c. P.13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment 483 to the Official Plan is adopted pursuant to the *Planning Act*, as amended.

Enacted and passed on *month, day, year*.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

AMENDMENT 483 TO THE OFFICIAL PLAN

LANDS GENERALLY BOUNDED BY BLACK CREEK VALLEY TO THE WEST, THE MURRAY ROSS PARKWAY AND THE POND ROAD EAST OF KEELE STREET TO THE NORTH, THE EMPLOYMENT AREAS, RAIL CORRIDOR AND CERAMIC ROAD TO THE EAST, AND ASHWARREN ROAD AND DERRYDOWN ROAD TO THE SOUTH.

The Official Plan of the City of Toronto is amended as follows:

1. Map 16, Land Use Plan, is amended by re-designating lands shown on Schedule "1" from *Utility Corridors* to *Parks and Open Space Areas – Parks*.
2. Map 3 of the Official Plan, Right-of-Way Widths Associated with Existing Major Streets, is amended by designating the planned right-of-way of:
 - a) Finch Avenue West, from west of Sentinel Road to Romfield Lane, to 40 metres, including the addition of "40 metres" within the map legend; and
 - b) Finch Avenue West, from Romfield Lane to Tangiers Road, to 42 metres, including the addition of "42 metres" within the map legend.
3. Schedule 1, Existing Minor Streets with Right-of-Way Widths Greater Than 20 Metres, is amended by replacing "To: Ceramic Road" in the following row, with the following:

Street Name	From	To	Planned Right-of-Way Width
Toro Rd	Keele St	Street Terminus	27

4. Schedule 1, Existing Minor Streets with Right-of-Way Widths Greater Than 20 Metres, is amended by adding the following:

Street Name	From	To	Planned Right-of-Way Width
Alexdon Road	Finch Avenue West	Toro Road	27
Lepage Court	Keele Street	Ceramic Road	27

5. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by deleting the following row from Schedule 2:

Street Name	From	To
Murray Ross Pkwy Extension	Keele St	Tangiers Rd Extension

6. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by deleting "To: Petrolia Road" and replacing with the following:

Street Name	From	To
Tangiers Road Extension	Finch Avenue West	The Pond Road

7. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding new planned but unbuilt roads:

Street Name	From	To
New Link 1	Derrydown Road	Terminus of Fountainhead Road
New Link 2	Sentinel Road, running west, north of Fountainhead Park	Finch Avenue West
New Link 3	Paulvale Crescent	Romfield Drive
New Link 4	Romfield Drive	Keele Street
New Link 5	Keele Street	New Link 6
New Link 6	Finch Avenue West	Terminus of Toro Road
New Link 7	Finch Avenue West	New Link 5
Tangiers Road South	Tangiers Road	Lepage Court

Street Name	From	To
Extension		
New Link 8	Toro Road	Alexdon Road
New Link 9	Finch Avenue West	Tangiers Road
New Link 10	Keele Street	Tangiers Road Extension
New Link 11	Keele Street	Tangiers Road Extension
Murray Ross Parkway Extension	Murray Ross Parkway Terminus	Niska Road

8. Chapter 6, SECONDARY PLANS, is amended by adding Section 44, Keele-Finch Secondary Plan as shown in the attached Schedule "I" and Map 35, Secondary Plan Key Map is amended to include Section 44, Keele-Finch Secondary Plan.

Schedule “2” to Official Plan Amendment No. 483

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KEELE FINCH SECONDARY PLAN

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1. INTRODUCTION

The Keele Finch area has undergone a series of transformative changes: from farmland in the 1940s, to heavy industry east of Keele Street beginning in the 1950s, and planned suburban communities west of Keele Street into the 1960s and 1970s. Nearby York University has transformed substantially since its founding in 1959, and its continued expansion is anticipated. Today, people generally live west of Keele Street in Neighbourhoods and Apartment Neighbourhoods, and work east of Keele Street in a large Employment Area.

Residents in the area benefit from nearby assets such as York University, local shopping and jobs. Residents also enjoy access to Major Open Spaces, such as the green natural areas and trails of Black Creek Valley, and the open meadows, trails and allotment gardens within the Finch Hydro Corridor.

Workers are employed in industrial, office, commercial, warehouse, retail and other businesses, which are mainly located in the Employment Area east of Keele Street. The availability of jobs a short distance away from where people live is a community asset, but one that also needs to be managed carefully to ensure compatible development and an improved public realm.

Light Rail Transit (LRT) along Finch Avenue West, west of Keele Street, will connect with the Finch West subway station at Keele Street and Finch Avenue West. The subway and LRT sets the stage for the area's next transformation, which will build on the area's existing valued features and be guided by this Secondary Plan.

The Major Open Spaces of Black Creek Valley and the Finch Hydro Corridor will be improved through stewardship and additional formal crossings. These new crossings will also weave communities together physically and socially. Similarly, new streets and safer, more comfortable crossings will better connect the Employment Area east of Keele Street to the residential areas to the west.

The Keele Finch area will evolve into a mixed-use destination with additional opportunities for retail and service amenities to serve residents and workers. The employment areas east of Keele Street will evolve to attract new investment and more jobs with the advantage of being located near higher-order transit. Multi-storey commercial development will accommodate new offices, services and businesses at Keele Street and Finch Avenue West.

New residential development will provide the opportunity for a wide variety of housing types and tenures. Taller buildings centered around Keele Street and Sentinel Road will transition down in height and scale toward low-rise residential areas and with distance from transit stations.

This Secondary Plan is intended to ensure a high quality of life for existing and future residents and workers in vibrant and complete communities. It enables growth with transit while improving connectivity, enhancing the identity of the area, and elevating the area into a destination for locals and visitors to enjoy. It complements and builds on the City's Official Plan, which will continue to apply and provide direction for key aspects such as affordable housing, cultural heritage and archaeology, and protecting the natural environment.

This Secondary Plan provides for an estimated population of 20,500 to 25,000 people, with the potential for an additional 2,500 to 4,000 people when additional height in the Potential Additional Height Zones can be supported and impacts to the Downsview Airport are addressed. The area will also provide for up to 25,000 jobs.

2. OBJECTIVES

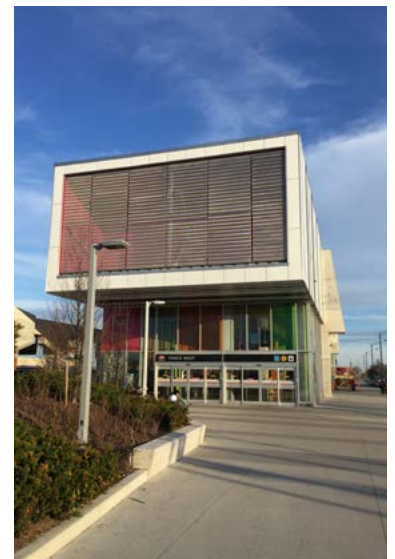
The arrival of higher order transit is a driving force behind the area's planned transformation. This presents an opportunity to achieve many city building objectives such as a broader range of uses in the area, the creation of an urban place, employment growth, and a diverse local economy. The objectives are nested within five thematic areas that will guide development and public works in the Secondary Plan area: Growing with Transit, Identity, Livability, Connectivity and Resiliency.

2.1. GROWING WITH TRANSIT

Growing with Transit is about leveraging investments in higher-order transit infrastructure by enabling intensification, development and city building opportunities, and increasing transit ridership. This includes opportunities for creating a high density, mixed-use community and reinvigorating office/employment areas, all within a short walking distance of higher-order rapid transit. Development within the Secondary Plan area will be transit-supportive.

POLICIES

- 2.1.1. Development and public works will leverage the investments in transit and be transit-supportive by:
- a. ensuring development is provided in a compact built form;
 - b. providing convenient access and connections to transit stops from the surrounding area;
 - c. ensuring a broad mix of land uses, including residential and non residential uses, are provided in appropriate locations;
 - d. supporting the evolution of the area into an urban place with well-proportioned buildings lining streets and activity at street level while retaining and enhancing the green, landscaped character prevalent throughout the area;
 - e. encouraging development in the Nodes and along Corridors at densities that support employment uses and respects and reinforces nearby low-scale neighbourhoods;
 - f. fostering a diverse economy with a wide variety of employment uses and supporting industrial operations while allowing for compatible growth that appropriately mitigates any adverse impacts;
 - g. aligning parking provisions to a transit-supportive environment, including siting and designing parking facilities to improve the quality of the area; and
 - h. ensuring public works are designed to provide safe, reliable and efficient transit operations.



An image of the new Finch West Subway Station

2.2. IDENTITY

Identity refers to the look, feel and character of the area. The Keele Finch area will by and large have an urban identity with some areas having a character that capitalizes on and enhances existing assets. At the heart of this urban identity are welcoming and animated spaces for gathering where diverse groups of people can celebrate life, socialize and linger.

POLICIES

- 2.2.1. Development and public works will contribute to an attractive and distinct identity by:
 - a. creating a safe public realm that supports active transportation with a strong sense of place;
 - b. ensuring the design of streets reflect the importance of streets as civic and public spaces;
 - c. ensuring that the area's distinctive features and assets are retained and enhanced, including natural, park and cultural heritage features, including the Black Creek Valley, the Finch Hydro Corridor and Fountainhead Park, as well as distinctive streets, such as the tree lined, multi-modal gateway street Sentinel Road;
 - d. taking advantage of the area's proximity to York University and the industrial and employment uses east of Keele Street; and
 - e. capitalizing on the area's topography and cultural heritage in recognition of the area being at one of the highest elevations in Toronto and its proximity to the river valley.



The allotment gardens in the Finch Hydro Corridor with the University City/ Four Winds Apartment Neighbourhood in the background

2.3. LIVABILITY

Livability is about creating places that are desirable to live, work, learn, play, visit, and invest in. It is about improving the quality of life of all people living and working in the Keele Finch area, including existing and new residents and workers, and improving the built and natural environments. Livability also means people of all ages, incomes and abilities have convenient and walkable access to their daily needs and basic amenities.

POLICIES

- 2.3.1. Development and public works will support livability by:
 - a. ensuring that the necessities for daily living to support complete communities are provided in tandem with growth, such as, but not limited to, grocery stores, restaurants, offices, shops, parks, community gathering spaces, child care facilities and other daily amenities;
 - b. providing space that is accessible and affordable for people to live and work in and to provide opportunities for community service organizations and not-for-profits;
 - c. ensuring transit-supportive neighbourhoods that are appropriately scaled to create distinct areas and in a form that contributes to a vibrant public realm; and

- d. promoting architectural excellence that provides high-quality, safe and comfortable living and working spaces for people.

2.4. CONNECTIVITY

Connectivity is about fostering the movement of people and goods safely, sustainably and efficiently throughout the area. It is about improving existing streets and creating new connections to enhance access and comfort for all modes of transportation. It is also about creating a connected system of parks and other public spaces seamlessly integrated with the area's mobility system. A well connected area removes barriers, reduces the time and effort required for people to travel to and from destinations, and creates vibrant, healthy and resilient places.

POLICIES

- 2.4.1. Development and public works will ensure that the area is well connected by:
 - a. reducing the size of blocks and filling in gaps to create walkable development blocks framed by buildings and to create walkable areas and support active transportation;
 - b. creating a legible and finer grid of public streets and connections by increasing street connections and other connections in and through the area and to local destinations, including linkages to transit stations;
 - c. formalizing existing connections that are currently used by people to get to and from their destinations and that represent key desire lines;
 - d. making walking and cycling more pleasant with wider sidewalks, greening and other public realm improvements within streets and other connections and ensuring safe and convenient cycling infrastructure connected to the broader system; and
 - e. providing new public parks and other public open spaces of all sizes throughout the area and linking these spaces to the broader public realm system.

2.5. RESILIENCY

Resiliency is about reducing vulnerability and adapting to the key challenges of the 21st century. It is also about ensuring the Keele Finch area and Toronto can flourish in the face of extreme weather, climate change, social and economic inequality, affordability and aging infrastructure.

POLICIES

- 2.5.1. Development and public works will contribute to enhancing resiliency by:
 - a. providing green infrastructure, where possible, to support managing water in a more natural way and to beautify the area;

- b. building a multi-modal mobility system where people want to walk, cycle and take transit to their destinations and to decrease the reliance on personal automobile use;
- c. increasing biodiversity, preserving and enhancing green spaces and protecting and/or expanding the area's tree canopy;
- d. ensuring sufficient housing and a range of housing types and tenures is built and retained to meet varied needs of current and future residents, and people of all ages, incomes and abilities;
- e. reducing disparities and providing economic opportunity to provide local employment, support small businesses and build community wealth;
- f. utilizing Local Community Agreements for major capital works, where possible, to support employment, apprenticeships, and other local capacity building opportunities. New development should likewise include Local Community Agreements;
- g. using sustainable building materials; and
- h. ensuring buildings are designed with adaptive re-use in mind to avoid the waste and pollution of new production for building and construction materials.

Local Community Agreements

Development should include benefits for the communities which are impacted by growth, including: jobs, employment training or apprenticeships, business opportunities and/or capacity building opportunities. These social and economic benefits from the investment being made generally form Local Community Agreements, intended to address interests of people who are not already benefiting from economic growth, such as young workers, newcomers, foreign-trained professionals and low-income communities. These Agreements should be used for major capital works and new development in the area.

3. AREA STRUCTURE

The Keele Finch Secondary Plan Boundary is shown on Map 1. Development in the Keele Finch area will be structured and organized around two *Nodes*, a series of *Corridors*, and distinct *Neighbourhood Districts* as shown on Map 2, Area Structure. *Nodes* are compact areas where more intense density, use and activity will occur. *Corridors* are oriented along *Major Streets* that extend from the *Nodes*, offer a diversity of uses, and will develop at a lower-intensity than the *Nodes*. *Neighbourhood Districts* are existing areas where incremental and compatible infill development and intensification may occur at appropriate locations.

The Area Structure focuses different types of development and levels of intensity and scale toward appropriate areas – including near transit stations and stops. At the same time, it also provides for appropriate transitions to lower-scale areas and compatible development within Keele Finch's diverse *Neighbourhood Districts*.

3.1. NODES

The Area Structure identifies two *Nodes*. The *Keele Finch Node*, centred on Keele Street and Finch Avenue West, will be the main focus for development and a destination for shopping, dining, employment and recreation. It will be a hub of activity that supports high levels of job growth and social interaction. The *Sentinel Node*, centred on Sentinel Road and Finch Avenue West, will provide additional housing opportunities, supported by retail and service uses, and will extend the treed, green landscape character of the adjacent Black Creek Valley and *Fountainhead Neighbourhood District*.

POLICIES

- 3.1.1. Development in the *Nodes* will prioritize active transportation, and result in grade-related activity along streets and public spaces and public realm improvements that contribute to a lively urban environment and allow people to easily move in and through the area.
- 3.1.2. The *Keele Finch Node* will develop as the area's primary centre and a shopping, arts, dining and entertainment destination for area residents, visitors and workers. It will have a mix of uses with a high concentration of employment through the creation of an office and employment cluster along Tangiers Road and retail and service uses integrated in mixed-use or commercial buildings. This *Node* is a focus for development and will also feature new parks and open spaces. Sites at the intersection of Keele Street and Finch Avenue West will have the highest intensity and scale. Buildings will transition down in intensity and scale away from the intersection.
- 3.1.3. The *Sentinel Node* will develop as a community destination that showcases the area's parks, open spaces and natural areas and retains and expands the green landscaped character of the *Node*. This *Node* provides opportunities for residential intensification, along with new or improved community facilities, and neighbourhood-serving shops and services. This *Node* will act as a community focal point and offer local residents economic opportunities with incubator spaces.



An image near the Fountainhead Neighbourhood District in the Sentinel Node with its treed, green landscaped character.

3.2. CORRIDORS

The Area Structure identifies four Corridors that will have a high-quality public realm framed with building edges at good proportion. Each Corridor addresses its local context and adjacent uses, and plays a different role in supporting the overall Area Structure and Secondary Plan.

POLICIES

- 3.2.1. Development in the *Corridors* will have a lower intensity and scale than in the *Nodes*. Building scale will support establishing a consistent low- or mid-rise character depending on the *Corridor* and support a diversity of housing types. They also provide transition to low-scale areas outside of the *Nodes* and *Corridors*.
- 3.2.2. The *Finch West Corridor* is bookended by the two *Nodes* and will support overall intensification objectives in the area and diversifying the area's housing stock. The area will have a generous green landscaped character and accommodate new residential uses in more intense low-rise building types, such as townhouses and low-rise apartment buildings, and provide opportunities for small, neighbourhood-oriented shops, cafes, local institutional uses and other amenities.
- 3.2.3. The *Keele South Corridor* will evolve into a retail main street that complements the *Keele Finch Node*. The west side of this *Corridor* will have a concentration of residential uses in mid-rise buildings and retail and service uses at grade. The east side of this *Corridor* will continue to be an important employment spine with retail uses at grade to support an animated and activated public realm and provide amenity for area workers.

