



Shaping Character

Intensification will provide a number of benefits for area residents and workers and the city as a whole. There will be new places for people to live, shop, dine, work and have fun, while supporting transit infrastructure investment. Buildings will be required through policy to contribute positively to shaping the character and identity of the area, while supporting a diverse population.

Well-Designed Streets

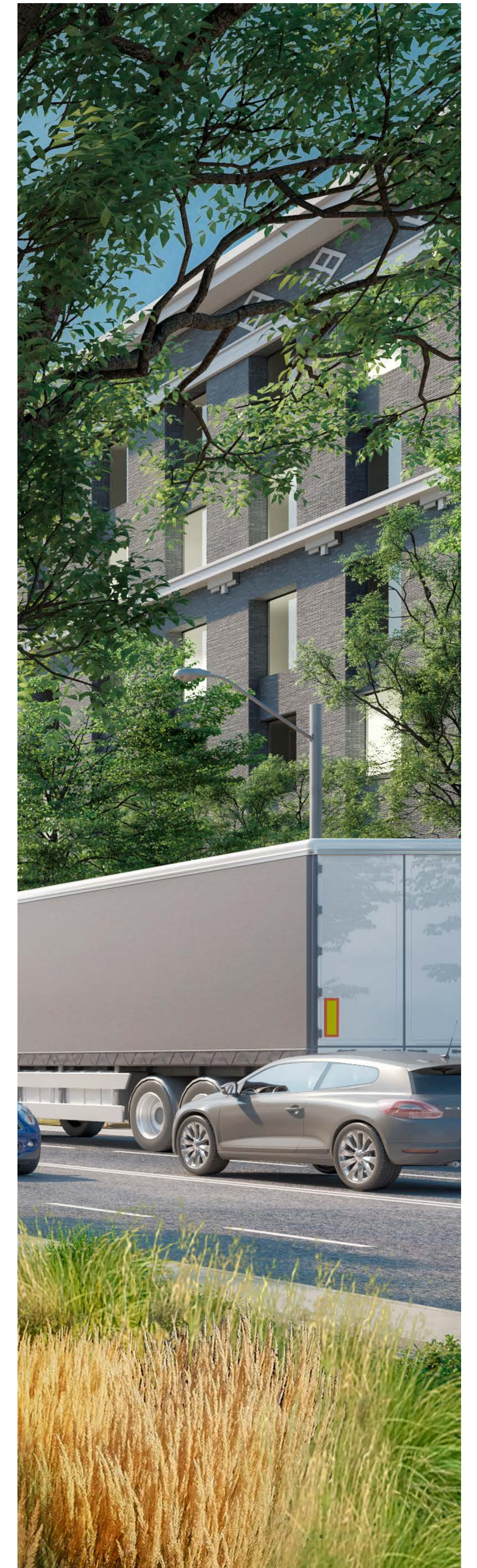
Development will contribute to the development of well-designed streets that prioritize the pedestrian experience. Buildings will be massed to provide a consistent wall of buildings along main streets while maximizing sunlight on streets, parks and open spaces. Weather protection will be built into buildings. Loading and servicing will be consolidated among buildings and curb cuts will be limited to help make streets safer.

Frame the Public Realm

Buildings will face and frame the public realm at good proportion, while ensuring good sunlight and wind conditions for pedestrians. Main entrances to buildings will be accessed directly by pedestrians from the sidewalk or setback. Transparent windows will encourage 'eyes on the street' and places to display shop wares. Buildings will not be permitted with backs facing streets ('rear-lotted').

Trees and Greening

Existing green areas, such as the near Black Creek Valley and Sentinel Road, and in the Fountainhead area will be reinforced by ensuring that buildings are sited or designed to protect existing trees where possible. Generous setbacks will ensure that street trees can grow to a large, healthy mature size and provide shade in the summer. Landscaped setbacks will be required to improve many areas, including the Employment Areas.



