

The Secondary Plan will include **minimum building height** and **maximum permitted building heights**.

The minimum heights will ensure a compact urban form and enable buildings to be adaptable for different uses over time. Buildings that are of a minimum height make more efficient use of land and support the creation of a compact urban form.

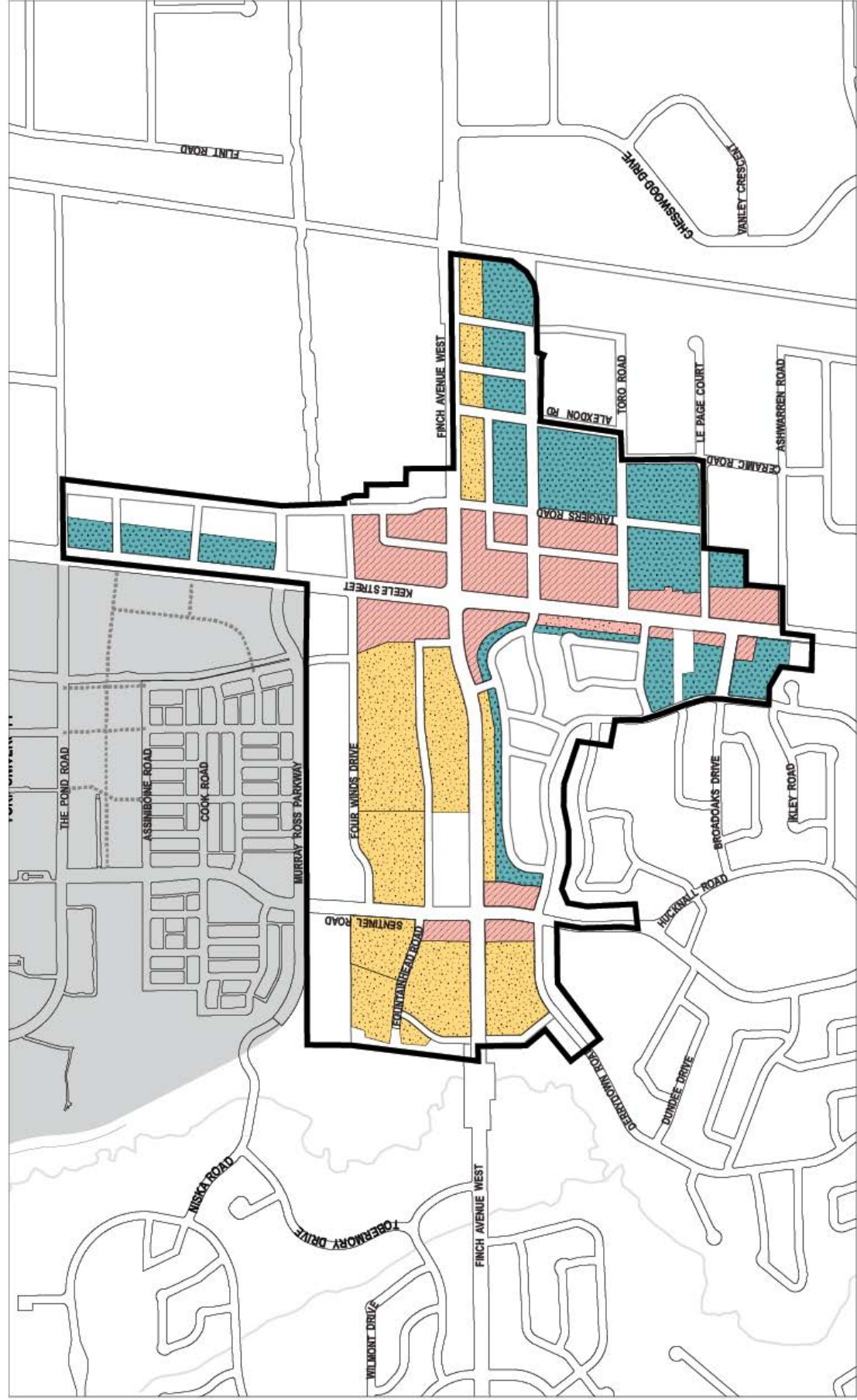
Maximum permitted building heights will ensure that buildings achieve **the desired character of different areas** and mix of building types, transitions in scale, and a high-quality, sunny public realm.

**Strategically-located and modestly-scaled tall buildings** may be considered in the Nodes up to flight path maximums to lend prominence to these areas and reinforce their role within the broader area structure.

Some **flexibility is proposed for additional height** in portions of the Nodes in the event that airport operations cease at the Downsview Airport and these lands are redeveloped with other uses.