- 3.2.4. The *Finch East Corridor* will have a concentration of light industrial, retail and office uses in multi-storey buildings designed to be adaptable to accommodate other uses over time. This *Corridor* will provide a finer-grain of public streets to support a walkable area with landscaped streetscapes and buildings framing the public realm. Buildings will be provided in a compact built form at a lower-scale than the *Keele Finch Node* to accommodate the area's employment function and support economic investment and opportunity. To support growing the industrial base, larger building footprints are permitted where minimum height requirements are addressed.
- 3.2.5. The *Keele North Corridor* will be the area's warehouse, retail and industrial district with new employment uses along the east side of Keele Street that are compatible with York University to the west and nearby heavy industries while improving the street edge along Keele Street with street trees and other landscaping. This *Corridor* will act as an attractive visual buffer and interface to the industrial operations to the east for the planned community on the west side of Keele Street.

3.3. NEIGHBOURHOOD DISTRICTS

The Area Structure identifies five *Neighbourhood Districts*, each with their own distinct character and qualities, which contribute to the area's housing diversity.

POLICIES

- 3.3.1. New development in *Neighbourhood Districts* will retain and enhance character-defining features and attributes, and respect and reinforce the siting, scale, and/or massing of existing buildings.
- 3.3.2. *Fountainhead Apartment Neighbourhood* is a tower-in-the-park neighbourhood adjacent to Black Creek Valley that has a green landscape character and forested setting with a robust, mature tree canopy providing opportunities to connect with nature. New, infill pavilion-style mid-rise buildings and the potential for taller buildings located nearest Sentinel Road support this Plan's intensification objectives. New infill buildings will generally be sited where existing surface parking is located, contribute to improved amenity for residents, limit the need to remove existing trees, and limit shadows on the public realm.
- 3.3.3. *University City/Four Winds Apartment Neighbourhood* is a tower-in-the-park neighbourhood that dates to the late 1960s. It has a series of pavilion-style apartment buildings at regular intervals with interspersed open spaces and townhouses generally to the south that are oriented perpendicular to the towers frame private walkway connections. Modest infill development generally in a mid-rise form in underutilized spaces and redevelopment of existing low-rise buildings may be permitted where street edges and public access are improved, new community amenity is provided and the open space system is enhanced through the retention or reconfiguration of existing open spaces.
- 3.3.4. The *Catford Apartment Neighbourhood* has an open space that is bookended on either side by existing mid-rise apartment buildings.

Tower-in-the-park

Towers-in-the-park are a form of mid- or high-rise apartment building, typically modernist in style, where the buildings are placed on large sites with generous setbacks and landscaping. These buildings are an important asset to the City as they are often rental in tenure, and often have larger and more affordable units. They also provide on-site open space amenity and landscaping. Opportunities to improve existing tower-in-the-park developments can be achieved through appropriate infill developments that include allowing for other uses in certain areas that meet residents day-to-day needs, such as small stores and cafes, better connecting sites to places of work, shopping, school or other uses, and providing formal mid-block connections while retaining the landscape setting of the sites to support more walkable and complete communities.

New mid-rise buildings that frame and animate Keele Street are permitted where the existing open space is retained and enhanced for public use including an important public trail connection. New infill buildings will be sited to limit the removal of existing trees and maintain site lines from Keele Street to Bratty Road.

3.3.5. The *Broadoaks Apartment Neighbourhood* is characterized by a dense stand of mature trees that is part of the Natural Heritage System and apartment buildings setback from streets with mature trees and landscaped edges. Modest intensification opportunities for new low-rise buildings within the interior of this neighbourhood area are permitted.

3.3.6. The *Derrydown Neighbourhood* is an existing low-rise neighbourhood with large lots capable of accommodating low-rise intensification using sympathetic building forms, architectural detailing and massing while reinforcing existing front yard setbacks. New buildings will emphasize housing instead of garages, promote interaction with the street, and provide more soft landscaping and less pavement in front yards.

Neighbourhood unit

The *Broadoaks, Catford and Derrydown Neighbourhood Districts* and the balance of the neighbourhood on the west side of Keele Street was part of a mid-century subdivision in a 'neighbourhood unit' form.

A 'neighbourhood unit' is a planning model originally devised in the early 1900s. Typically, a neighbourhood unit is bounded by arterial streets, has parks and schools at its centre, and shops and apartments at the periphery. The goal is to create community-centric neighbourhoods while keeping through traffic and commercial traffic outside of the neighbourhood unit. Early neighbourhood units typically had curving streets that connected directly to the arterial network. Mid-century neighbourhood units are larger in area and have less connectivity to the surrounding street network. The local street networks are also often circuitous.

4. LAND USE

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 the significant employment and industrial base east of Keele Street. This combination of land uses is emblematic of Toronto's diverse land base, offering robust, existing conditions to build upon. The area is further enriched by new higher-order transit infrastructure, presenting an exciting opportunity to foster growth, place-making, community building and deliver other key city-building objectives.

The more detailed land use direction for the Keele Finch area in this Secondary Plan provides a balance of both residential and non-residential growth. Land use designations are shown on Map 3, Land Use Plan, and build upon the land use designations in the Official Plan. Requirements for active, at-grade retail fronting onto Major Streets and in other locations will sustain activity and animate the public realm. The economic and business functions of the diverse industrial base east of Keele Street will be preserved and expanded, ensuring that the area remains economically competitive and prosperous. The interface between the residential and employment areas will be carefully managed to support continued industrial growth and high-quality living and working environments.

As the Keele Finch area continues to grow and evolve, the elements of a complete community will be provided in parallel with growth. A complete range of community services, housing, shopping and economic opportunities and parks and open spaces will be accessible in a short walking distance, allowing residents and workers to meet their everyday needs and fostering active, social places that people choose to spend time in.

4.1. LAND USE PERMISSIONS

POLICIES

Mixed Use Areas

- 4.1.1. *Mixed Use Areas A* are areas where a diverse range of uses are permitted and desired to leverage transit investment and provide live, work and play synergies. A mix of land uses and active-uses at grade will foster a rich pedestrian experience and animate the public realm. Permitted uses include residential uses, office uses, hotels, retail and service uses, institutional uses, media uses such as production studios, cultural, recreational and entertainment uses, and parks and open spaces. Vehicle-related uses are not permitted.
- 4.1.2. *Mixed Use Areas B* will serve as a catalyst for job growth and street level activity by creating a new office cluster in single- or multiple-use buildings. Permitted uses include office, retail and service uses, non sensitive institutional uses, media uses such as production studios, cultural and entertainment uses, and parks and open spaces. Residential and other sensitive uses are not permitted in *Mixed Use Areas B*. Vehicle-related uses are not permitted.
- 4.1.3. *Mixed Use Areas C* will enhance housing diversity and choice in the Keele Finch area through low-rise residential intensification. Uses that meet the needs of local residents are also permitted, and consist of small-scale retail and service uses located on the ground floor of buildings, institutional and cultural uses, and parks and open spaces.

Employment Areas

- 4.1.4. *General Employment Areas* permit a broad mix of employment uses in a compact built form and that are compatible with surrounding communities, creating corridors of economic and business activity fronting *Major Streets*. Retail, restaurant and services uses at grade fronting on *Major Streets* are encouraged and/or required to facilitate a vibrant and dynamic public realm and to provide amenity for the broader *Employment Area*. Only the following uses are permitted in *General Employment Areas*:
- a. Office uses;
 - b. Light industrial uses and wholesaling;
 - c. Media uses such as production studios;
 - d. Research and development facilities;
 - e. Information and technology facilities;
 - f. Industrial trade schools;
 - g. Utilities located within an enclosed building;
 - h. Public transportation uses;
 - i. Vertical agriculture;
 - j. Storage, except outdoor storage and self-storage warehouses which are not permitted;

- k. Parks and open spaces; and
- l. Restaurants, retail and service uses.

For added clarity, vehicle-related uses are not permitted in *General Employment Areas*.

- 4.1.5. Notwithstanding Policy 4.1.4 a. above, major office uses with a gross floor area greater than 6,000 square metres are not permitted on lands north of Murray Ross Parkway fronting the Tangiers Road extension.
- 4.1.6. *Core Employment Areas A* will support dynamic and sustainable employment growth through a range of employment and light industrial uses. All uses permitted in Policy 4.1.4 are permitted in *Core Employment Areas A* except for the following:
 - a. Restaurant and service uses must be small-scale. Service uses must be locally-serving and support employment functions and workers; and
 - b. Retail uses must be small-scale and must be ancillary to and on the same lot as the principal permitted uses.
- 4.1.7. *Core Employment Areas B* will support job diversity and growth by preserving and expanding the economic functions of existing employment lands including light and medium industrial uses. Medium industrial uses and all uses permitted in Policy 4.1.6 are permitted in *Core Employment Areas B*.

Apartment Neighbourhoods

- 4.1.8. *Apartment Neighbourhoods* are existing residential areas comprised primarily of residential uses. Local institutional uses, cultural uses, and parks and open spaces are also permitted. Grade-related locally-serving retail and service uses on the first floor of buildings are permitted.

Neighbourhoods

- 4.1.9. *Neighbourhood* designated lands 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. Additionally, locally-serving institutional uses, and parks and open spaces are permitted.

General

- 4.1.10. Renewable and cogeneration energy facilities are permitted and encouraged in all areas subject to meeting standard conditions as set out in the Zoning By-law.
- 4.1.11. Some of the land uses identified above have the following meanings:
 - a. "Light industrial uses" are uses capable of coexisting in close proximity to sensitive land uses and include a range of manufacturing, industrial, warehousing and other compatible employment uses within enclosed buildings. Light industrial uses will contribute to the creation of dynamic and sustainable employment in innovative manufacturing and production sectors such as, but not limited to, publishing, audio visual, arts, fashion, and other emerging green and creative industries.

Locally-serving neighbourhood uses

Locally-serving neighbourhood uses are uses that directly serve residents in the area allowing them to meet their daily needs such as small-scale convenience stores, grocery stores, cafes, restaurants, offices excluding medical offices, and shops. These uses also provide opportunities for residents and newcomers to establish small businesses, local start-ups and other entrepreneurial initiatives. Other locally-serving neighbourhood uses include institutional uses that meet people's social needs and enhance community well-being, such as schools, child care centres and places of worship.

- b. "Medium industrial uses" are uses that should be separated and/or buffered from sensitive land uses and include a range of manufacturing, industrial, warehousing and other compatible employment uses, such as shipping terminals, primarily within enclosed buildings and may require a limited part of their operation outdoors or require outdoor storage.
- c. "Vehicle-related uses" include, but are not limited to, drive through facilities, passenger terminals, public parking consisting of surface parking lots, vehicle dealerships, vehicle depots, vehicle fuel stations, vehicle repair shops, vehicle service shops and vehicle washing establishments.

4.2. LAND USE COMPATIBILITY

A key strength of the Keele Finch area is the concentration of employment uses east of Keele Street. However, the interface between heavier industrial uses and mixed-use and residential areas needs to be carefully managed to ensure high-quality living and working environments for people and ensure the continued viability and longevity of the *Employment Area*. The Secondary Plan has been prepared taking into consideration noise, air quality and safety impacts from industrial operations in the area.

POLICIES

- 4.2.1. As part of a complete application for proposals in *Mixed Use Areas A* designated lands east of Keele Street and comprised of residential or other sensitive uses, a site-specific detailed Noise Study considering stationary sources will be required to verify noise is within respective provincial limits. If noise limits are demonstrated to exceed respective provincial limits, source and/or site receptor mitigation measures may be required at the expense of the applicant.
- 4.2.2. Air Quality Assessment Studies as part of complete applications for developments containing residential uses or other sensitive uses may be required. The scope of the studies will include at a minimum:
 - a. ambient air quality monitoring at the receptor site both at ground level and at heights where air intake equipment will be located;
 - b. a statistical summary of local ambient monitoring station data and/or a detailed examination of neighbouring industrial facilities to determine contaminants and actual impacts;
 - c. a summary and assessment of impacts; and
 - d. the identification of any required mitigation measures that will be employed at the expense of the development proponent to reduce impacts.

Additional requirements for the studies may be identified at the time of an application. Pre-application meetings will be encouraged to assist in determining the scope of the studies in advance of an application.
- 4.2.3. New medium or heavy industrial operations within the vicinity of residential and mixed-use residential areas will be required to submit a detailed Noise Study and Air Quality Assessment Study,

Existing Noise, Air Quality and Safety Conditions

Generally, existing noise impacts from industrial operations have been shown to be within acceptable limits set out by the Province. More detailed noise studies or noise verifications reports for developments with sensitive uses may be required at the time of rezoning or site plan control or as part of removing a holding provision to ensure appropriate mitigation is provided at the expense of the development proponent.

A screening-level and cumulative assessment of air quality impacts from existing industrial operations using publicly-accessible information from provincial Environmental Compliance Approvals was undertaken. The assessment concluded that certain contaminants released from multiple operations in the area have the potential to cumulatively exceed provincial and/or federal benchmarks for air quality. The assessment recommended that more detailed Air Quality Impact Assessments should be required at the development review stage to determine impacts of certain contaminants and recommend mitigation measures to address air quality. Assessments should include detailed analysis of air quality at the proposed development location and at heights indicative of air handling units.

The operation of the important fuel distribution terminals within and adjacent to the Secondary Plan area has the possibility to pose a safety concern related to a potential worst-case emergency situation. While the fuel distribution terminals and City have well-established practices and procedures in place to mitigate emergency situations, a combination of land use restrictions, separation distances from fuels storage tanks, detailed Risk Assessments at the development review stage, and/or an evacuation or shelter-in-place alert system(s), should be implemented for lands east of Keele Street and located within the vicinity of the fuel distribution terminals.

or other environmental reports as appropriate, at the development review stage and implement appropriate source mitigation measures to reduce/minimize impacts of the industrial operations. Noise attenuation walls adjacent to public streets will be avoided. Where a noise attenuation wall is unavoidable, it will be attractive and contribute to a high-quality public realm.

4.2.4. Development within 270 metres of a fuel storage tank will be required to have an evacuation or shelter-in-place alert system established in coordination with the fuel distribution facilities.

4.2.5. For development within 175 metres of a fuel storage tank, a detailed Risk Assessment is required to demonstrate that low- or more-intensive employment uses are appropriate including any receptor or source mitigation measures required to support the development. The detailed Risk Assessment will include an updated consequence analysis and a frequency analysis. The frequency analysis will address the following subject to the exchange of relevant information from respective fuel distribution terminal operations and appropriate measures to protect confidentiality:

- a. a historical data analysis to inform the frequency of the worst case event identified in the consequence analysis;
- b. a fault tree analysis which assesses all causes that could lead to the worst-case event;
- c. an event tree analysis which examines responses to actions associated with a fault tree;
- d. a human reliability analysis which examines human responses to emergency situations; and
- e. an external events analysis which considers non-facility influences on operations such as natural disasters.

4.2.6. Where a Noise Study, Air Quality Assessment Study or detailed Risk Assessment is required, the City may retain a qualified consultant at the expense of the applicant to complete a peer review. For proposals consisting of residential uses or other sensitive uses, the City will also consult with area industrial operators and provide the study or studies, where applicable, for their review and comment.

4.2.7. Suitable warning clauses will be included in Offers of Purchase and Sale, lease/rental agreements and condominium declarations, including but not limited to, advising purchasers and future occupants of:

- a. the proximity of heavy industrial uses with associated heavy truck traffic; and
- b. the proximity of the Downsview Airport and potential impacts.

4.2.8. The requirement for suitable warning clauses will be secured in municipal agreement(s), such as Plan of Subdivision, Consent, Site Plan or Plan of Condominium, associated with development approvals. The warning clause for the proximity of the Downsview Airport will be required where a development is approved until such time as the airport operation cease.

Noise and air quality sensitive land uses

The NPC-300 Guidelines defines a noise sensitive land use to mean a property of a person that accommodates a dwelling and includes a legal non-conforming residential use, a noise sensitive commercial purpose, such as a hotel, or a noise sensitive institutional purpose, such as public schools and child care centres.

From a land use planning perspective, a noise sensitive land use may be comprised of spaces that are noise sensitive and spaces that are not noise sensitive. The outdoor living area associated with a noise sensitive land use is considered a noise sensitive space.

A land use that would normally be considered noise sensitive, such as a dwelling, but is located within the property boundaries of the stationary source is not considered a noise sensitive land use.

A sensitive receptor for air quality is defined by the Ministry of Environment, Conservation and Parks in O. Reg. 419/05, Section 30(8) as a:

- place of residence;
- child care facility;
- health care facility;
- senior citizen's residence;
- long-term care facility; or,
- school including learning institutions such as universities and colleges.