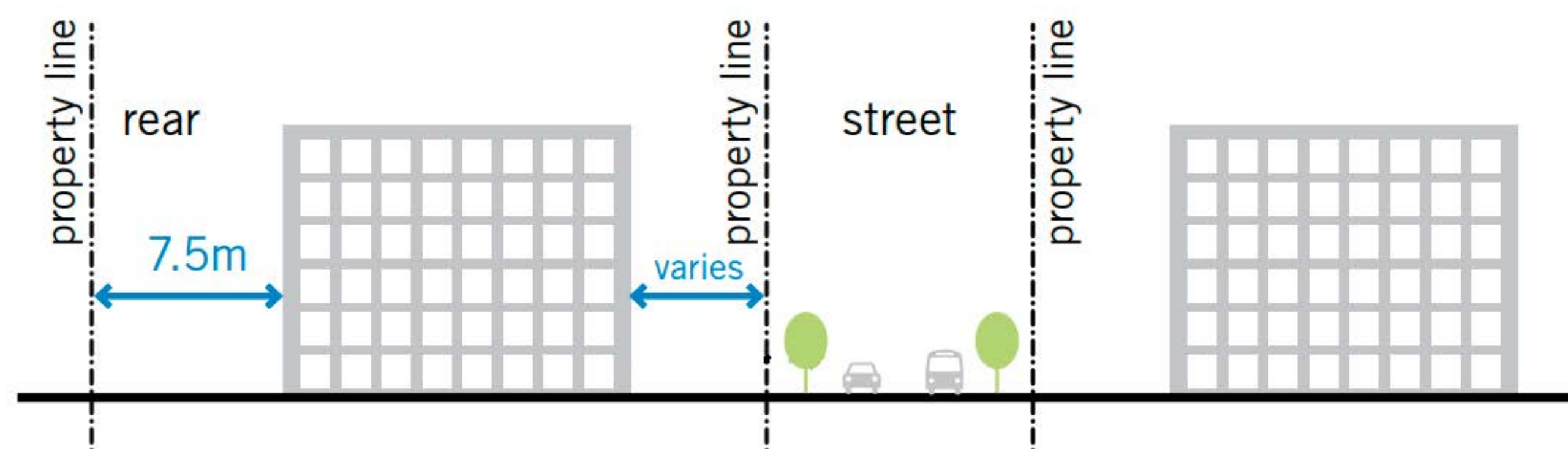


A conceptual rendering of the northern edge of the park illustrates a new shared street, grade-related building frontages. Enhanced park programming and improved facilities will assist in better animating the park and provide improved utility for area residents, students and workers.

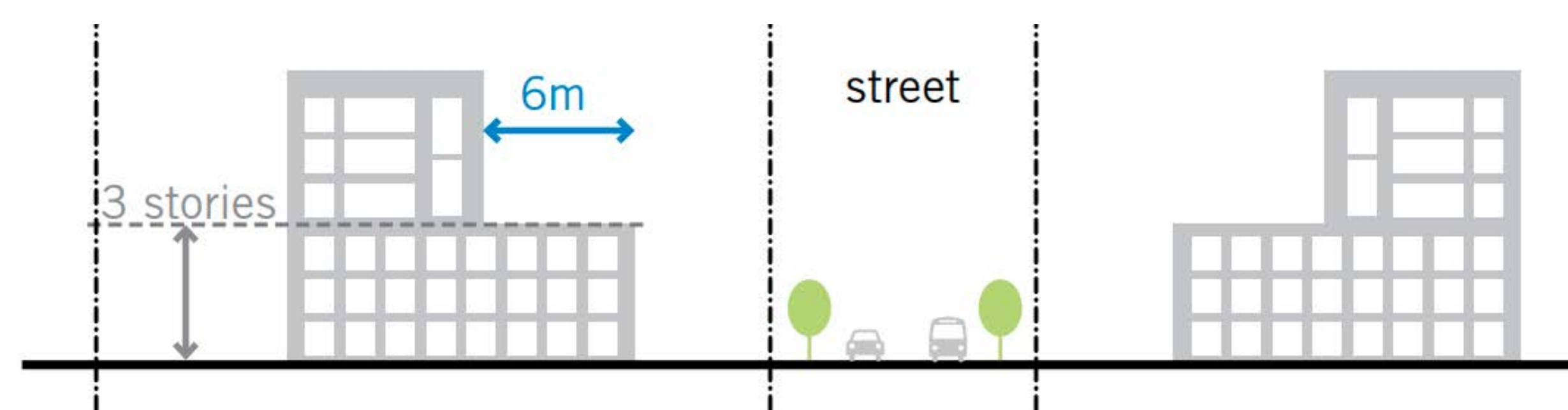


The conceptual rendering of the future potential for Keele Street includes a generous pedestrian