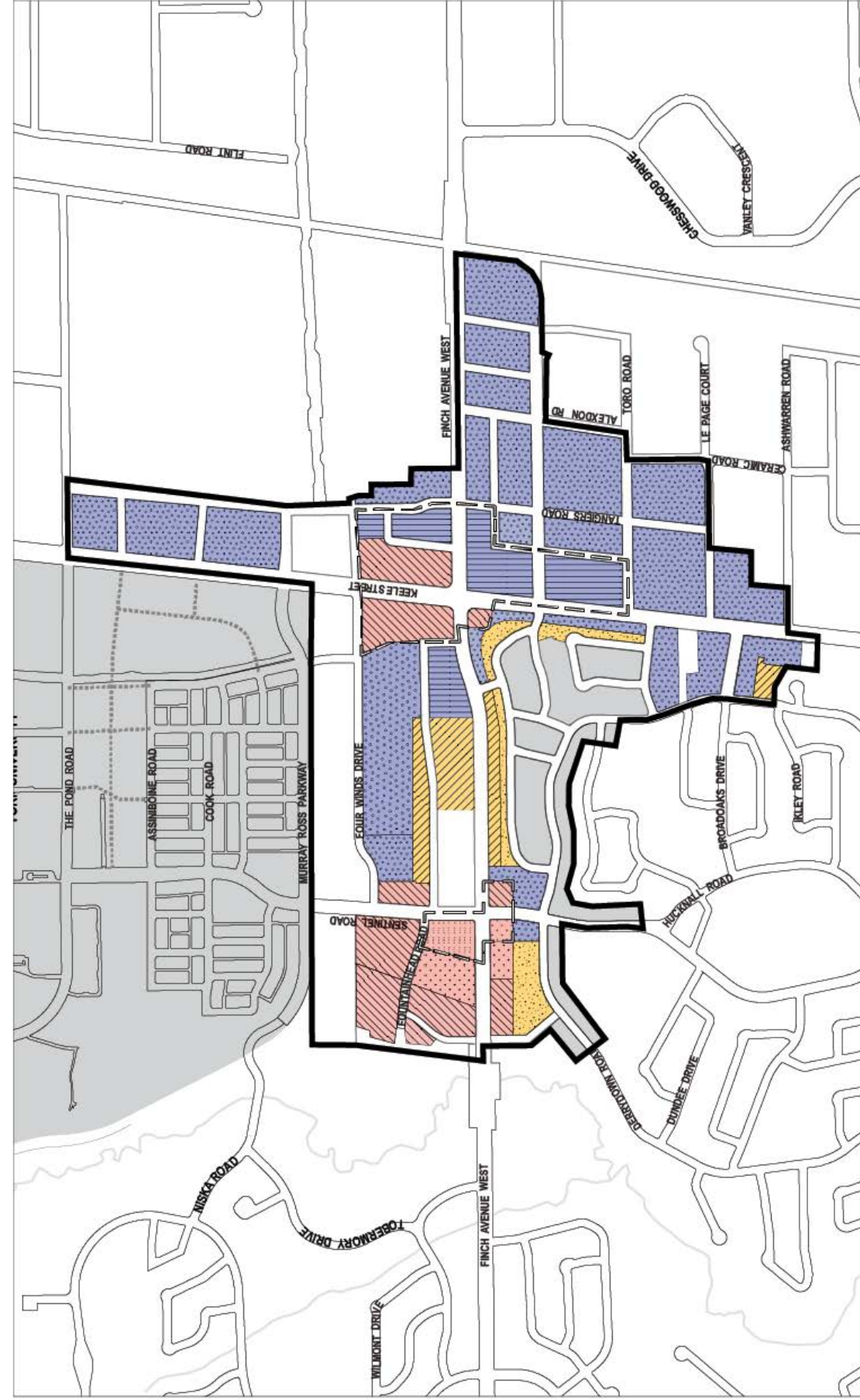
## Building Heights



### Keele-Finch Secondary Plan Minimum Heights

- Secondary Plan Boundary
- York University Secondary Plan Area
- ..... Conceptual York University Street Network
- Minimum 2 storeys (approx. 6m)
- Minimum 3 storeys (approx. 9m)
- Minimum 4 storeys (approx. 12m)

Not to Scale  
June 2019



### Keele-Finch Secondary Plan Maximum Height Limits

- Secondary Plan Boundary
- York University Secondary Plan Area
- ..... Conceptual York University Street Network
- Potential Additional Height Zone
- Low-Rise Buildings
  - Maximum 9m
  - Maximum 15m
  - Per Zoning By-law
- Mid-Rise Buildings
  - Maximum 25m
  - Maximum 35m
- Tall Buildings
  - Maximum 40m
  - Maximum 45m
  - Maximum 49m
  - Maximum 55m

Not to Scale  
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## Potential Additional Height Zones

Some flexibility is proposed for additional height in the Nodes around major intersections in the event that airport operations cease at the Downsview Airport and these lands are redeveloped with other uses. These areas are identified as **Potential Additional Height Zones** on the Maximum Building Heights Map (see the Open House board). 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 proposed subject to meeting certain conditions and requirements.

## PROPOSED POLICY DIRECTIONS

### BH1

Additional height may be permitted for lands identified on the Maximum Heights Map as **Potential Additional Height Sites Zones**, provided:

- a) maximum building heights do not exceed the height limits as identified on the Potential Additional Height Zones and Height Limits Map (see the Open House board);
- b) 15 per cent of the building's gross floor area 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 to ensure a significant number of jobs;
- c) all urban design standards for the tall building are met and all other applicable urban design guidelines are adequately addressed;
- d) a Cumulative Wind and Shadow Analysis is submitted that demonstrates the wind and shadow impacts from the proposed building and of all other sites in the Potential Additional Height Sites Zone. 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;
- e) an Aviation Study is submitted, where applicable, that demonstrates the proposed building will not adversely impact the airport operations of the Downsview Airport. The Aviation Study will be peer reviewed at the expense of the applicant. City will retain a qualified consultant to conduct a peer review of the Aviation
- f) a Cumulative Infrastructure Impact Assessment is submitted that assesses transportation and municipal servicing capacity of the area in accordance with accepted engineering practices and standards. Where upgrades are required to infrastructure, the required upgrades will be provided at the expense of the owner or as determined through a landowner agreement;
- g) the City is able to secure fair and equitable contributions towards community infrastructure and parkland dedication.

### BH2

Where a site is identified is designated as Employment Areas and has a height limit of 25 metres on the Maximum Height Map, the maximum permitted building height may be exceeded by an additional two storeys to support employment growth provided there is sufficient transportation capacity, the development will not impede the operational needs of the Downsview Airport and building placement and massing will result in at least five hours of sunlight within sidewalk areas of public streets.