Class 4 areas

Class 4 Areas, identified in the NPC-300 Guidelines, as amended from time to time, means an area or specific site that would otherwise be defined as Class 1 or 2 and which: is an area intended for development with new noise sensitive land use(s) that are not yet built; is in proximity to existing, lawfully established stationary source(s); and has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. Areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas. Class 4 areas may be identified by Council resolution.

4.3. RETAIL AND ANIMATION

A diverse mix of retail and service uses on the ground-floor contributes to animated and active streets.

On Keele Street, south of Finch Avenue West, a retail street is planned with an improved public realm. Retail and service uses are required on the ground-floor on both sides of the street. A rhythm of narrow storefronts is envisioned, with some larger spaces to accommodate a range of uses and a vibrant retail sector. Retail and service uses will also be concentrated at the intersection of Keele Street and Finch Avenue West, providing easy access to daily needs, including a grocery store, for people commuting and transferring between transportation modes.

Retail and service uses are also required at the intersection of Sentinel Road and Finch Avenue West to offer local amenity near the transit station. In other areas, ground floor space for retail and service uses should be provided, or protected for, to offer flexibility to extend retail streets as market conditions allow. Additionally, small-scale, flexible spaces are supported throughout the area to foster affordable commercial units for new businesses.

POLICIES

- 4.3.1. To create and enhance an animated retail environment, locational requirements for retail and service uses at the ground floor of buildings are shown on Map 4.
- 4.3.2. Small-scale retail and service uses are encouraged throughout the Keele Finch area where retail uses and services are permitted. Small-scale retail units should not exceed approximately 100 square metres.
- 4.3.3. In *Retail Required* areas, ground floor retail, restaurant or service uses are required to ensure an active and animated retail street environment. Ground floor retail and services uses will:
 - a. generally be accommodated in small-scale units with narrow frontages that have main entrances accessed directly from the street;
 - b. be located in buildings close to the lot line or required setback to create a street edge condition conducive to pedestrians, including space for pedestrian amenity and public realm improvements;
 - c. generally create a rhythm of storefronts along the street edge, including design features that contribute to the quality and perception of the retail street, such as, but not limited to, consistency in signage locations, a high-degree of visibility into and out of the units, recessed entrances, and awnings or canopies;
 - d. be of a high-quality design with flexible space that allows for adaptability over time;
 - e. contribute to breaking up the massing of long buildings by accommodating multiple entrances to support multiple businesses; and
 - f. include some small-scale units of approximately 100 square metres on the ground floor when a retail unit greater than 1,000 square

metres is provided, and providing an optimal ground floor height to facilitate retail uses at grade that also reduces operating costs and supports a variety of retail tenants, including small businesses and local merchants.

- 4.3.4. In *Retail Permitted* areas, ground floor retail and service uses should be provided or protected for to enable the extension of retail main streets over the longer term. Ground floor retail uses will address the requirements in policy 4.3.3.
- 4.3.5. In *Small-scale Retail Permitted* areas, space for small-scale retail and service uses, such as newcomer businesses, entrepreneurial start-up businesses and incubator uses, should be provided.
- 4.3.6. Retail and service uses greater than 6,000 square metres are not permitted.
- 4.3.7. Where a retail use greater than 1,000 square metres is proposed, the design of the space should enable subdivision to accommodate a wide range of users overtime and/or the floor area should be distributed on multiple floors, or be provided on upper floors, to limit long expanses of a single use along the street.
- 4.3.8. Retail and service uses distributed on multiple floors or upper floors will have a presence at street level that should generally be no less than 15 metres in depth which would allow for a fully functioning retail unit.

5. PUBLIC REALM

The public realm will be improved and expanded to accommodate more people and increased use in a way that reflects the Plan's objectives to transform the Keele Finch area into an urban, transit-supportive place. Some improvements will come with higher-order transit investment, with further improvements to be secured through both public and private investment. In all instances, delivering a high-quality public realm will support the area's evolution as a vibrant destination in all four seasons, particularly for pedestrians, cyclists and transit users.

New development will be designed to frame the public realm at good proportion, with grade-related uses and generous landscaping to contribute to a comfortable public realm. High-quality streetscaping and active building frontages will enliven significant public streets in the Nodes and Corridors, inviting pedestrian activity to create a vibrant urban environment for residents, visitors and workers. In the Nodes, a finer grain of retail and restaurant entrances will bring about an active and vibrant pedestrian environment, where people can shop, work, dine and stroll. The Public Realm Plan is shown on Map 5, however, public realm improvements are a theme throughout the Secondary Plan.

5.1. MAJOR PUBLIC STREETS

Keele Street, Finch Avenue West and Sentinel Road are the *Major Public Streets* that define and give structure to the area and link the Keele Finch area with the rest of the city. These significant public streets are more than just movement corridors. They are prominent civic spaces and places for people to meet and socialize. The streets will be improved over time and as the area grows and evolves.

The Public Realm

The City's Official Plan defines the public realm as all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.

POLICIES

- 5.1.1. Keele Street, Sentinel Road, and Finch Avenue West are an *Area for Streetscape Improvement*, and are *Major Public Streets* that are a priority for public realm improvements. Landscaping, tree planting and active transportation amenities, including street furniture, will provide an improved public realm that reflects the streets' civic importance and contributes to the identity of the area. New, high-quality and attractive buildings will line the streets and augment the character of the streets and active transportation amenity.
- 5.1.2. Keele Street will be a scenic retail main street. It will be improved by:
- introducing dedicated cycling infrastructure;
 - providing optimal space and soil volume for tree planting and growth, bioswales and/or green infrastructure and, where possible, space to plant a double row of trees within the street right-of-way;
 - providing a wide, unobstructed pedestrian clearway within the street right-of-way that should generally be three metres in width, or greater where opportunities exist;
 - reducing vehicular lane widths where lane widths are excessive, in accordance with applicable guidelines;
 - reducing the number of vehicular lanes, where possible and supported through analysis, and/or optimizing turning lanes to reduce the amount of space required for such purposes; and
 - ensuring buildings are consistently setback from the street where retail uses are required to support a strong retail edge condition and provide space for spill-out and patios on private property.
- 5.1.3. Finch Avenue West will undergo transformation with the introduction of the Finch West LRT. A transit-right-of-way and dedicated cycling track will be introduced. Other improvements will be made to improve Finch Avenue West as part of development or public works, with the character and function of Finch Avenue West varying along its length as:
- west of Sentinel Road, the street will be a scenic street with a green landscaped character that creates a prominent green gateway and promenade to the Black Creek Valley. The street will have space and optimal soil volume to grow trees and understory plantings and support wide sidewalks;
 - between Sentinel Road and Romfield Lane, the street will have a green landscaped character and a more residential character while still providing wide public sidewalks and space for landscaping in the street right-of-way;
 - between Romfield Lane and Tangiers Road, the street will have a main street character with buildings set close to the property line, street trees, wide sidewalks and additional space at street level to accommodate pedestrians and street furniture; and
 - east of Tangiers Road, the street will be an important employment street, primarily serving office, retail, and light industrial uses.



A conceptual rendering for Keele Street at Catford Road looking north with generous pedestrian clearways, cycle tracks and wide planters/bioswales

- 5.1.4. Sentinel Road north of Finch Avenue West is a green gateway street into York University. The street will be designed and improved to accommodate a double row of street trees, wide pedestrian clearways and cycling infrastructure on both sides of the street with tree planting within a wide landscaped median. Buildings will be sufficiently setback from Sentinel Road to preserve existing mature trees and enable enhanced landscaping and tree planting.
- 5.1.5. The Keele Street and Finch Avenue West intersection at the core of the Keele Finch Node will be a vibrant place with its mix of uses, transit stations and intensity of development. Development and public works in and surrounding the Keele Street and Finch Avenue West intersection will:
 - a. ensure that high volumes of pedestrians can be safely accommodated;
 - b. include landscaping and street furniture either within or adjacent to the street; and,
 - c. provide *Gateway Public Squares* with features that emphasize the importance of this intersection.
- 5.1.6. The Sentinel Road and Finch Avenue West intersection in the Sentinel Node will be a secondary and local destination for area residents and will likewise be a vibrant place and activity node. It will have similar ground level conditions to the Keele Street and Finch Avenue West intersection with buildings built close to the lot line on the south side of Finch Avenue West providing space at street level for patios, spill-out and other activities.

5.2. MAJOR OPEN SPACES

Three existing *Major Open Spaces* within and adjacent to the Secondary Plan area provide the foundation for future greening efforts and are the area's most identifiable placemaking features. The *Major Open Spaces* are *Black Creek Valley*, the *Finch Hydro Corridor* and *Fountainhead Park*. Together, they offer a variety of landscapes, including lush green forests and valleys, grassy meadows, vegetable plots, playgrounds, and places to relax, play sports and recreate. In addition to improved connections to the surrounding area, these areas can also be enhanced through expansion, stewardship, cultural interpretation and commemoration, plantings, benches, street furniture, and programming.

POLICIES

- 5.2.1. *Black Creek Valley*, a significant natural heritage feature directly adjacent to the Secondary Plan area, will be preserved and enhanced through stewardship initiatives and new and/or improved formal crossings to support regeneration of the Valley. Additional improvements that will be undertaken over-time include, but are not limited to:
 - a. a new street crossing from Murray Ross Parkway to Niska Road will be introduced to provide improved connectivity and mobility between the neighbourhoods east and west of the Valley. The new street will be designed with naturalized features to contribute to the

revitalization of the Valley with impacts appropriately mitigated;

- b. interpretative signage, commemoration, and/or stewardship projects, in partnership with Indigenous people, that increase public awareness of the Valley's natural and cultural importance and contributes to enhancing the ecology of the Valley and supporting regeneration efforts;
- c. the conservation of existing tree and vegetative cover west of Sentinel Road through the appropriate siting of development to limit the need for removal of existing trees and ensure the long-term health of the tree canopy. Shadow impacts from development on the natural heritage system will be limited.

5.2.2. The *Finch Hydro Corridor* is a publicly-accessible, linear open space that is heavily used and traversed, and creates a green spine that connects the Keele Finch area with the city to the east and west. The City will work in partnership with applicable agencies to improve and/or expand the open space function of the *Finch Hydro Corridor*. Improvements may include, but are not limited to:

- a. new native plantings to enhance the meadow landscape and where restoration is required as a result of pipeline maintenance or replacement or hydro-electric infrastructure maintenance;
- b. improved conditions along Four Winds Drive such as introducing a pedestrian walkway or multi-use trail, including formalized cycling and trail connections, replacing perpendicular parking with parallel on-street parking, and enhancing pedestrian facilities to ensure safe north-south pedestrian crossings including traffic calming;
- c. expansion of the space provided for allotment gardening and the provision of other community-oriented programming provided they do not impact the primary purpose of the corridor which is the transmission of electricity; and
- d. additional interpretive signage, markers and features that recognizes Indigenous people. This may include plaques, imagery, symbols, landscaping, historic interpretation or public art.

5.2.3. The trail, including the Huron-Wendat Trail, located within the *Finch Hydro Corridor* is an important active mobility and green corridor connecting to the *Black Creek Valley*. It also links the Keele Finch area with the broader city to the east and west and contains allotment gardens that are valued and heavily used by the community. Additional and improved pedestrian and cycling connections through and across the Finch Hydro Corridor are identified on Map 5.

5.2.4. *Fountainhead Park* is the area's largest public park. Improvements will be undertaken to improve the utility of the park, provide enhanced programming and provide additional space for community gatherings and events. The City will improve the park and expand it where feasible.

5.2.5. The new local street to the north of *Fountainhead Park* will have an integrated design with the park. The full length of the street is only intended to provide local vehicular access and will be designed to prioritize pedestrians and cyclists or as a shared street.



A conceptual rendering of the northern edge of Fountainhead Park looking west with a new shared street, grade-related building frontages and enhanced park programming

5.3. PARKS AND OPEN SPACES

In addition to the *Major Open Spaces* and parks in the area, new smaller neighbourhood parks and other open spaces are needed to serve the growing resident and employment community, diversify the parks and open space offering in the area, and to provide an interconnected network of parks, open spaces, trails and other recreational facilities. To improve access to parks and open spaces and expand the public realm throughout the area, this Secondary Plan provides for the creation of new public parks and publicly-accessible open spaces, primarily through private sector development and investment, as well as through public initiatives. In the future, all residents and workers will be a short walk to a rejuvenated public park, open space, public space, forest or meadow.

POLICIES

- 5.3.1. The current system of parks and public spaces will be improved and expanded using available planning and real estate tools in order to support intensification and development.
- 5.3.2. *Conceptual New Parks* and public spaces are identified on Map 5. The precise size, location and configuration of new parks and public spaces will be determined as part of the development review process or as other public initiatives proceed. Opportunities for new public parks not identified in this Secondary Plan may also emerge as development proceeds.
- 5.3.3. New parks will be comprised of:
 - a. at least one new park in each quadrant made by Keele Street and Finch Avenue West intersection; and
 - b. at least one new park which will be secured east of Keele Street and south of Finch Avenue West that will be visible, but not front onto, the area's Major Streets.
- 5.3.4. New parks and public spaces within development blocks should be located in the southern portion of the blocks with street frontage and/or oriented in a manner that minimizes shadow impacts from nearby buildings and maximizes public access and views to the park.
- 5.3.5. New parks and public spaces will be sized and configured to accommodate a range of locally-oriented active and passive recreation opportunities.
- 5.3.6. On-site dedication of parkland from development will be pursued as a priority measure for expanding the parks network.
- 5.3.7. New parks will be sited and located to enable future expansion of the park when adjacent properties redevelop. The assembly of parkland conveyed from more than one development to create a larger park will be pursued.
- 5.3.8. The design and development of new and improved parks in the Secondary Plan area will be guided by the following additional objectives:
 - a. create functional, comfortable and engaging spaces that are connected, safe, multi-functional, animated, well maintained, and

Parks without Borders

Parks without borders is a design approach to help unify park spaces with surrounding neighbourhoods, including adjacent streets, by configuring and designing parks in a way that makes them more accessible, visible and welcoming through improved entrances, edges and park-adjacent spaces. The new east-west street north of Fountainhead Park is envisioned to have an open park edge with Fountainhead Park, to enhance views into the park and provide a sense of connectivity between the park and the surrounding neighbourhood. Enhanced features may include low fences, adding seating or other amenities along the park and street edge. These improvements can make parks and streets safer by improving people's views of both spaces.

accommodate people of all ages and abilities year round;

- b. encourage public life through site-specific placemaking and pedestrian amenities that foster social interaction, including but not limited to seating, landscaping, active uses at grade, way-finding public art and programming;
- c. develop attractive parks as focal points which can provide opportunities for community and special events, cultural expression and recreational opportunities;
- d. use high-quality and durable materials that reduces maintenance costs and efforts;
- e. create a seamless relationship between streets, parks and other elements of the public realm;
- f. include green infrastructure that enhances the ecological function of the public realm, supports storm water management and promotes biodiversity, in accordance with best practices and standards; and
- g. support a community-based planning and design process.

5.3.9. Development will be located and designed to ensure wind conditions in parks that are suitable for sitting and standing and to maximize the amount of sunlight to ensure thermal comfort, improve the usability and enjoyment of parks, and ensure optimal conditions for vegetation growth;

5.3.10. Other open spaces, such as privately-owned publicly-accessible spaces (POPs), may be pursued and will complement the area's public parks and contribute to the overall parks and open space network.

5.4. STREETSCAPES AND VIEWS

Streets throughout the Keele Finch area and other connections will be designed to be pleasant and friendly, with wider sidewalks and landscaping, accommodating universal access for users of all ages and abilities. Connections to area destinations, such as the Black Creek Valley, Fountainhead Park, York University and higher-order transit stations will be enhanced to provide improved access to the public realm network. Major Streets will also be designed to include landscaping, trees and street furniture. Enhanced views to the Black Creek Valley and the Finch Hydro Corridor will create a sense of connectivity to the area's green elements.

POLICIES

5.4.1. *Areas for Streetscape Improvement* identified on Map 5 will be secured as part of development where possible and to support the sustainability of the area. Improvements may include wider sidewalks, enhanced plantings, bioswales and/or other green street initiatives, street furniture and pedestrian amenity.

5.4.2. *New Public Streets* identified on Map 5 and 6 located south of the *Finch Hydro Corridor*, including Paulvale Crescent from Derrydown Road

to the New Public Street, and Romfield Drive between the two New Public Streets, will have a pedestrian right-of-way (curb to property line) of five metres or more to accommodate a pedestrian clearway that should be no less than 2.5 metres in width and a planting and street furniture zone. The pedestrian clearway and furniture zone widths may be reduced where cycling infrastructure is also integrated into a street's design and to accommodate other necessary street elements. On-street parking will be provided within the travel portion of the street, where possible.