boulevard on both sides of the street, a grade separated cycle track in both directions, and broad open planters that provide the opportunity to grow large street trees with shrub plantings. The setback allows for an additional row of street trees and planting, as well as generous space for displays, seating and other activities to animate the street.

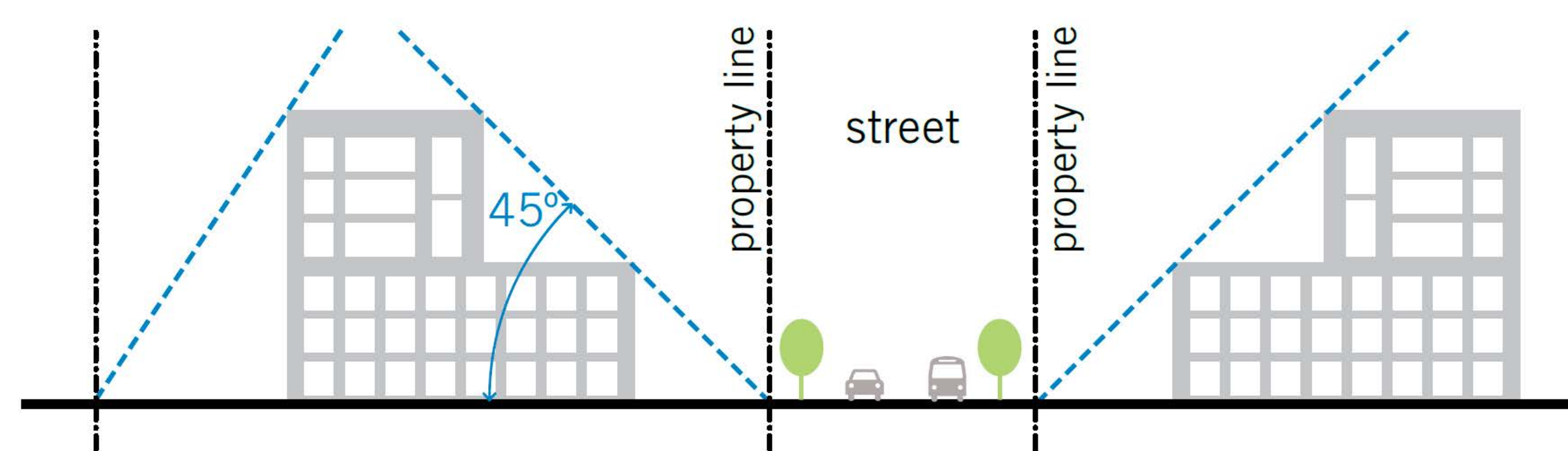
Setbacks: The distance between a property line and a building on the lot.



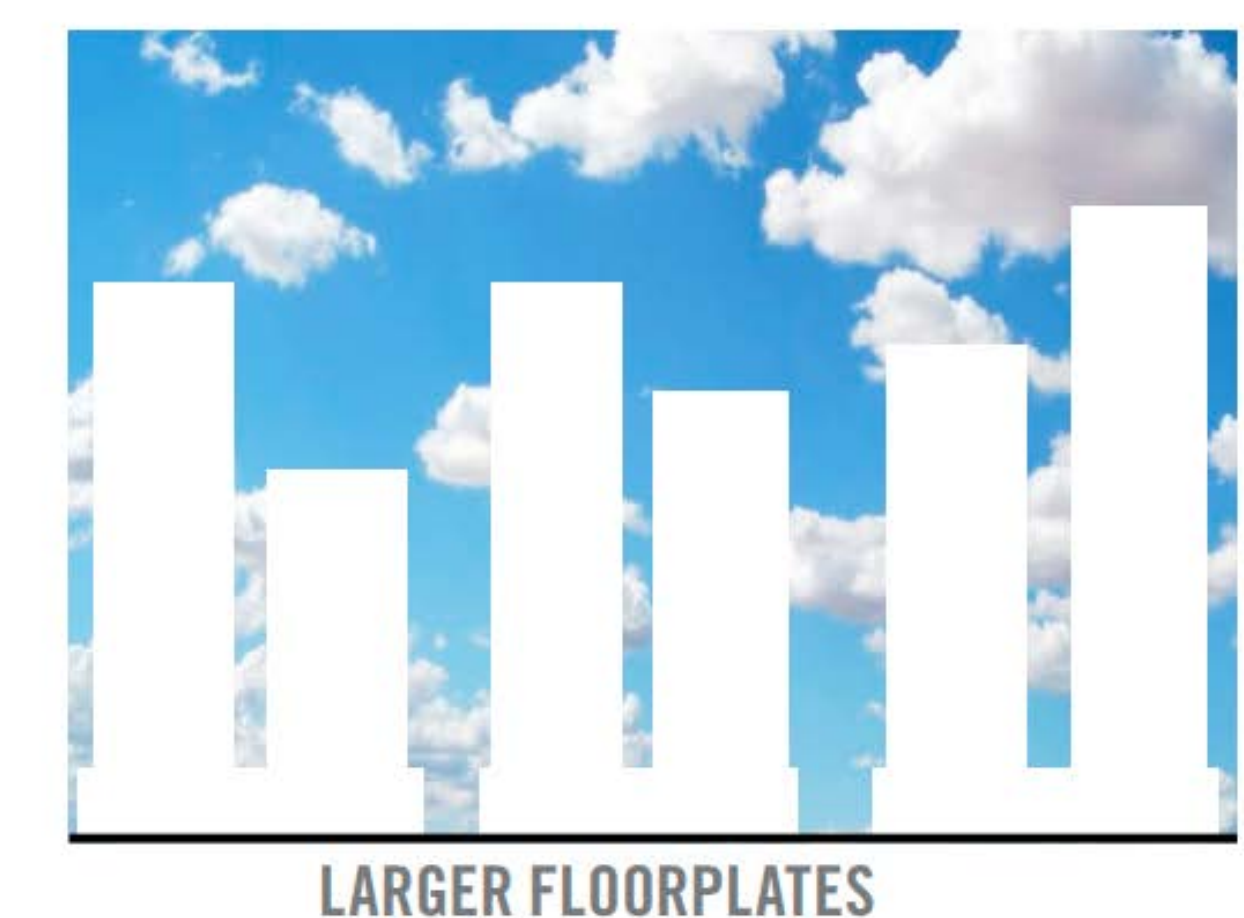
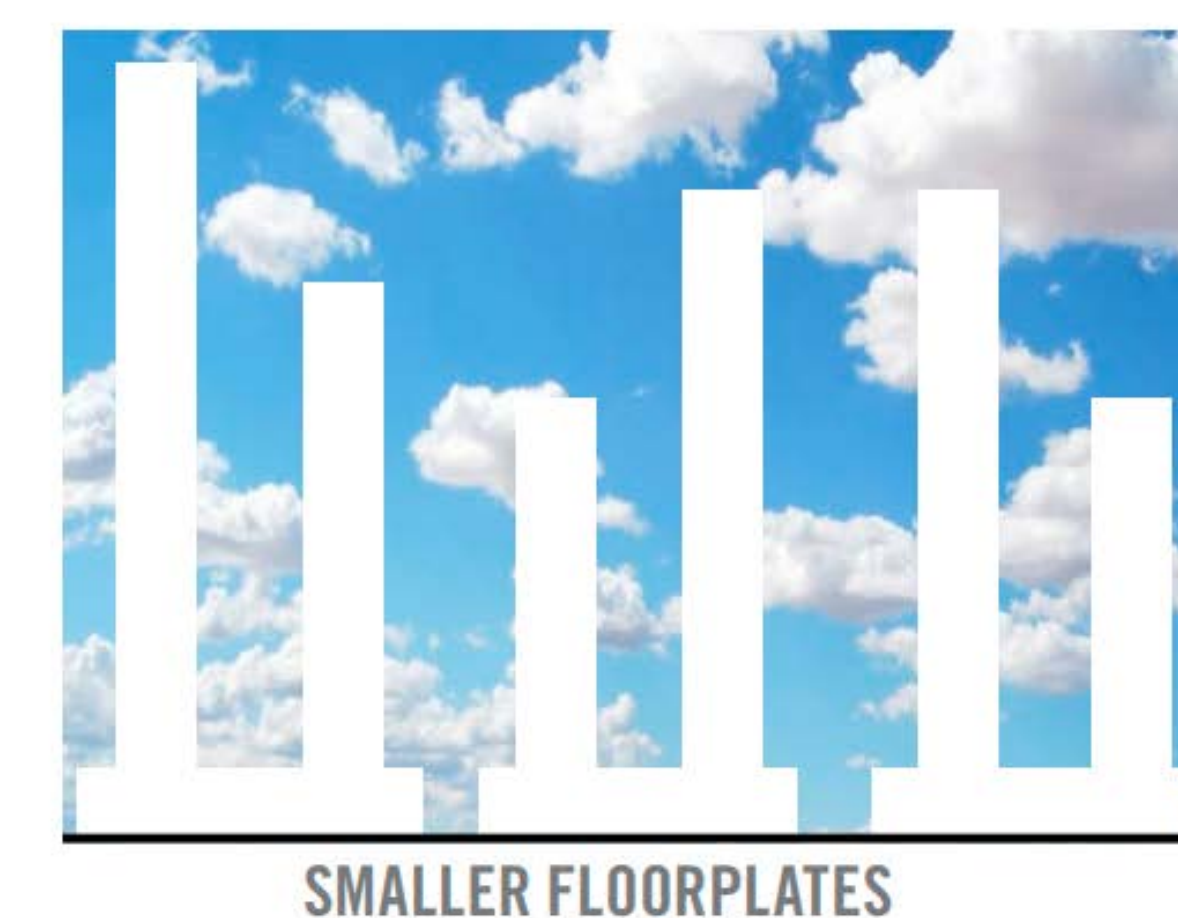
Stepback: Describes the distance that upper storeys of a building are required to be pushed back from the edge of the building below.