- 5.4.3. Tangiers Road between Toro Road and The Pond Road, and Toro Road as shown on Map 5 and 6, will minimize the travel portion of the street and corner radii while accommodating vehicular lanes to support goods movement, on-street parking and turning lanes where required. The balance of the street right-of-way will be allocated to pedestrians and cyclists with landscaping consisting of trees, native understory planting or other green street initiatives.
- 5.4.4. Where laneways, mews, or driveways are provided, they should be wide enough to accommodate two-way vehicular traffic, lighting, and a minimum 1.5 m of landscaping which may be reduced where permeable surfaces are used and the laneway, mews or driveway is designed to support pedestrian and cycling movement.
- 5.4.5. Views toward the *Black Creek Valley* and to the open space of the Finch Hydro Corridor will be enhanced with new ground-level vantage points introduced as part of development, where possible. This includes views oriented north-south from the *Finch Hydro Corridor* toward Finch Avenue West.

6. MOBILITY

The success of the Keele Finch area is linked directly to providing a connected multi-modal transportation system that allows people to get to and from their desired destinations quickly, easily, comfortably, safely and sustainably.

6.1. MOBILITY SYSTEM

At the core of the Keele Finch mobility system is the existing and planned higher-order transit, and shifting to more active transportation. Together this transit infrastructure and improved pedestrian and cycling infrastructure will support reducing people's dependence on the private automobile. To support this transformation, more streets and other connections are needed that in turn lead to smaller and more walkable block sizes, with better and more direct connections to destinations.

POLICIES

- 6.1.1. A fine-grain and robust multi-modal mobility system will be achieved in the area and is shown on Map 6. The system consists of:
 - a. the area's higher-order transit stations and lines;
 - b. improved existing *Major Streets*;
 - c. new and improved *Primary Streets* that provide important

Creating a Comfortable Community

Careful design consideration of places and buildings can encourage social activity and dissuade undesirable behavior. The following principles provided the foundation for the public realm vision for the Secondary Plan area and for achieving a comfortable community, social activity and sense of security:

- **Permeability:** a balanced active transportation network that between having too many routing options, which can dilute activity, and too few routing options, which can lead to unnecessarily long travel times and a feeling of confinement.
- **Visibility and Accessibility:** places that attract people, such as transit stations, schools, parks and shopping areas, should be visible and easily accessible from each other. Connections to these places should follow 'desire lines' or the shortest most easily navigated route.
- **Overlook:** public spaces and publicly accessible spaces, including streets, parks, plazas and mid-block connections should be directly visible and accessible from main doors and windows of development surrounding it.
- **Delineation:** a clear distinction should exist between spaces that are for public and private use.
- **Light, Air and Enclosure:** public spaces and publicly accessible spaces, including streets, parks, plazas and mid-block connections should have a sense of enclosure like a series of public rooms or corridors, while also maintaining reasonable access to light and sky view.

connectivity and capacity; and

- d. new and improved *Secondary Streets* that will enhance porosity and provide access and address for new development.
- 6.1.2. The mobility system will also be supported by New/Improved Connections, formalized mid-block connections, multi-use trails and public or shared laneways.
- 6.1.3. Consideration of the location and design of streets, buildings, and other facilities will have regard for the efficient operation of surface transit vehicles and improvement of transit users' experience.
- 6.1.4. The design of transit supportive infrastructure will generally incorporate features such as pavement markings at key stops, street furniture and security features, where possible, to support transit ridership.
- 6.1.5. The design of public works and new development will improve access to and from existing and planned transit stations and stops. Improvements may include, but are not limited to, wayfinding solutions, new pathways, direct weather protected links and enhancing existing transit facilities.

6.2. PUBLIC STREETS

The large blocks that currently exist in the area result in long walking distances and few formal public walking routes. A finer grain of public streets and pedestrian connections is needed to facilitate increased active transportation and enable people easy, quicker and direct access to transit station and stops. A finer grain of streets also provides more mobility options in the street network, provides better access and address for development, and enables street frontage for public parks and publicly accessible open spaces to improve the safety and visibility of these public spaces.

New streets and redesigned streets will accommodate all modes of mobility. They will be complete streets and provide safe spaces for people of all ages and abilities to walk and cycle while still accommodating vehicular traffic and goods movement.

POLICIES

- 6.2.1. Streets, including *Major Streets*, will accommodate pedestrians, cyclists, transit users and vehicular traffic but will prioritize walking, transit and cycling. Transit priority measures will ensure a high-quality pedestrian and cycling environment.
- 6.2.2. *New Public Streets* are identified on Map 6, and will have a 20-metre right-of-way unless otherwise noted. The exact location, alignment and design of the streets will be determined through further study or as part of the development review process.
- 6.2.3. *New Public Streets* on Map 6 with a planned right-of-way width greater than 20 metres include:
 - a. New Link 5 (east-west), from Keele Street to New Link 6: 23 metres;
 - b. New Link 6 (north-south), from Finch Avenue West to the terminus

- of Toro Road: 23 metres;
 - c. Tangiers Road Extension (south), from Tangiers Road to Lepage Court: 23 metres;
 - d. Tangiers Road Extension (north), from Tangiers Road to The Pond Road: 27 metres; and
 - e. Murray Ross Parkway Extension, from Murray Ross Parkway Terminus to Niska Road: 23 metres.
- 6.2.4. The right-of-way width of the new street north of Fountainhead Park may be reduced from 20 metres to 16.5 metres where sidewalks, trees and other landscaping is incorporated along the edge of Fountainhead Park as part of an integrated design of the street and park.
- 6.2.5. Additional public streets may be required and will be determined as sites redevelop. Potential locations for additional public streets are conceptually identified as *New/Improved Connections* on Map 6. Where it is determined that a specific connection is not required as a public street by the City, a publicly-accessible mid-block connection, laneway or other type of connection will be provided to improve access in and through the area.
- 6.2.6. Streets, whether new or existing, will:
- a. have a design and function that ensures a complete street that is informed by City guidelines for street and bikeway design;
 - b. accommodate a variety of users; and
 - c. include comfortable, wide, landscaped pedestrian sidewalk zones.
- 6.2.7. The Tangiers Road extension southward to LePage Court is intended to provide additional opportunities for a further extension of the public street network, which will be determined as part of an Environmental Assessment process. The Environmental Assessment should consider the southward street extension beyond the Secondary Plan area, with connectivity to St. Regis Crescent and Sheppard Avenue West.
- 6.2.8. The Tangiers Road extension north of its current terminus will be secured as part of any major redevelopment of lands designated *General Employment Areas* or will be secured by the City if the extension is identified as a preferred solution in any Environmental Assessment. Capacity expansions to the existing fuel distribution terminals is not major redevelopment. Additionally, any capacity expansions implemented must not preclude the northerly extension of the street.
- 6.2.9. The Murray Ross Parkway extension to Niska Road will support intensification in the area, provide opportunities to better connect communities east and west of Black Creek Valley, provide a formalized crossing to reduce trail blazing in the Black Creek Valley and improve the environmental condition of the valley, and create options for new bus routes to enhance transit service in the area and to the Finch West subway station. The precise location, design and timing of the crossing will be determined through an Environmental Assessment process.

- 6.2.10. Further detailed study will be undertaken by the City to create a new east-west public street connection across the rail corridor, including a possible grade separation, as shown on Map 6.
- 6.2.11. As part of the redevelopment of lands between Finch Avenue West and Paulvale Crescent, Paulvale Crescent will be extended to connect with Romfield Drive and existing pavement width that exceeds the planned right-of-way will be reclaimed to provide additional developable lands and streetscape improvements.

6.3. WALKING AND CYCLING

The pedestrian and cycling network and facilities will enable a shift to more active transportation modes and reduce the dependence on the private automobile. The pedestrian and cycling network will support connectivity throughout the area and enhance mobility options.

POLICIES

- 6.3.1. Pedestrian routes will be located along public streets wherever possible, including direct weather protected links to transit stations from new development adjacent to higher-order transit stations where practical and feasible.
- 6.3.2. Where a publicly accessible mid-block connection is considered, it will be secured and designed to a high-standard and should:
 - a. follow pedestrian desire lines;
 - b. have clear sight lines from the beginning until the end of the route;
 - c. connect directly between activity generators such as a park, school, transit or shopping area;
 - d. be designed to ensure it is well lit, safe, accessible and free of obstructions;
 - e. be approximately six to eight metres in width to accommodate sufficient clearway, lighting, landscaping and sight lines;
 - f. be open, clear and unencumbered from ground level to at least six metres in height; and
 - g. be designed to give the clear impression that they are for public use.
- 6.3.3. Cycling infrastructure will generally be provided as identified on Map 7.
- 6.3.4. Dedicated cycling facilities will be provided on *Primary Dedicated Cycling Routes*. On *Major Streets*, cycling connections will be protected and/or grade separated to provide safety for cyclists.
- 6.3.5. Cycling facilities on *Secondary Cycling Routes* will be designed to ensure a convenient and safe environment for cyclists.
- 6.3.6. Intersection design should ensure safe turning movements for cyclists, including bike boxes, where appropriate.
- 6.3.7. Bikeshare facilities will be provided in convenient locations conducive to cycling and multi-modal connections.

Primary and Secondary Cycling Routes

Primary dedicated cycling routes include facilities that are protected or separated from vehicular traffic for exclusive use by cyclists. Dedicated facilities can be located and designed in a number of configurations including on the roadway, sidewalk/ boulevard, or intermediate level, and can include cycle tracks and separated bike lanes, among other configurations. On major streets, vehicles are typically not allowed to drive, park or stand in dedicated cycling facilities; however, at intersections, various treatments may be used. Dedicated cycling facilities create a safer environment and provide a high level of comfort for cyclists of all ages and abilities, and are appropriate for streets with a high volume of motor vehicles and/or on higher-speed streets.

Secondary cycling routes prioritize safety and make cycling a comfortable experience. They may consist of cycle tracks and separated bike lanes, on-street cycling lanes or be designed as shared facilities. In most cases these facilities are located in curb lanes and are used on roadways with lower traffic volumes and speeds.

- 6.3.8. New and/or enhanced connections to and across *Black Creek Valley* will be provided where possible to limit the east-west barrier of the valley.
- 6.3.9. On sites on or near transit stations, direct pedestrian connections to the transit stations will be provided where possible. Additional density equivalent to the floor area of any internal direct connection may be permitted provided the additional massing does not impact airport operations and additional massing is attenuated to minimize impacts to the public realm and to any adjacent low-rise areas.

6.4. GOODS MOVEMENT

Lands east of Keele Street are an important Employment Area in the city. The employment uses in the area benefit from their location in the city and access to Keele Street and Finch Avenue West that connect with the broader city and to major highways. Goods movement and other transportation considerations to support the operational needs of employment uses, such as improving key truck routes, may need to be considered as part of public works and new development.



An image of tanker trucks in the Keele Finch area

POLICIES

- 6.4.1. The continued viability of the Employment Area will be ensured, including supporting and balancing the needs for freight and goods movement with the objectives of this Plan.
- 6.4.2. As part of a complete application for an employment use requiring a Transportation Impact Study, Traffic Operations Assessment or Loading Study, the City may require a safety analysis as part of the applicable study to ensure that accommodating and supporting goods movement is appropriately balanced with the safety of road users, including existing and planned pedestrian and cycling facilities.

6.5. TRANSPORTATION DEMAND MANAGEMENT AND PARKING

Transportation Demand Management (TDM) strategies will be used to better enable multi-modal travel patterns, reduce travel demand, reduce vehicle use, and ensure better utilization of parking areas.

POLICIES

- 6.5.1. Applicants may be required to submit a Transportation Demand Management (TDM) Plan that assesses multi-modal conditions and outlines site-specific TDM improvements, strategies and programs that support sustainable modes of mobility and reduce auto dependency. TDM Plans may include parking management strategies which prioritize facilities and programs to minimize parking supply for new developments, where appropriate.
- 6.5.2. Maximum and minimum parking standards for development will be established that reflect the transit infrastructure in the area and objective of reducing auto dependency.
- 6.5.3. The minimum and maximum parking standards in Policy 6.5.2 may be established through a City-initiated Zoning By-law Amendment by applying an appropriate existing parking policy overlay. Additional

maximum standards for certain uses may also be identified and certain uses that support public objectives may be exempt from providing minimum standards as part of the Amendment.

- 6.5.4. Where applicants propose to amend the parking standards as provided in the Zoning By-law, parking rates will be informed by a range of factors, including proposed land uses, proximity to transit stations, shared parking principles and the use of TDM measures.
- 6.5.5. No surface parking, boulevard parking, or loading, pick-up and drop-off areas will be permitted between a building and a public right-of-way in the Nodes and Corridors. Surface parking lots may be located beside, behind or within a building. In the Nodes, parking should be provided underground, where possible.
- 6.5.6. New development should reduce existing large surface parking areas. Parking should be provided below grade or in structured solutions to provide for landscaping and optimize development sites.

7. BUILT FORM AND DEVELOPMENT CRITERIA

The policies for new buildings and development criteria ensure that the redevelopment of sites and new buildings contribute to shaping the character and identify of the Keele Finch area. The policies include a range of site and urban design standards to ensure high-quality buildings and site design.

7.1. SITE AND URBAN DESIGN STANDARDS FOR ALL BUILDINGS

Development, irrespective of building type, will achieve high-quality architecture, landscape and public realm design. New buildings will define a safe and comfortable public realm, at a scale that is appropriate for their context. The positioning, massing and design of buildings will also ensure that appropriate sunlight and wind conditions are achieved within the public realm and on adjacent properties. The following site and urban design standards apply to all building types to help achieve the Plan's objectives.

POLICIES

- 7.1.1. Buildings will frame the public realm. They will generally be aligned along public street frontages or any required setbacks to create a consistent streetwall and/or rhythm or pattern of buildings that reinforces the character of particular areas.
- 7.1.2. Backlotting of buildings onto public streets and public spaces is not permitted. Where a through-lot condition exists, buildings will address both streets.
- 7.1.3. Buildings will be designed to ensure active frontages are provided to the extent possible and appropriate, adjacent to public streets, mid-block connections and other public spaces with clear views in and out of buildings by providing a high degree of transparent windows along the ground floors of buildings.

- 7.1.4. Buildings will be located, configured, oriented and massed to provide sufficient privacy, sunlight and daylight conditions for the people living and working within both new and existing buildings, inclusive of allowing sunlight in and sky views out of the interior of blocks, and support energy efficiency through passive design approaches.
- 7.1.5. Buildings will be located and oriented to provide new or enhance existing views to important natural features, such as the *Black Creek Valley*.
- 7.1.6. Buildings adjacent to a park will be set back to allow the building and any of its exterior features to be provided and maintained on the development site.
- 7.1.7. Buildings in the *Nodes* and *Corridors* should have materials and architectural language and articulation to visually unify the buildings and the streets they frame to contribute to area identity and character.
- 7.1.8. Buildings will be sited, designed and massed to deliver well-designed streets that prioritize the pedestrian experience and avoid entrapment areas. Development will:
 - a. have main building entrances to individual units and/or primary entrances of apartment buildings face and generally be directly accessible from public streets, or publicly-accessible mid-block connections;
 - b. mass buildings to maximize the amount of sunlight within public streets, parks and open spaces and minimize wind impacts;
 - c. limit the introduction of curb cuts onto Major and Primary Streets and Secondary Streets within *Neighbourhood Districts* by taking vehicular access from new streets, laneways or shared private driveways where possible;
 - d. provide weather protection within private property for main building entrances and where retail is required, and along major pedestrian routes to destinations such as transit stations and stops;
 - e. avoid placing building supports, columns, walls, barriers or obstructions in any publicly accessible area of a site, including applicable setbacks; and
 - f. locate loading and servicing within buildings or coordinate accesses by providing shared driveways, laneways and loading and servicing areas between sites to limit curb cuts, minimize the visual impact of loading and servicing areas and enable additional developable land.
- 7.1.9. Infill development on sites designated *Apartment Neighbourhoods* where existing apartment buildings are proposed to be retained will, in addition to any detailed direction for specific *Neighbourhood Districts*:
 - a. ensure adequate facing distances between buildings. Facing distances should be equivalent to the height of the proposed building;
 - b. limit privacy and overlook into residential units;
 - c. provide access to natural light for interior spaces; and

- d. maximize opportunities for landscaped open space between buildings and support the extension of streets, mews or laneways connections.
- 7.1.10. To support tree planting and greening throughout the area, protect existing mature trees, and reinforce the green landscaped character of particular areas, development will be set back above and below grade adjacent to public streets as follows:
- a. approximately 10 to 12 metres adjacent to Finch Avenue West between *Black Creek Valley* and just west of Sentinel Road, Sentinel Road north of Finch Avenue West, and along Four Winds Drive. The widest setbacks will be required adjacent to Finch Avenue West to reinforce the scenic qualities of the river valley and existing treed character. Building setbacks for other areas will ensure existing build-to lines are respected and minimize the removal of existing trees and landscaping. Reduced setbacks below grade may be permitted provided suitable soil depths are provided to allow the establishment of permanent, high-branching mature trees at the ground plane, existing mature trees are protected and the landscaped setting is maintained;
 - b. approximately three metres adjacent to Finch Avenue West between Sentinel Road and Romfield Lane to provide separation between the public and private realms;
 - c. approximately four metres from public streets, new public streets, and new/improved connections along the north and east edge of the *Derrydown Neighbourhood* boundary to support the residential character of this edge and provide space for additional tree and native, understorey planting; and
 - d. approximately three metres for all sites designated *Employment Areas* adjacent to Primary and Secondary Streets to contribute to a greened streetscape and more urban setting for buildings.
- 7.1.11. Development adjacent to Keele Street, south of the New Public Street that runs east-west and connects Keele Street with Romfield Drive, will setback approximately two metres above and below grade to create a consistent streetwall and support retail and service uses at grade by providing space for patios, spill-out, and additional space for pedestrians, and to support on-site servicing, green infrastructure and landscaping. Additional setback depth may be required for infill development sites in the *Catford Apartment Neighbourhood* and *Broadoaks Apartment Neighbourhood* to match and reinforce existing setbacks.
- 7.1.12. Development will be setback approximately two metres to provide additional pedestrian space, accommodate site servicing and green infrastructure, and accommodate spill-out and support retail and service uses at grade while supporting a sense of enclosure in the *Nodes* and around the intersection in the following locations:
- a. fronting Keele Street or Finch Avenue West in the Keele Finch Node, and located north of the New Public Street that runs east-west that connects Keele Street with Romfield Drive; and
 - b. adjacent to Sentinel Road south of Finch Avenue West in the

Sentinel Node.