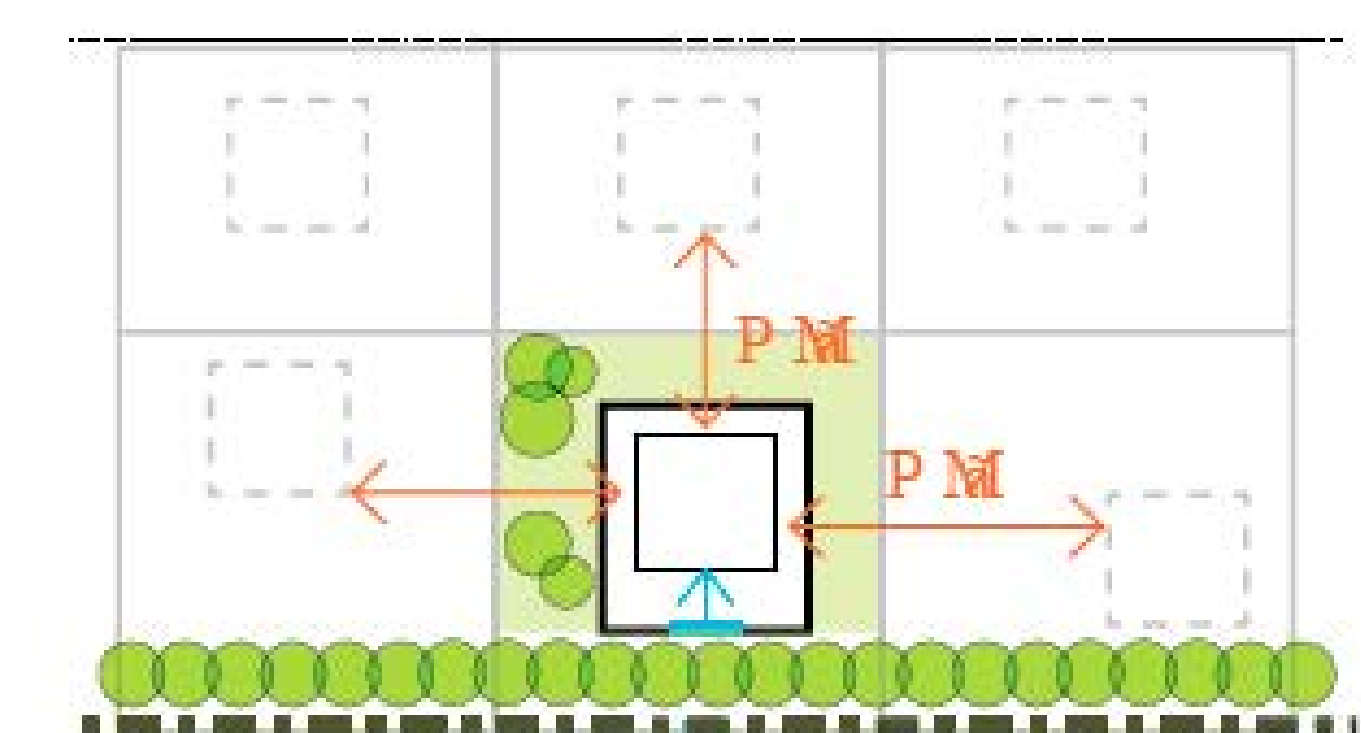
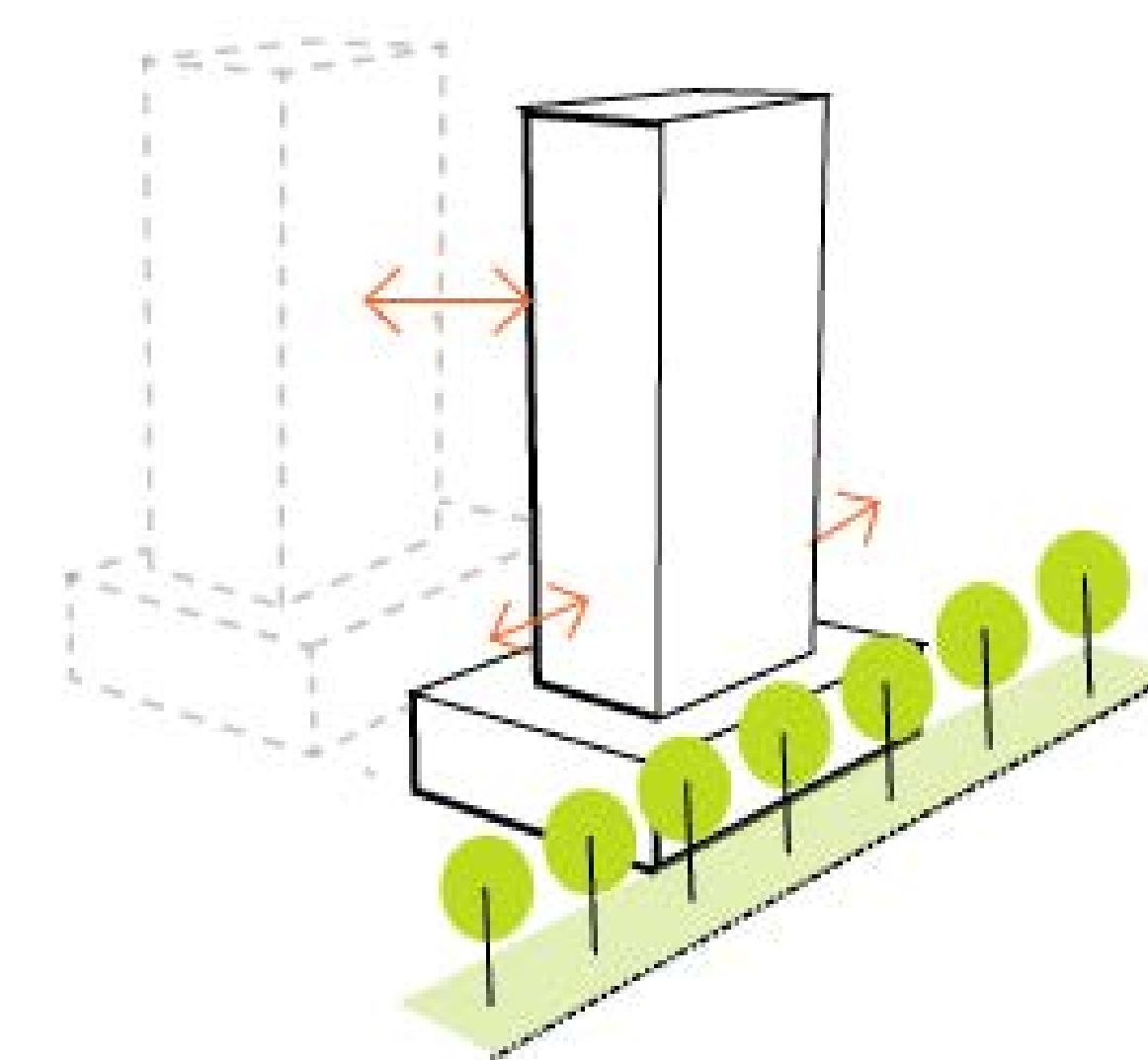
Angular Plane: An imaginary flat surface projecting over a lot at an angle. These are used to define how a taller building should be stepped back and to open up views to the sky. No part of the building can penetrate into the angular plane.



Floor Plates: The size of one floor of a tower. Residential towers have tower floorplates that are about one-third the size of non-residential towers.



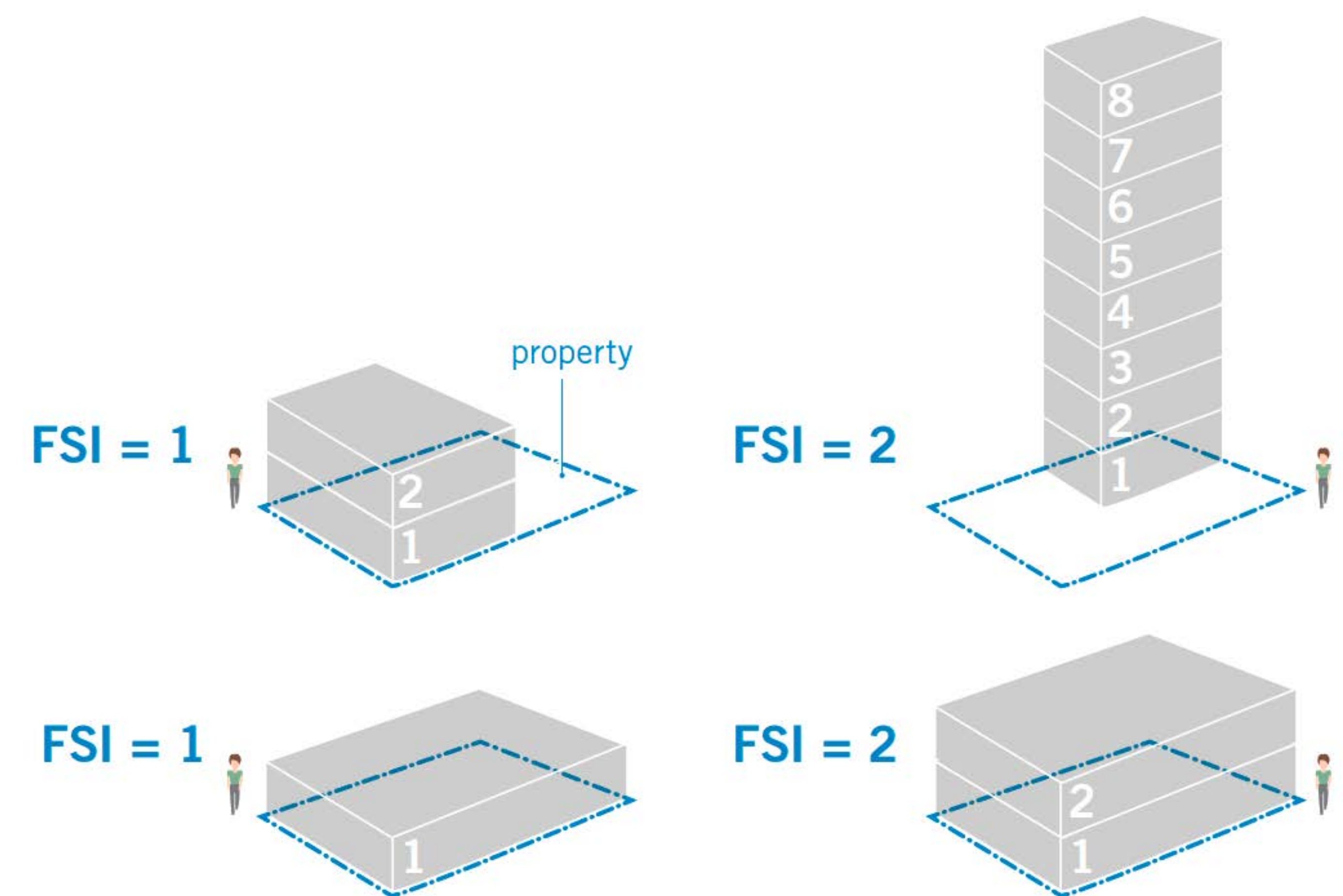
Tower Separation: The distance between two tall buildings.



Building Height: Building height is measured from the ground to the top of the building. A typical residential floor is 3 metres tall, a typical office floor is 4 metres tall and a typical retail ground floor is 4.5 to 6 metres tall.