Buildings may encroach within the setback above the second storey.

- 7.1.13. Minor decreases to the setbacks may be considered, where appropriate, when the objectives for the particular setbacks and planned function of the area are achieved, tree canopy and tree growth will not be impacted, and a generally consistent street wall will be created where applicable.
- 7.1.14. Increases to the setbacks may be considered and/or required where publically accessible spaces or Gateway Public Squares are provided with an enhanced public realm, and where site servicing needs must be accommodated.
- 7.1.15. Mid-rise and tall buildings located adjacent to Keele Street or Finch Avenue West east of Sentinel Road, should have a four to six-storey streetwall condition to create a consistent and pedestrian-scaled environment.

7.2. BUILDING TYPES AND URBAN DESIGN STANDARDS

A diversity of building types will accommodate a range of housing types and tenures and employment opportunities, contributing to the livability of the Keele Finch area. The dominant building type in the area will be well-proportioned mid-rise buildings. Mid-rise buildings are effective at delivering transit-supportive densities while also providing new places for people to live, work and shop.

High-quality urban design supports the creation of attractive, safe and welcoming built form and public spaces that have a distinct and memorable character. This Plan sets out minimum site and urban design standards for different building types to ensure buildings contribute to the character of particular areas or districts, appropriately frame the public realm, prioritize the pedestrian experience and result in good sunlight and wind conditions within the public realm, within gross development blocks or on adjacent properties. The City's various urban design guidelines will continue to be used as part of the development review process to address other site and urban design requirements and in consideration of the specific context, unless direction is otherwise provided for in this Secondary Plan.

LOW-RISE BUILDINGS

Low-rise buildings will provide additional built form variety in the area. In Neighbourhood Districts, they will contribute to the residential character of the area. Low-rise buildings will also be located adjacent to existing low-rise areas to ensure effective transition and compatible development. In Employment Areas, they ensure a wide variety of employment opportunities are viable and which support a more compact urban form.

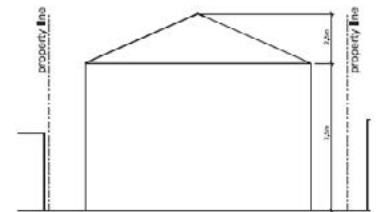
Different types of low-rise buildings are permitted in different areas and may include single and semi-detached dwellings, duplexes, townhouses, walk-up apartments, small main-street type buildings with retail and service uses at grade, and a range of non-residential buildings, such as industrial, institutional and office buildings.

POLICIES

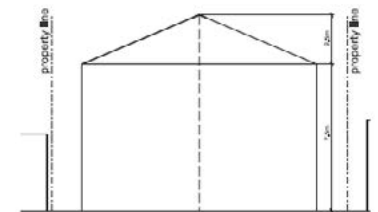
- 7.2.1. A low-rise building is a building that does not exceed 4 storeys.
- 7.2.2. Low-rise buildings in the *Derrydown Neighbourhood* will only consist of single-detached, semi-detached and duplex dwellings generally two storeys in height. New low-rise buildings in the *Derrydown Neighbourhood* will be sited, massed and designed to:
- ensure new dwellings relate directly to the existing or natural grade of the site and front public streets. Reverse sloping driveways are generally not permitted;
 - harmonize with adjacent conditions and continue to provide generous landscaped front yard setbacks that reinforce existing setback patterns;
 - ensure that garages do not dominate the streetscape. Garage projections will be limited and garages should be recessed behind the front façade of buildings to lend prominence to habitable portions of the dwelling. Where possible, rear yard garages should be provided with shared access between properties;
 - be well-designed with high-quality and durable materials and sympathetic with architectural qualities found within existing dwellings, such as the vernacular of the type of roofs, and use of brick and stone;
 - reduce the width of driveways, surface parking areas and the width of curb cuts. Permeable pavers and soft landscaping should be used to minimize the visual and environmental impacts of such areas;
 - retain the prevailing character of entrances being low to the ground and provide other design elements, such as porches and veranda, to promote visual interest and enhance the residential character of the area; and
 - reinforce the one-storey expression of dwellings that are prevalent in the area by applying architectural treatments, features and/or articulation.
- 7.2.3. Where a semi-detached or duplex dwelling is proposed in the *Derrydown Neighbourhood*, the design will be sympathetic to single-detached dwellings and provide an integrated approach to entrances and vehicular access, where possible.
- 7.2.4. In the low-rise areas along Finch Avenue West between Sentinel Road and Romfield Lane identified on Map 9, permitted low-rise buildings will only consist of townhouses, low-rise apartment buildings, main-street type buildings, and institutional and cultural buildings. Buildings will be:
- generally set within a landscape setting with buildings setback from public streets;
 - generally not longer than 50 metres with at least six metres between buildings to provide opportunities for mid-block connections; and

Derrydown Neighbourhood Low-rise Building Types

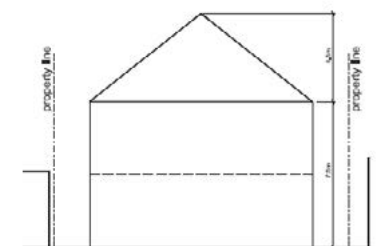
Single-detached, semi-detached and duplex dwellings are permitted building types in the *Derrydown Neighbourhood*. New semi-detached and duplex dwellings will harmonize with and have a sympathetic form to single detached dwellings, and have consistent side yard setbacks to adjacent properties as shown in the diagrams below.



Front elevation of a single-detached dwelling



Front elevation of a semi-detached dwelling

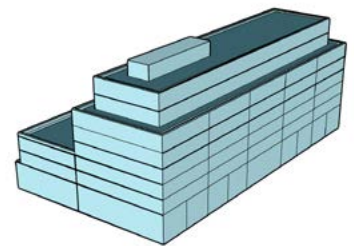


Front elevation of a duplex dwelling

- c. oriented and designed to ensure no backlotting conditions, with entrances of buildings toward both Finch Avenue West and the Secondary Street to the south, where applicable.
- 7.2.5. In the low-rise areas abutting the Derrydown Neighbourhood shown on Map 9, the maximum building height of nine metres applies to the first 15 metres of a lot abutting Derrydown Road, New Public Street or New/Improved Connection.
- 7.2.6. The facing distance between new low-rise buildings fronting on Finch Avenue West and Derrydown Road in the Finch West Corridor that are not separated by a public street should generally be 12 metres to maximize daylight within the interior of blocks, provide opportunities for enhanced landscaping, and to provide privacy and amenity for individual units.
- 7.2.7. In the *Sentinel Node* where low-rise buildings are permitted on Map 9, low-rise buildings will consist of townhouses, low-rise apartment buildings, main-street type buildings which may include commercial uses at grade, and institutional and cultural buildings. Buildings will generally be built close to the new public street and frame Fountainhead Park.
- 7.2.8. In *Apartment Neighbourhoods*, permitted low-rise buildings are townhouses, walk-up apartments and institutional and cultural low-rise buildings and will be surrounded by open space on all sides. Main-street type buildings with retail, service or community institutional uses on the ground floor are permitted where identified retail and service uses are permitted.

MID-RISE BUILDINGS

Mid-rise buildings are buildings that are between four and 11 storeys depending on the specific context. Mid-rise buildings support active retail streets at a comfortable proportion that relates to the width of adjacent streets and required setbacks, where applicable. They deliver transit-supportive densities while distinguishing mid-rise areas from lower-scaled development. Well-designed mid-rise buildings ensure that buildings will not obstruct sunlight from reaching the public realm below or to adjacent sites, create a human-scaled streetwall condition and enable sky views. They can also provide effective transitions to adjacent low-rise areas through careful attenuation and the stepping back of building massing.



An example of an eight-storey mid-rise building fronting a major street with stepbacks above the 6th storey, and a three-storey condition for 15 metres fronting a local street adjacent to existing low-rise areas.

POLICIES

- 7.2.9. Mid-rise buildings are buildings that are between four and 11 storeys in height for mixed-use residential or residential buildings, and between four and nine storeys for non-residential buildings.
- 7.2.10. The massing of mid-rise buildings will fit within a 45-degree angular plane taken from a height equivalent to 80 per cent of the width of planned right of way on fronting streets and any required above grade setbacks, where applicable, to provide at least five hours of sun on sidewalks. Minor protrusions into the angular plane may be permitted to accommodate balcony railings or other incidental building elements such as stairwells.
- 7.2.11. Additional step-backs may be required for buildings fronting wider

streets to mitigate the perception of height, and create comfortable pedestrian conditions and a consistent street wall.

- 7.2.12. Pavilion-style mid-rise buildings consist of buildings set within a landscape set-ting generally with setbacks on all sides of the building. Pavilion-style mid-rise buildings are anticipated in the *Apartment Neighbourhoods*. They will have sufficient setbacks at upper storeys to enable sunlight to reach the ground and lower building floors and will be sited and massed to ensure good proportion between buildings.
- 7.2.13. On properties planned for redevelopment that will have frontage onto the west side of Keele Street, south of Finch Avenue West, and where a laneway or setback will separate a mid-rise building and low-rise building, the massing of the mid-rise building will step back above the 4th, 6th and 8th floors, where applicable, to provide transition in the built form to enable sunlight and sky views for the low-rise building. Greater step back distance will be required above the fourth storey to ensure a sympathetic low-rise form adjacent to low-rise areas.



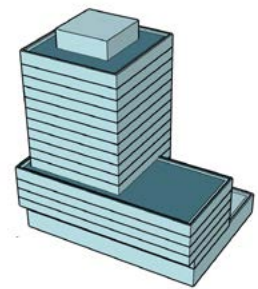
*A block of mid-rise buildings with a consistent streetwall
Image Credit: Design Collective*

TALL BUILDINGS

Tall buildings can offer a more intense form of development, signal the prominence of destination and activity-nodes in the area and contribute to a more diverse skyline. Tall buildings are directed to the Nodes near higher-order transit stations or stops, and where their location will not impact Downsview Airport operations. They will be located in strategic locations with special consideration to their siting, orientation and design to have a positive impact on the surrounding public realm and support energy efficiency.

POLICIES

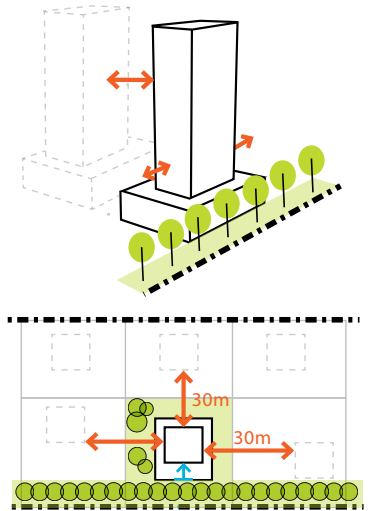
- 7.2.14. Tall buildings are buildings that are taller than the planned width of the street that the building fronts onto or a height that exceeds the maximum height of mid-rise buildings identified on Map 9, whichever is the lesser. A tall building has three distinct parts: a base building, a tower and a top.
- 7.2.15. The base building of tall buildings will meet minimum building height requirements. Base building massing and heights should contribute to the creation of a consistent streetwall
- 7.2.16. Base building heights will not exceed a height of seven storeys (24 metres) or 80 per cent of the planned right-of-way of an abutting street, whichever is lower.
- 7.2.17. The tower portion of a tall building will step back from the base building by approximately three metres along all public street frontages to provide an appropriate pedestrian environment and mitigate wind impacts at street level. Greater setbacks will be provided to minimize the perception of the tall building at street level at prominent intersections and where a site is able to accommodate additional setbacks.
- 7.2.18. The tower portion of the tall building will have slender proportions, generally not greater than 750 square metres for residential buildings, to enable sunlight to reach the public realm around the



An example of an 17 storey tall building with a six-storey base building, tower setbacks and a 750 square metre tower floor plate

building and ensure fast moving shadows. Non-residential tall buildings may have floor plates greater than 750 square metres in recognition of the economic benefit of non-residential buildings and the need for larger floor plates.

- 7.2.19. A minimum separation distance of approximately 30 metres between the tower portion of tall buildings is required. Context Plans will be required to demonstrate how the separation distance will be achieved on the site taking neighbouring sites into consideration, so that the ability to achieve a tall building on a neighbouring site is not unduly precluded. Proposals for tall buildings will ensure equitable development regardless of the sequence in which sites develop. Each site should provide its proportional share of the separation distance where possible.



Diagrams showing the concept of tower separation distances

7.3. MINIMUM AND MAXIMUM BUILDING HEIGHTS

Minimum building heights will ensure a compact urban form, an efficient use of land, and enable buildings to be adaptable for different uses. Large, expansive single-story buildings are not permitted except in some Employment Area designated lands.

Maximum building 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. 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.

The maximum heights provide transit supportive densities, while delivering a mix and diversity of building types and achieving appropriate and progressive transitions to low-rise areas. The maximum heights and the policies of this Plan will also ensure that the capacity of existing and planned infrastructure is not exceeded, or impact the operations of Downsview Airport.

Some flexibility through the identification of Potential Additional Height Zones is provided in the event that airport operations cease at the Downsview Airport and these lands are redeveloped with other uses, or where applicants can demonstrate to the City's satisfaction that flight paths will not be impeded. This will ensure this Secondary Plan remains relevant without the need to revisit or amend the Plan. Zones where additional tall buildings and/or height may be considered, along with direction related to maximum heights, are identified subject to meeting certain conditions and requirements.

POLICIES

- 7.3.1. New buildings will have a minimum building height as shown on Map 8.
- 7.3.2. Minimum building heights for lands within the *Keele North Corridor* and on lands designated *Core Employment Areas A and B*, only apply for a 30-metre lot depth adjacent to any *Major* or *Primary Street*.

- 7.3.3. Maximum permitted building heights are shown on Map 9 and have been established to, among other factors:
- achieve the desired public realm and character for the respective Node, Corridor, Neighbourhood District or other area;
 - ensure transit supportive densities that achieve the minimum targets established for the protected major transit station area;
 - provide progressive transitions between taller and more intense development and low-rise neighbourhoods;
 - ensure buildings do not impede the operations of the Downsview Airport with maximum permitted heights in portions of the Secondary Plan reflecting the maximum heights established in the Downsview Airport Operational Needs Assessment;
 - ensure that the intensity of uses does not exceed the capacity of the planned transportation network or necessitate the unnecessary and costly expansion of other infrastructure; and
 - address land use compatibility considerations.

7.3.4. Precise building heights, in metres, will be established in the implementing zoning by-law(s) or as part of site-specific development applications. Building heights, in metres, will be controlled to ensure the location of tall buildings support the Area Structure and policies of this Secondary Plan, and, as applicable, do not impede the operational needs of Downsview Airport.

7.3.5. Where the maximum permitted building height is shown as 25 metres within a *Potential Additional Height Zone A* area on Map 9, and the site is designated *Employment Areas* on Map 3, the maximum permitted building height may be exceeded by an additional two storeys (approximately 8 metres) to support employment growth, without amendment to this Plan, provided it can be demonstrated that:

- there will be sufficient transportation capacity;
- the development, and its associated construction process, will not impact the operational needs of the Downsview Airport as evidenced through an Aviation Study submitted as part of a complete application, and/or written confirmation from the airport operator is provided, as applicable. The City will retain a qualified consultant to conduct a peer review of the Aviation Study at the expense of the applicant; and
- building placement and massing will result in five hours of sunlight within public streets and shadowing of any public park or publicly-accessible open space will be limited and negligible.

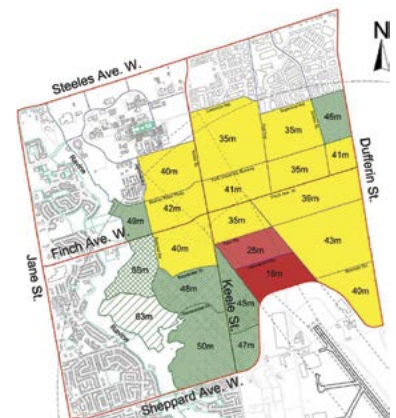
7.3.6. Within the *Potential Additional Height Zone B* areas on Map 9, additional building height may be permitted on the following sites without amendment to this Secondary Plan, subject to policy 7.3.7, as follows:

- building height does not exceed 24 storeys (approximately 75 metres) on the south side of Finch Avenue West in the Sentinel Node;

Downsview Airport Operational Needs Assessment

The heights of buildings and structures are currently limited by nearby airports, including airplane flight paths and airport operations, which are governed by Transport Canada. Protecting for the operational needs of Downsview Airport is required and has partly informed the potential height limits of buildings and structures in this Secondary Plan. In 2016, the City hired a consultant with aviation expertise to identify opportunities for increasing height permissions around the Keele Street and Finch Avenue West area, as one of many inputs into this Plan. An "Indicative Building Heights" map was produced, which sets out the maximum potential height of structures on an area basis. In a Potential Additional Height Zone, a detailed Aviation Study is required for proposals that exceed the maximum permitted height, which will include an evaluation of the Transport Canada regulations in-force and related to the certification of the airport.

Potential Additional Height Zones are provided in the event that airport operations cease at the Downsview Airport and these lands are redeveloped with other uses, or where applicants can demonstrate to the City's satisfaction that flight paths will not be impeded.



The figure above shows the maximum buildable height of structures in metres by block based only on the operation needs of Downsview Airport. Other Planning considerations for height are not included.

- b. building height does not exceed 20 storeys (approximately 63 metres) on the north side of Finch Avenue West and west of Sentinel Road, ensuring the tower portion of the tall building is placed and oriented to limit new shadow impacts on Fountainhead Park and the Finch Hydro Corridor;
 - c. building height does not exceed 27 storeys (approximately 84 metres) on the southwest corner of Finch Avenue West and Keele Street, with the tallest building located at the intersection and adjacent buildings progressively transitioning down in height and scale to 14 storeys (approximately 44 metres) to the south, and 16 storeys (approximately 50 metres) to the west;
 - d. building height does not exceed 27 storeys (approximately 84 metres) on the southeast corner of Finch Avenue West and Keele Street, with the tallest building located at the intersection and adjacent buildings progressively transitioning down in height and scale to 12 storeys (approximately 38 metres) southwardly to the new east-west street and eastwardly to Tangiers Road; and
 - e. building heights do not exceed 32 storeys (approximately 100 metres) northeast and northwest of Finch Avenue West and Keele Street, with the tallest buildings marking the intersection and buildings progressively transitioning down in height and scale to 18 storeys (approximately 56 metres) northerly to Four Winds Drive, and 12 storeys (approximately 38 metres) along the west side of Tangiers Road.
- 7.3.7. Within a *Potential Additional Height Zone B* area on Map 9, additional building height on sites identified in policy 7.3.6 may be permitted provided the following criteria are met:
- a. 15 per cent of the total gross floor area of a building or total gross floor area of the comprehensive redevelopment is provided as office, institutional and/or cultural uses or existing office uses are replaced in buildings proposing residential uses in the *Keele Finch Node*, whichever is greater, to ensure a significant number of jobs;
 - b. all urban design standards for the tall building are met and all other applicable urban design guidelines are adequately addressed;
 - c. a Cumulative Wind and Shadow Analysis is submitted as part of a complete application that demonstrates the wind and shadow impacts from the proposed building and of all other sites in the *Potential Additional Height Zone*. The Shadow Analysis will be undertaken for the spring and fall equinoxes and throughout the day. Constant shadowing within the public realm will not be permitted, nor will situations where the cumulative impact results in the majority of a public street being in shadow;
 - d. an Aviation Study is submitted as part of a complete application, where applicable, and/or written confirmation from the airport operator is provided, as applicable, that demonstrates that the proposed building and its associated construction process, will not adversely impact the airport operations of the Downsview Airport.

The City will retain a qualified consultant, at the sole cost and expense of the applicant, to conduct a peer review of the Aviation Study;

- e. a Cumulative Infrastructure Impact Assessment is submitted as part of a complete application that assesses transportation and municipal servicing capacity of the area in accordance with accepted engineering practices and standards. The Assessment will also assess tall buildings for all other sites in the Potential Additional Height Zone and demonstrate to the City's satisfaction that adequate infrastructure exists or will be available to support the level of intensity. Where upgrades are required to infrastructure to support the level of intensity, the required upgrades will be provided at the expense of the owner or as determined through a landowner agreement in order to receive permissions for the additional height; and
- f. the City is able to secure contributions towards additional community infrastructure and/or parkland to support the proposed additional growth.

8. HOUSING

Residential development will support the creation of a complete and inclusive community through a range of housing opportunities. An appropriate mix of housing will be achieved in order to offer housing options for a wide variety of households.

POLICIES

- 8.3.1. Publicly-owned land should be used in a manner that supports housing affordability.
- 8.3.2. Residential developments will include a range of tenure, including purpose-built rental housing, building types, unit types and sizes to accommodate a variety of households and achieve a balanced mix of housing.
- 8.3.3. Residential developments and buildings should include storage, operable windows, and balconies or terraces to support larger households.
- 8.3.4. New buildings which include residential uses will include indoor and outdoor amenity spaces for the use of residents which are suitable for a range of unit types.
- 8.3.5. To achieve a balanced mix of units types and sizes, and to support the creation of housing suitable for larger households, development containing more than 80 new residential units will include a minimum of 25 per cent of the total number of units as units with at least two bedrooms, and a minimum of 10 per cent of the total number of units as three or more bedrooms.
- 8.3.6. Two- and three-bedroom units should have a size and configuration conducive for accommodating large households and ideally be 87 square metres and 100 square metres or greater, respectively.

9. COMMUNITY SERVICE FACILITIES

Community service facilities are buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. Community service facilities include recreation, community centres, libraries, child care, and spaces for the provision of public health services, human services, cultural services and employment services.

The Keele Finch area is served by a number of existing community service facilities that will continue to serve the area, such as the York Woods Library and Grandravine Community Centre. Improvements to these existing facilities will be needed to support the development permissions set out in this Plan. New facilities, such as child care centres, will be needed to support a growing residential and employment population.

POLICIES

- 9.3.1. New and/or expanded community services and facilities will be provided in a timely manner to support growth. The following community service facilities will be prioritized:
 - a. new non-profit child care facilities;
 - b. expanded programming space at York Woods District Library;
 - c. improvements to non-profit community recreation facilities in the area;
 - d. space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.
- 9.3.2. Development will replace the total gross floor area of any existing on-site non-profit community agency space to ensure no loss of community service facility space. Additional height may be permitted equivalent to the total gross floor area of the replacement community service facilities, provided the following matters are provided by the owner and secured to the City's satisfaction:
 - a. locate, design, construct, finish and furnish the replacement community service facility at no cost to the City;
 - b. provision of the space for a period no less than twenty-five years at a rent similar to that in effect at the time of application, with annual rent increases not to exceed the rate of inflation.
- 9.3.3. Community service facilities which are not City owned and operated, such as recreation facilities and community meeting spaces, will be replaced where sites with such uses are redeveloped. The community service facility space should be incorporated into a residential or mixed-use building and provided with street presence on the ground floor of a building.
- 9.3.4. Development may be required to contribute to the delivery of community service facility needs as identified through the City's review by providing:
 - a. new, expanded or retrofitted space for one or more on-site community facility;

- b. new, expanded or retrofitted off-site community facility within an appropriate distance; and/or
 - c. a contribution towards a specific community service facility that meets identified needs.
- 9.3.5. New community facilities, expansion and/or retrofits of existing facilities will be designed to meet the requirements of the City and/or public agencies, boards and commissions and will:
- a. be located in highly visible locations with strong pedestrian, cycling and transit connections;
 - b. be co-located within mixed-use buildings where possible; and
 - c. provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and adapted over time to meet the varied needs of different user groups.

10. IMPLEMENTATION

The implementation of this Plan requires a number of strategies to manage growth through the expansion and enhancement of the transportation network, the comprehensive planning of large sites and the appropriate sequencing of development. Managing the growth potential provided for in this Plan is essential for achieving the objectives of the Plan. Regulatory tools under the *Planning Act* and *City of Toronto Act*, including the use of Holding (H) Symbols, community benefit contributions pursuant to Section 37 or 45 or any future relevant sections of the *Planning Act*, and the use of Plan of Subdivision and Site Plan Control applications will be used to fully implement the goals of the Plan over time.

10.1. ZONING AND HOLDING PROVISIONS

Zoning By-laws control how land and buildings are used, the location of building on a lot, building heights and other provisions necessary to ensure proper development. They are precise tools used to realize the vision, guiding principles and policies within a Secondary Plan. By-laws may be also be passed that places an “H” symbol over the zoning and spells out the conditions, such as City infrastructure and other eligible matters, that must be met before the “H” symbol is removed and the lands can be developed.

POLICIES

- 10.1.1. In addition to the matters identified in Policy 5.1.2 of the Official Plan, conditions for the use of a Holding (H) symbol pursuant to the *Planning Act* may also include specific source and/or receptor mitigation/attenuation measures required to permit sensitive land uses as determined in Noise, Air Quality Assessment Studies or detailed Risk Assessments, accepted by the City during the development approval process, including provisions related to how the mitigation/attenuation measures will be implemented.
- 10.1.2. Lawfully existing land uses which are no longer permitted by this Secondary Plan may be permitted in the Zoning By-law and permitted to expand where it is demonstrated that all other objectives and policies of this Secondary Plan will be met.

10.2. ORDERLY DEVELOPMENT AND INFRASTRUCTURE

Managing growth in the Keele Finch area is essential to ensuring a complete community. The transformation of this area must be coordinated and undertaken with careful consideration for issues of land use compatibility, air quality, provision of community services, parks and open space, and necessary improvements to the transportation system to support an increased residential and employment population.

POLICIES

- 10.2.1. New and/or expanded infrastructure will be planned and provided in a timely manner, where possible, in accordance with the objectives and policies of this Secondary Plan. Infrastructure includes, but is not limited to:
 - a. Physical infrastructure which includes water, sewage and stormwater management systems; thermal energy networks; electrical and communications systems; waste management systems; streets, transit and other mobility corridors, including pedestrian and cycling facilities;
 - b. Community service facilities which are buildings and public spaces that accommodate a range of non-for-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. Community service facilities include recreation, community recreation centres, libraries, child care, and spaces for the provision of public health services, human services, cultural services and employment services; and
 - c. Green infrastructure which consists of natural and human made elements that provide ecological and hydrological functions and processes and associated benefits to people. Green infrastructure includes natural heritage features and systems, public parks, stormwater management systems, the urban forest inclusive of street trees, natural channels, bioswales and other green street initiatives, permeable surfaces and green roofs.
- 10.2.2. Where the required infrastructure to support the use and/or intensity of a proposed development is not available, the development may not be permitted, or a Holding (H) symbol, pursuant to the Planning Act, may be applied until such time as the required infrastructure is available.
- 10.2.3. Land owner agreements may be required to be entered into to the City's satisfaction where infrastructure required to support one or more developments is proposed to be provided in a consolidated manner on a specific site or sites that will benefit other development within the gross development block.
- 10.2.4. Building additions and alterations to legally existing buildings that do not meet minimum height limits on Map 8 may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.
- 10.2.5. The expansion of the street network into a finer grid of streets and connections will occur incrementally with development as follows:

- a. If a required public street is fully within a development site or land assembly, the full required right of way will be secured through the development approval process;
 - b. Where a required public street forms the boundary between development sites, the full conveyance of the right of way may be achieved in stages provided interim measures to facilitate access and travel are put in place with the first site to redevelop; and
 - c. If required transportation infrastructure to support a development does not form part of a development site or land assembly, development charges for growth-related infrastructure or financial contributions towards the acquisition of land and construction of local transportation infrastructure off-site may be required.
- 10.2.6. Monitoring of the transportation network may be required to ensure the continued safety of active transportation facilities and the need for connectivity within the street network.

10.3. BLOCK CONTEXT PLANS

Block Context Plans show the physical form of a proposed development and how it fits within the existing and planned context. They enable coordination between land owners and support orderly development.

POLICIES

- 10.3.1. Block Context Plans will be required to be submitted as part of a complete application for:
- a. Development proposed within lands designated *Apartment Neighbourhood*;
 - b. Redevelopment of existing low-rise housing south of Finch Avenue West, west of Keele Street, on lands designated *Mixed Use Areas A and C*, to ensure orderly and comprehensive redevelopment can be achieved including the appropriate consolidation of lots;
 - c. Gross development blocks consisting of multiple sites with different land ownership and where only a portion of the development block is proposed for redevelopment;
 - d. Sites adjacent to heritage or natural features, ravines, woodlots, or public parks;
 - e. Sites where a portion of a new connection is proposed and to demonstrate how the balance of the connection will be provided on adjacent sites; and
 - f. Sites where the development potential on adjacent properties may be impacted by or could be integrated into the proposed site.
- 10.3.2. Notwithstanding Policy 10.3.1, the requirement for a Block Context Plan may be waived at the City's discretion in the *Keele North Corridor* for capacity expansions associated with an existing fuel distribution terminal provided the expansion meets the policies of this Plan and will not preclude achieving any required minimum densities for the gross development block.

10.3.3. Where a Block Context Plan is required for a site-specific application to amend the Zoning By-law, the Block Context Plan may be advanced to City Council for endorsement to guide future development applications on adjacent lands, and/or be used to inform applications for Site Plan Control Approval for development that form part of the Block Context Plan.

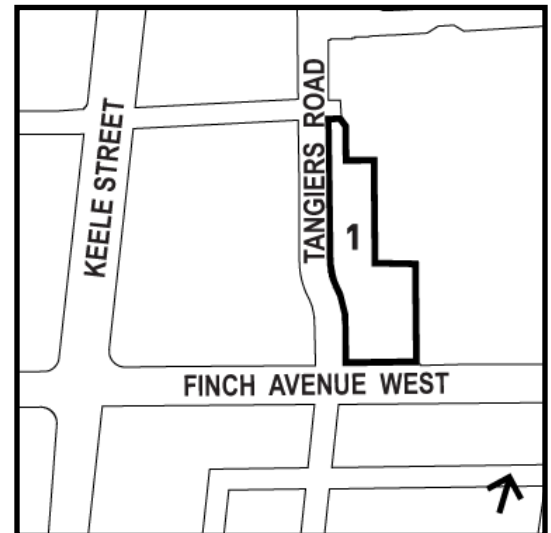
11. INTERPRETATION

POLICIES

- 11.1. The policies of this Secondary Plan apply to the area within the Secondary Plan Boundary shown on Map 1.
- 11.2. This Secondary Plan will be read as a whole and with the policies of the Official Plan including Site and Area Specific Policies and policies for protected major transit station areas, to understand its comprehensive and integrative intent as a policy framework for decision making.
- 11.3. Where *New Public Streets* and connections are identified and are outside of the Secondary Plan area, they are to be considered within the context of this Secondary Plan for the purpose of enabling broader connectivity within the mobility network and support growth, and have been incorporated into Schedule 2 of the Official Plan, as appropriate.
- 11.4. Where public realm improvements are identified and are outside of the Secondary Plan area but would provide benefit to the Secondary Plan area and adjacent surrounding Keele Finch area, they will be considered through contributions secured through the approval of development within the Secondary Plan area.
- 11.5. The shaded text of this Secondary Plan contains its policies. Unshaded text within this Secondary Plan is provided to give context and background, and to assist in understanding the intent of the policies, but is not policy.
- 11.6. Italicised terms in the Secondary Plan identify land use designation and features found on the Secondary Plan maps.