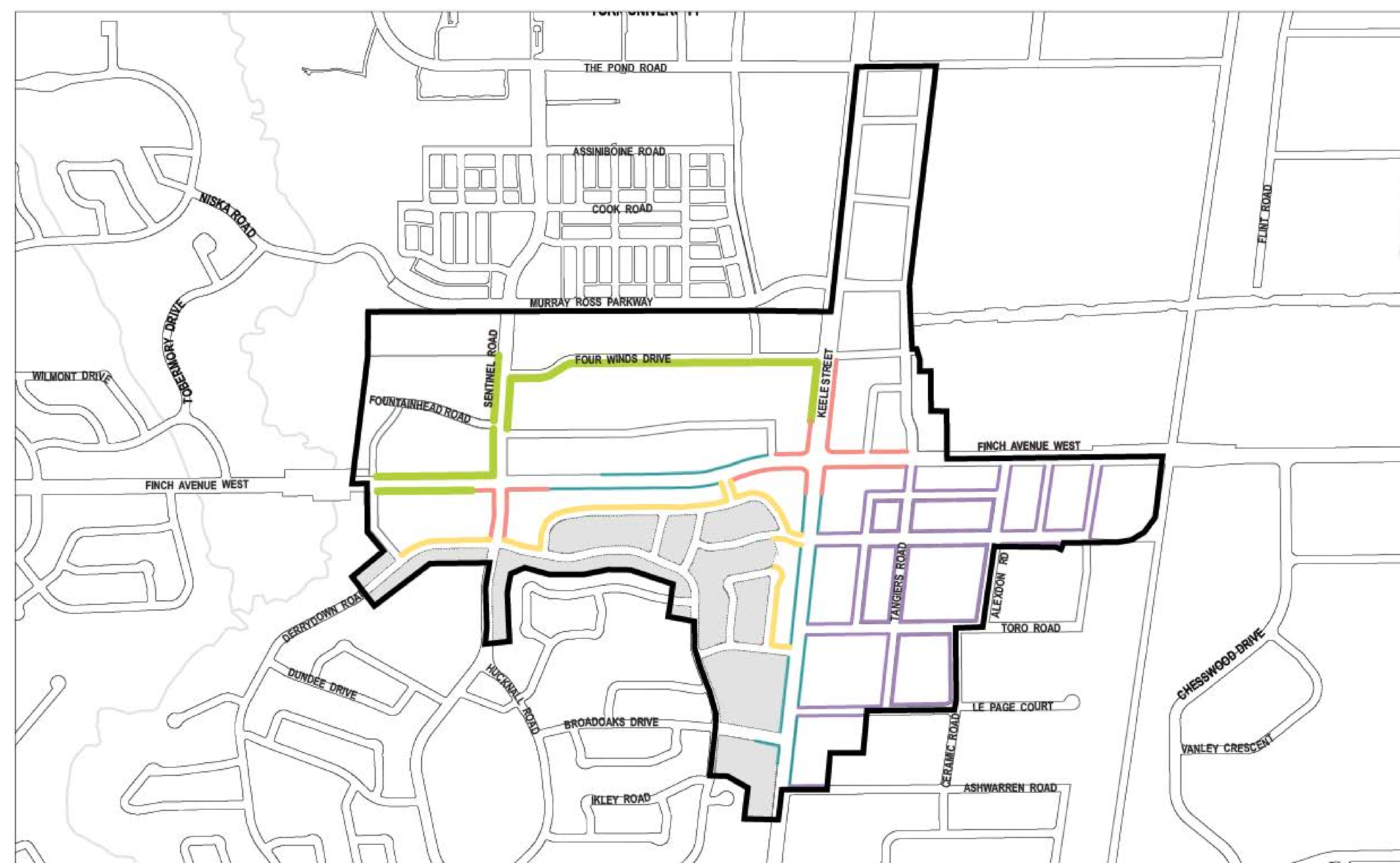


Floor Space Index: The ratio of a building's gross floor area relative



Setbacks are used to help define or reinforce the character of areas, as well as to support retail and service uses at grade by providing space for patios, spill out and additional streetscape enhancements within private property. The proposed setbacks and their purpose are:

- **10 to 12 metres** to reinforce existing character, protect existing mature trees and support tree planting and greening
- **4 metres** to reinforce the residential character of particular districts
- **3 metres** in the Employment Areas for a more urban and landscaped character
- **2 metres** to create a consistent streetwall and support retail and service uses at grade with a permitted overhang at major intersections



Keele-Finch Secondary Plan

Setback Direction

- | | |
|---------------------------|---|
| — Secondary Plan Boundary | — 2 metres |
| — 10 to 12 metres | — 2 metre setback for first two storeys |
| — 4 metres | ● Setbacks to match prevailing pattern |
| — 3 metres | |