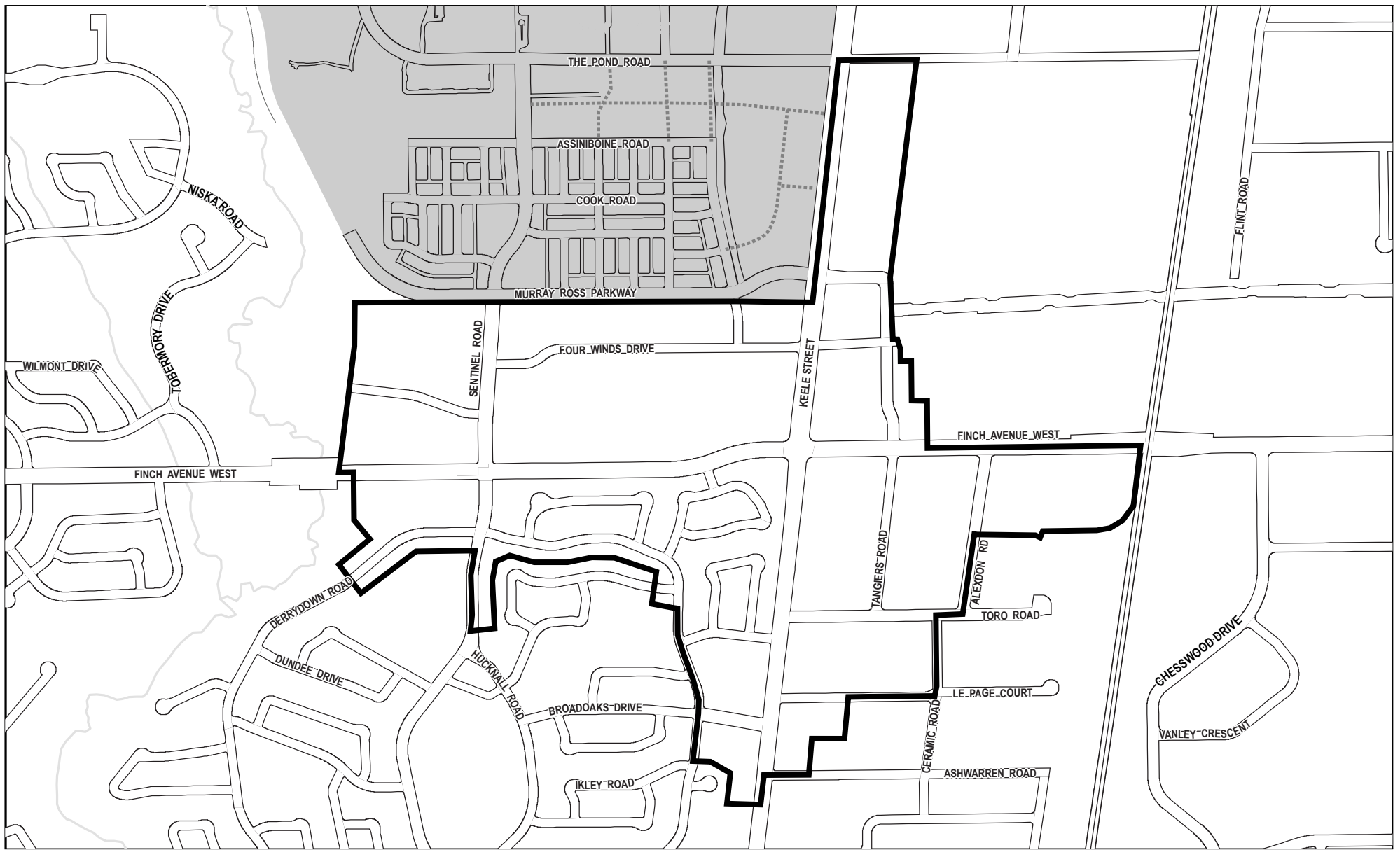
12. SITE AND AREA SPECIFIC POLICIES

1. Area 1
 - a. Within Area 1, major office uses with a gross floor area greater than 6,000 square metres are not permitted.
 - b. A landscaped buffer wholly located within the property that is no less than 20 metres wide flanking the east property limit is required. No development will be permitted within the landscaped buffer.
 - c. The landscape buffer will provide a green edge to the fuel distribution facility to the east, provide an appropriate interface and contribute to mitigating potential adverse effects of an emergency situation. The landscaped buffer will consist of a mix of deciduous and coniferous tree planting, shrubs and a berm.






MAPS

1. Secondary Plan Boundary
2. Area Structure
3. Land Use
4. Retail Streets
5. Public Realm Plan
6. Public Street Plan
7. Cycling Network
8. Minimum Heights
9. Maximum Height Limits



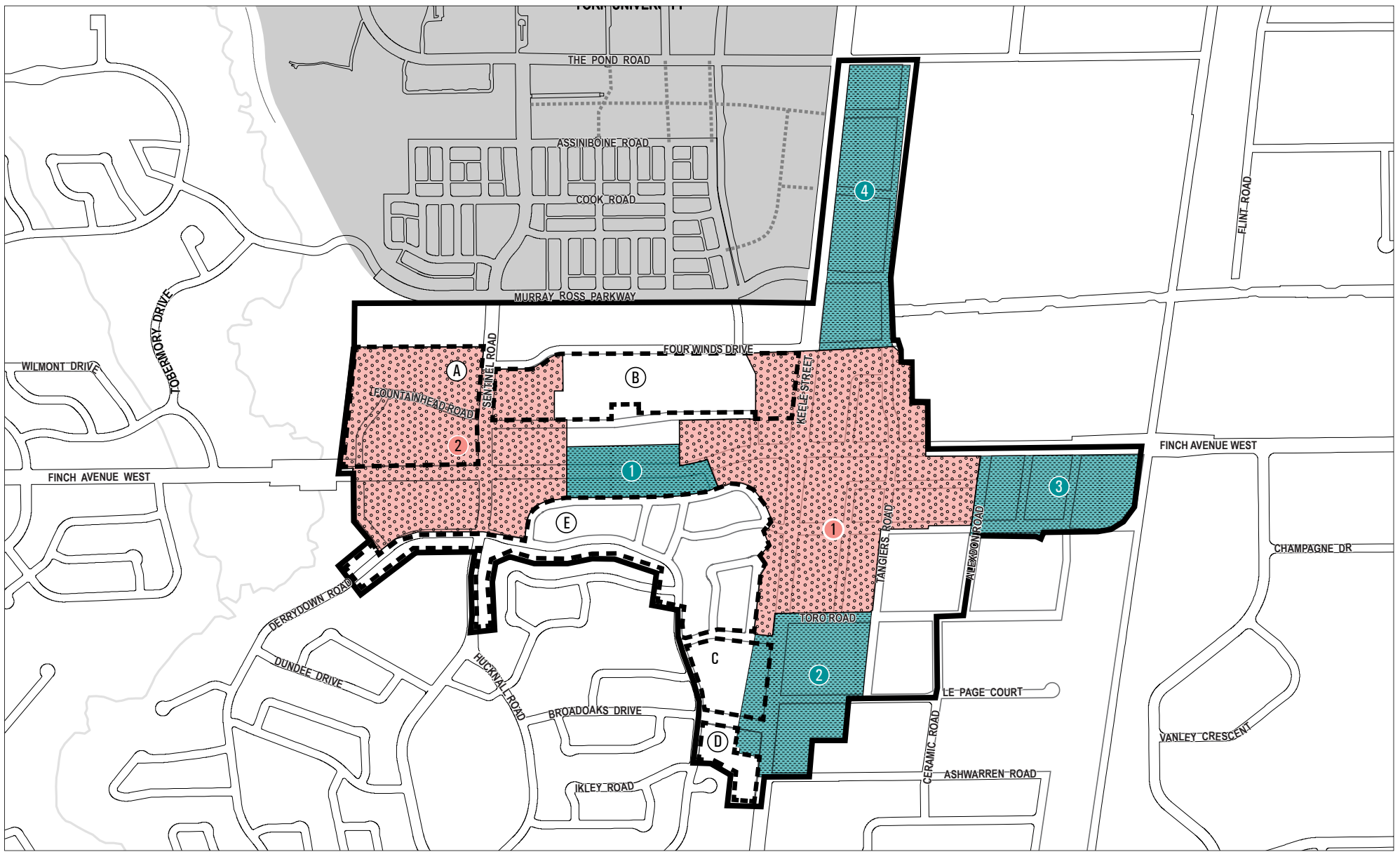
Keele Finch Secondary Plan

Map 1 - Secondary Plan Boundary

-  Secondary Plan Boundary
-  York University Secondary Plan Area
-  Conceptual York University Street Network

Not to Scale
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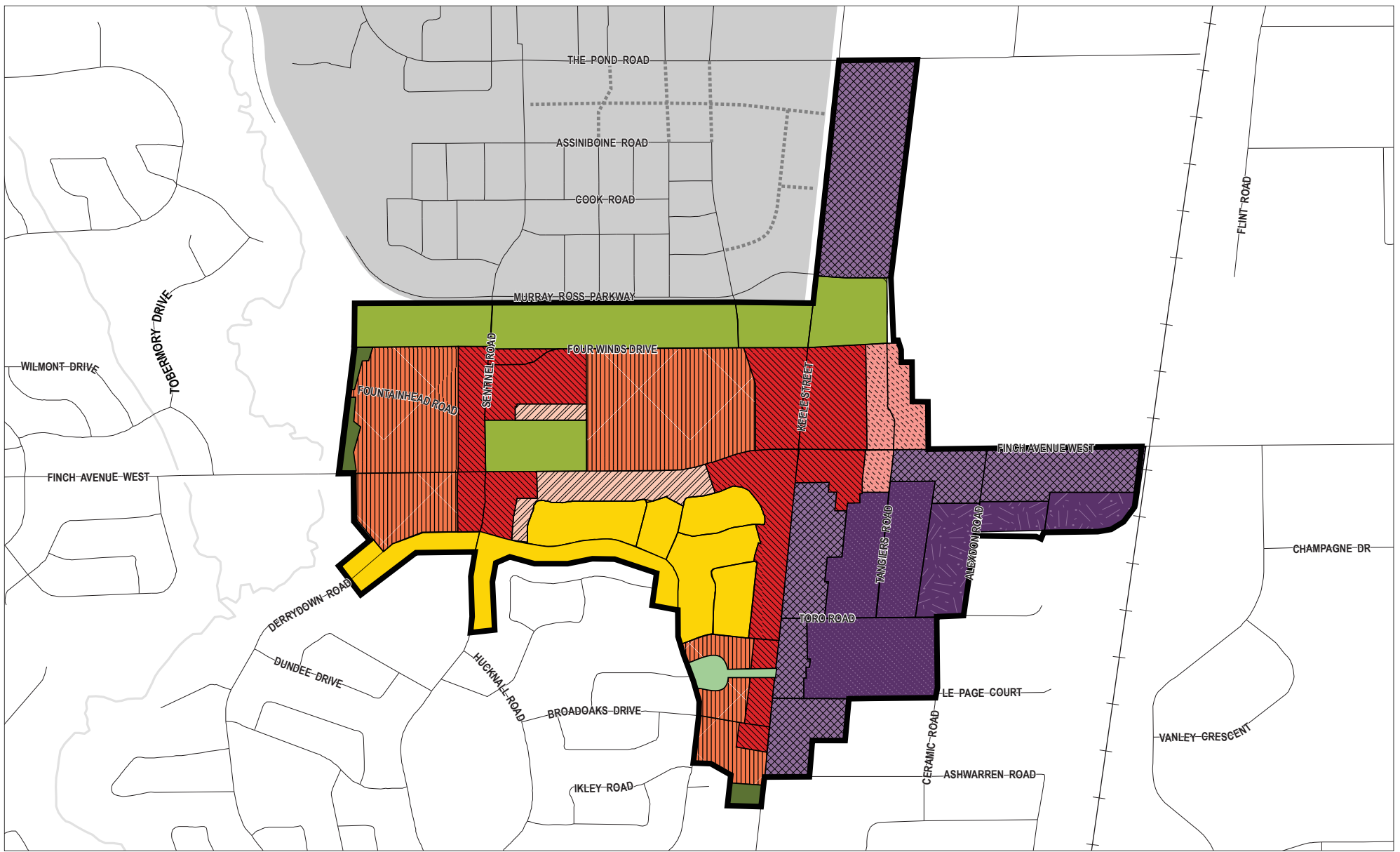
Keele Finch Secondary Plan

Map 2 - 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 | | |

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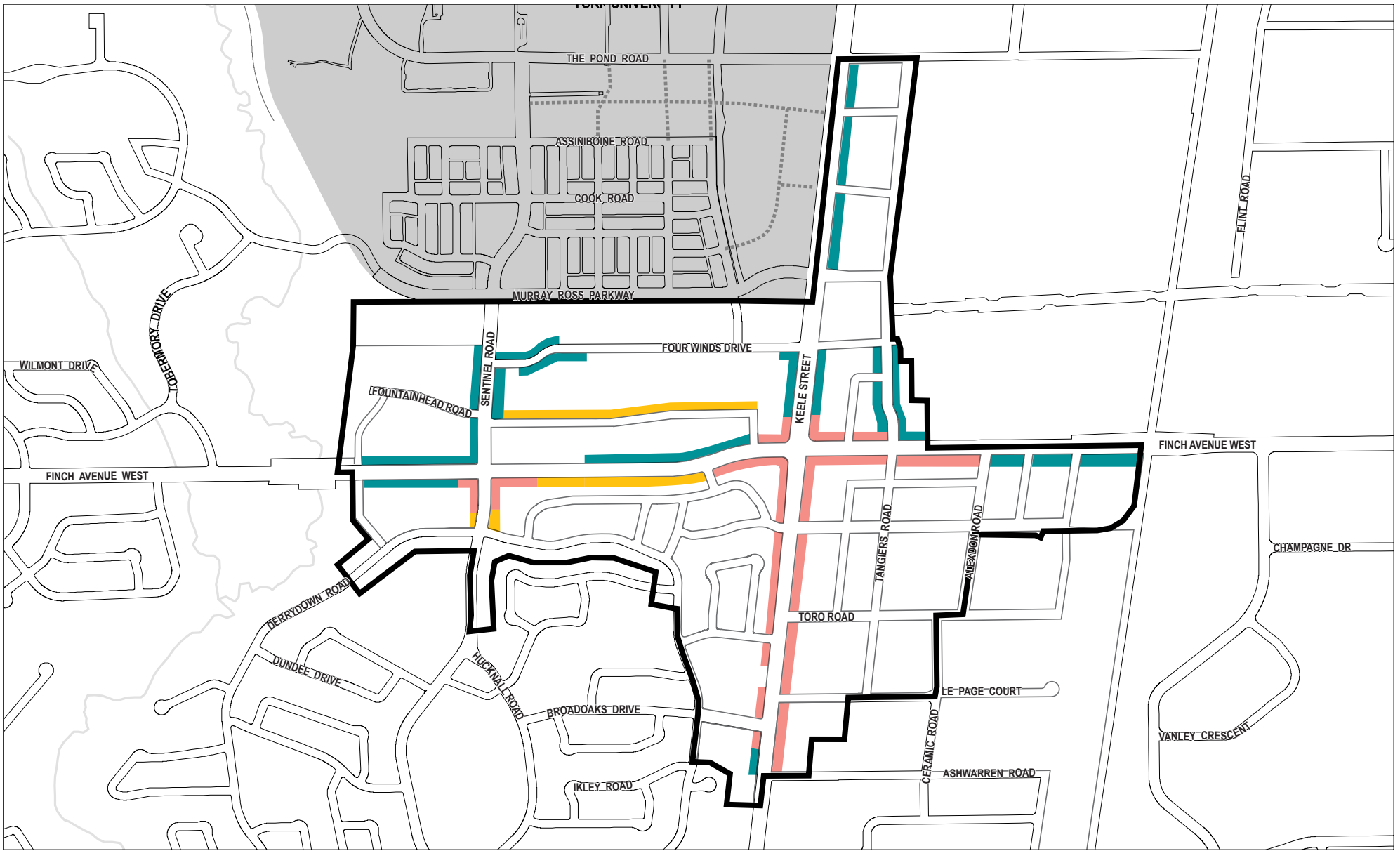
Keele Finch Secondary Plan

Map 3 - Land Use

- | | | | |
|---|--------------------------|--------------------------|-------------------|
| Secondary Plan Boundary | Neighbourhoods | Mixed Use Areas C | Natural Areas |
| York University Secondary Plan Area | Apartment Neighbourhoods | General Employment Areas | Parks |
| Conceptual York University Street Network | Mixed Use Areas A | Core Employment Areas A | Other Open Spaces |
| | Mixed Use Areas B | Core Employment Areas B | |

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Keele Finch Secondary Plan

Map 4 - Retail Streets

- 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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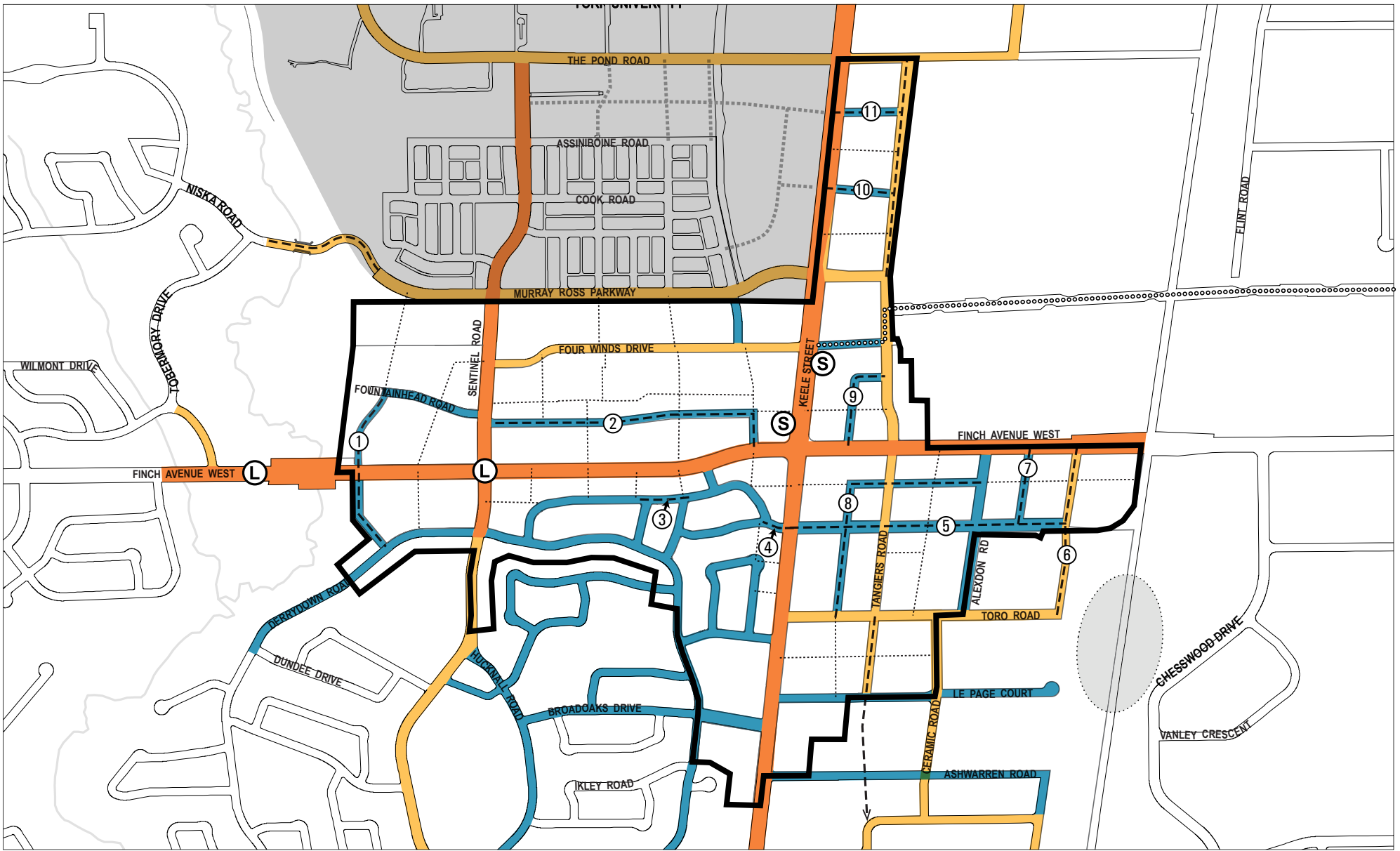
Keele Finch Secondary Plan

Map 5 - Public Realm Plan

- | | | | |
|-------------------------|----------------------|---|---|
| Secondary Plan Boundary | Major Open Spaces | Parks & Open Spaces | Existing and Potential Active Building Edge |
| Major Public Streets | Fountainhead Park | Conceptual New Parks | Area for Streetscape Improvement |
| New Public Streets | Black Creek Valley | Gateway Public Squares | New/Improved Connection |
| Trails | Finch Hydro Corridor | Conceptual POPS
(Privately-Owned Publicly Accessible Spaces) | |

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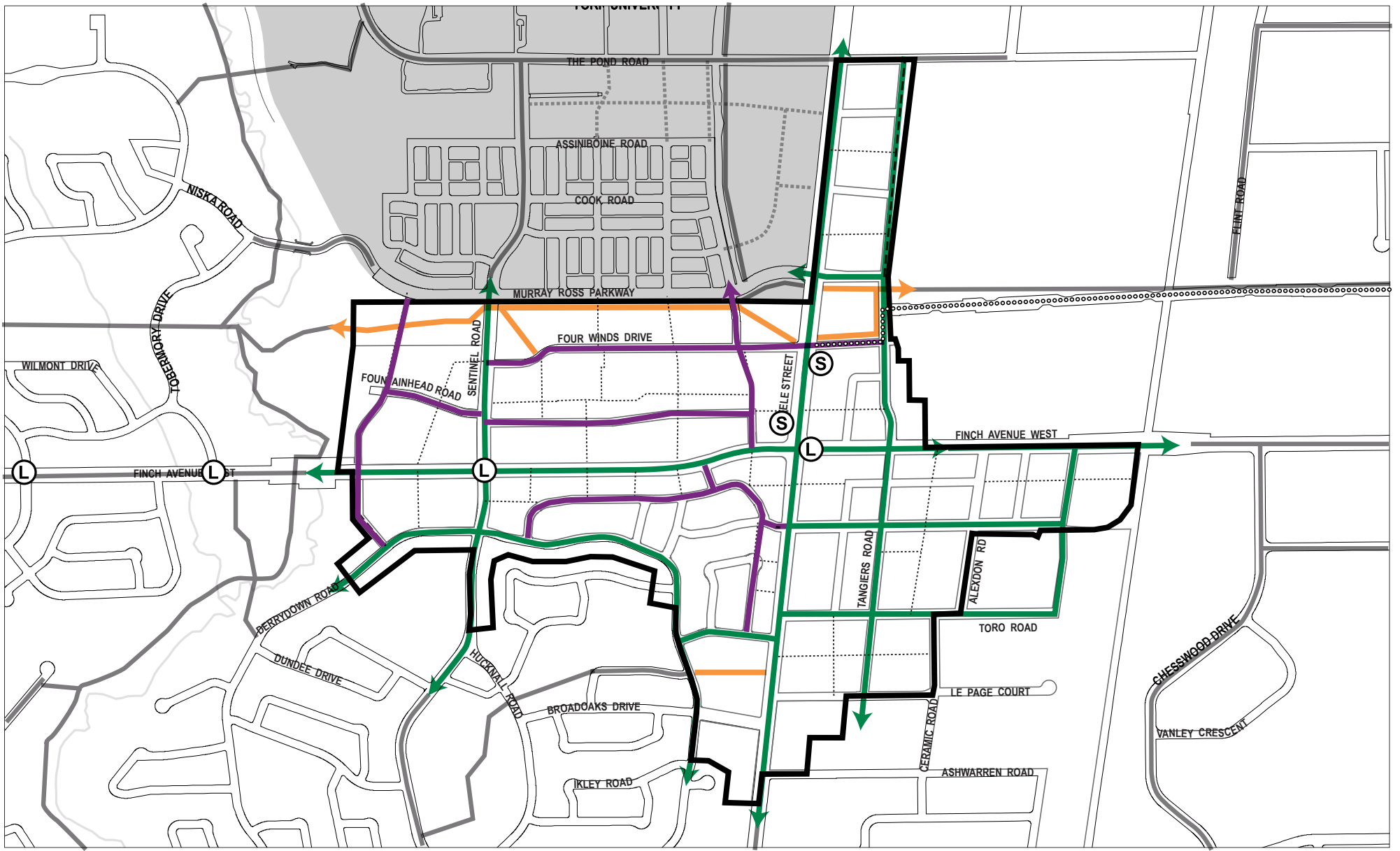
Keele Finch Secondary Plan

Map 6 - Public Street Plan

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

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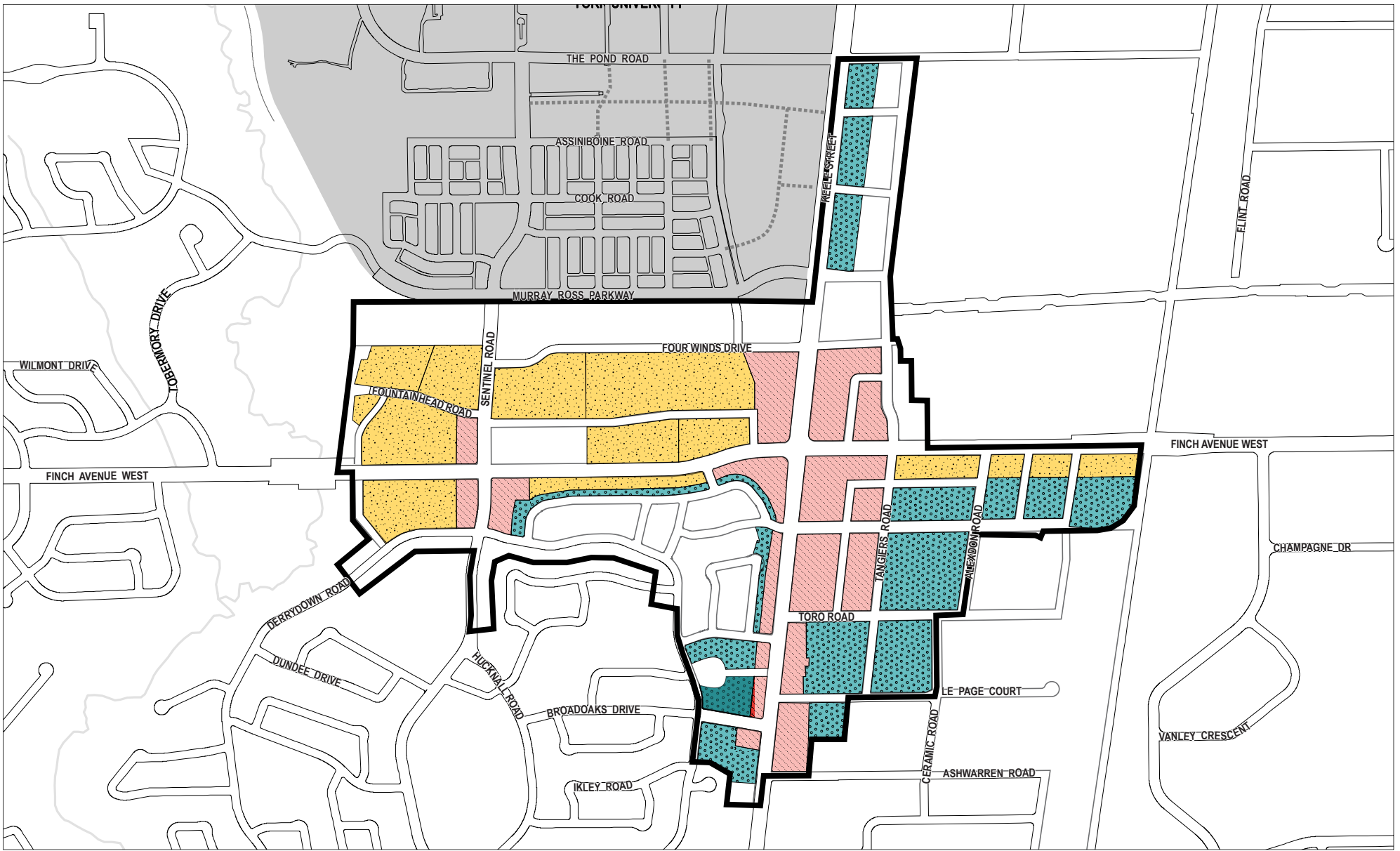
Keele Finch Secondary Plan

Map 7 - Cycling Network

- | | | | |
|---|---------------------------|------------------------------|------------------|
| Secondary Plan Boundary | Future Bridge Connection | Existing and Planned Network | LRT Station/Stop |
| York University Secondary Plan Area | New/Improved Connection | Multi-use trail | Subway Station |
| Conceptual York University Street Network | Primary Dedicated Cycling | Bus Way | |
| | Secondary Cycling Route | | |

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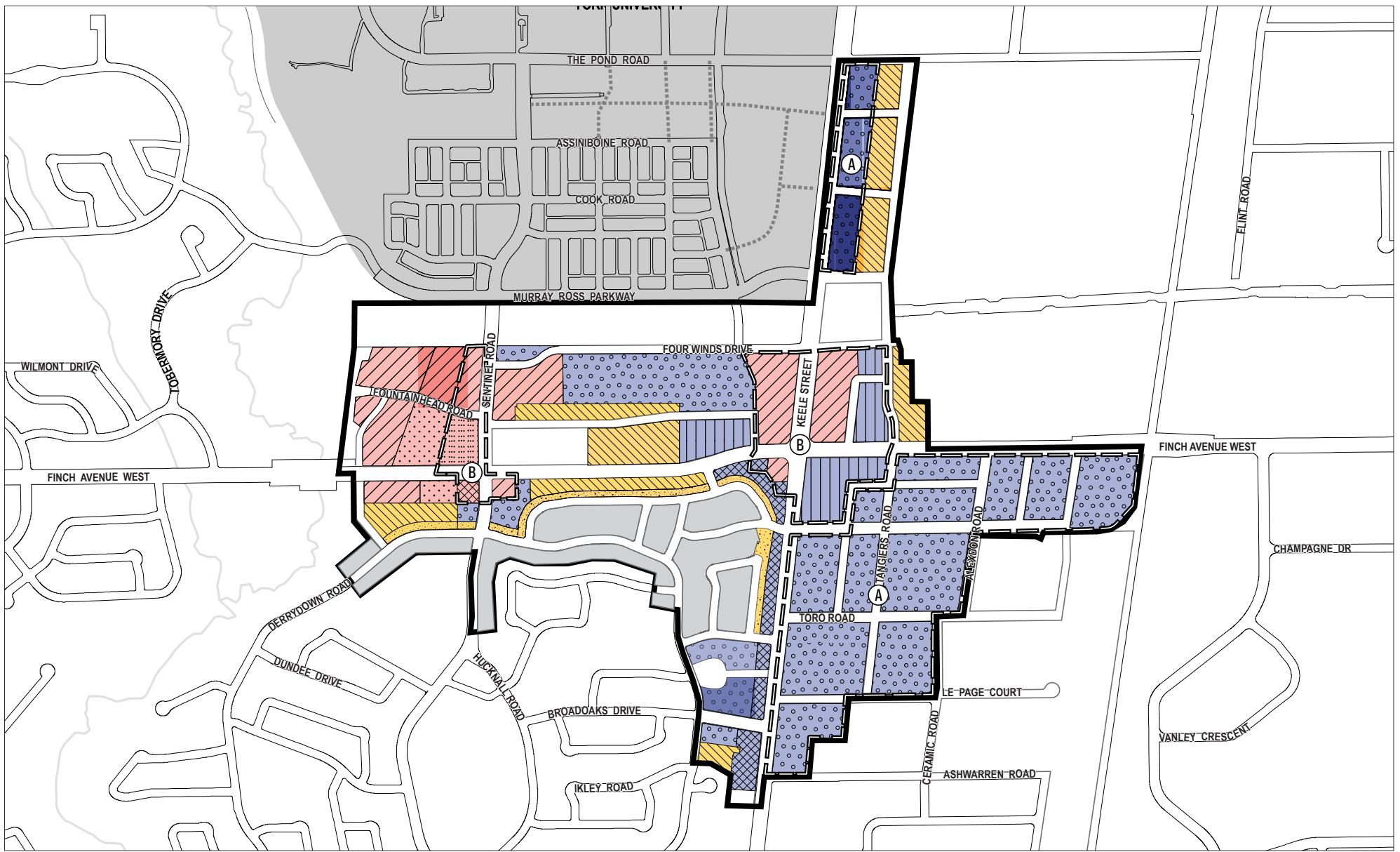
Keele Finch Secondary Plan

Map 8 - Minimum Heights

- Secondary Plan Boundary
- York University Secondary Plan Area
- Conceptual York University Street Network
- Minimum 2 storeys
- Minimum 3 storeys
- Minimum 4 storeys

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Keele Finch Secondary Plan

Map 9 - Maximum Height Limits

Secondary Plan Boundary	LOW-RISE BUILDINGS	MID-RISE BUILDINGS	TALL BUILDINGS
York University Secondary Plan Area	Maximum 9m	Maximum 25m	Maximum 40m
Conceptual York University Street Network	Maximum 15m	Maximum 28m	Maximum 45m
Potential Additional Height Zone	Per Zoning By-law	Maximum 35m	Maximum 55m

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