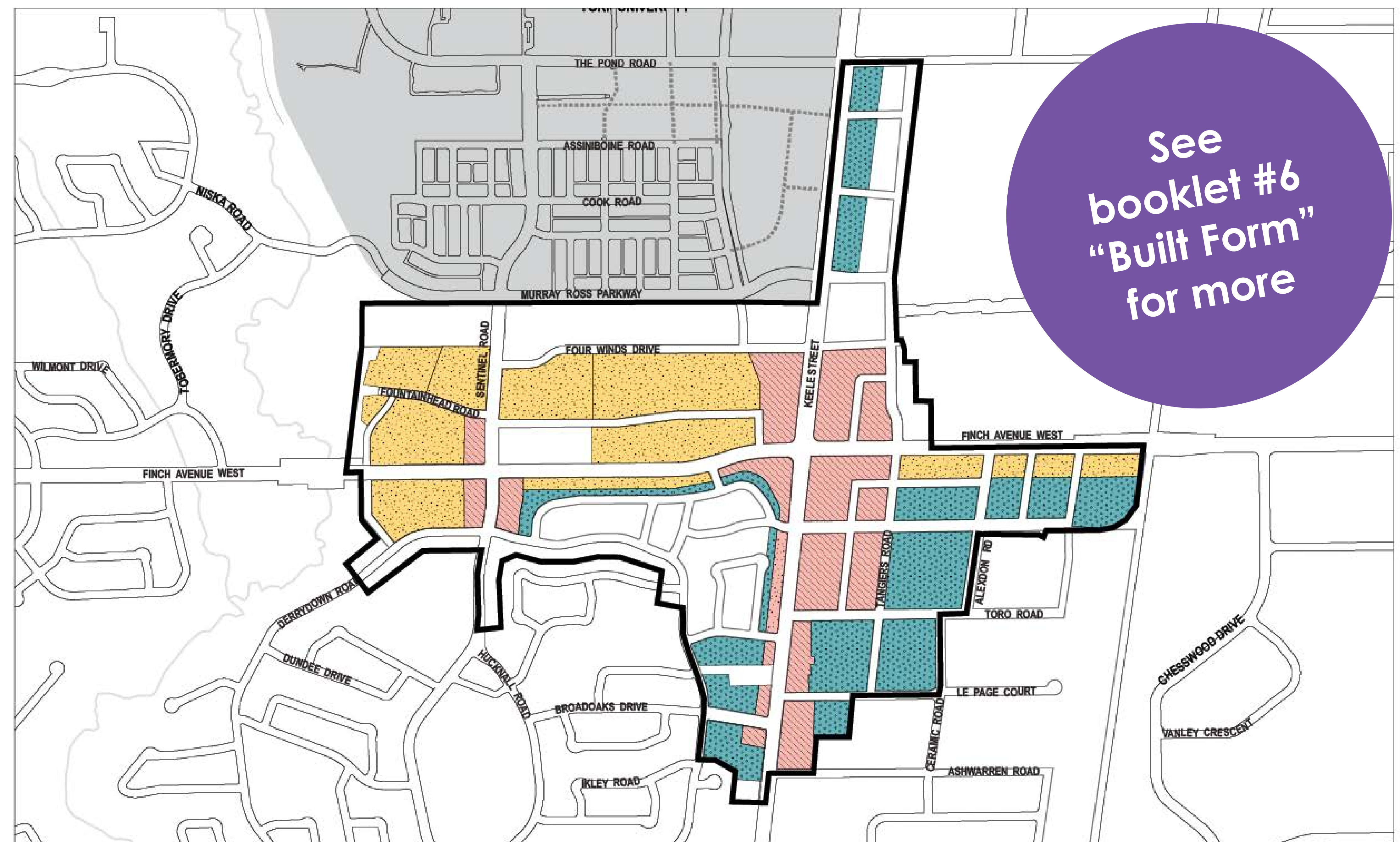
Not to Scale
June 2019



Compact Urban Form

Minimum building heights will ensure a compact urban form that makes efficient use of land with a coherent character and structure for the area. Minimum heights will be highest in the Nodes and lowest in Neighbourhood districts and Employment Areas. This reinforces overall area structure.

Requiring a minimum height in metres and storeys enables compact forms of buildings that could be adaptable over time. It also helps support enough people and jobs to support transit and walkable vibrant streets with retail shops and services.



Keele-Finch Secondary Plan
Minimum Heights

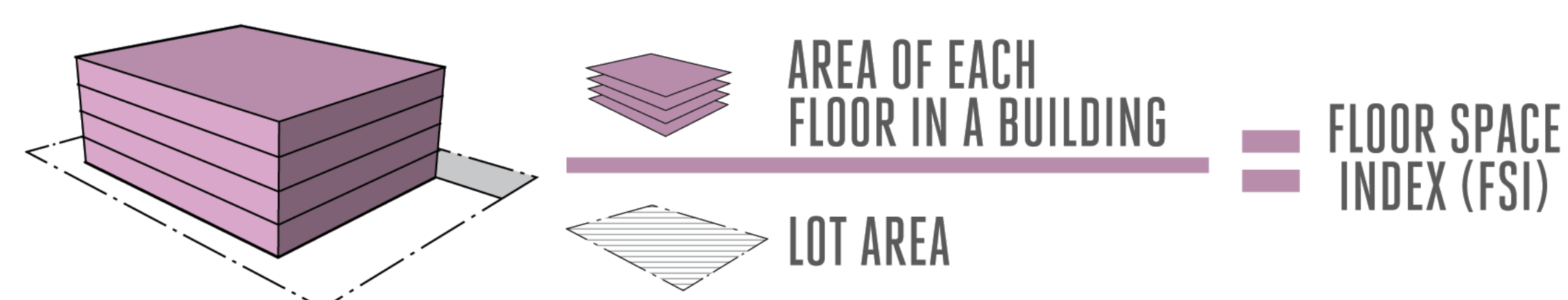
- Secondary Plan Boundary
- York University Secondary Plan Area
- Conceptual York University Street Network
- Minimum 2 storeys (approx. 6m)
- Minimum 3 storeys (approx. 9m)
- Minimum 4 storeys (approx. 12m)

Not to Scale
June 2019

Minimum densities ensure a certain level of development to support transit, walkability and a vibrant retail environment. The proposed minimum densities for Keele-Finch work with the minimum height requirements.

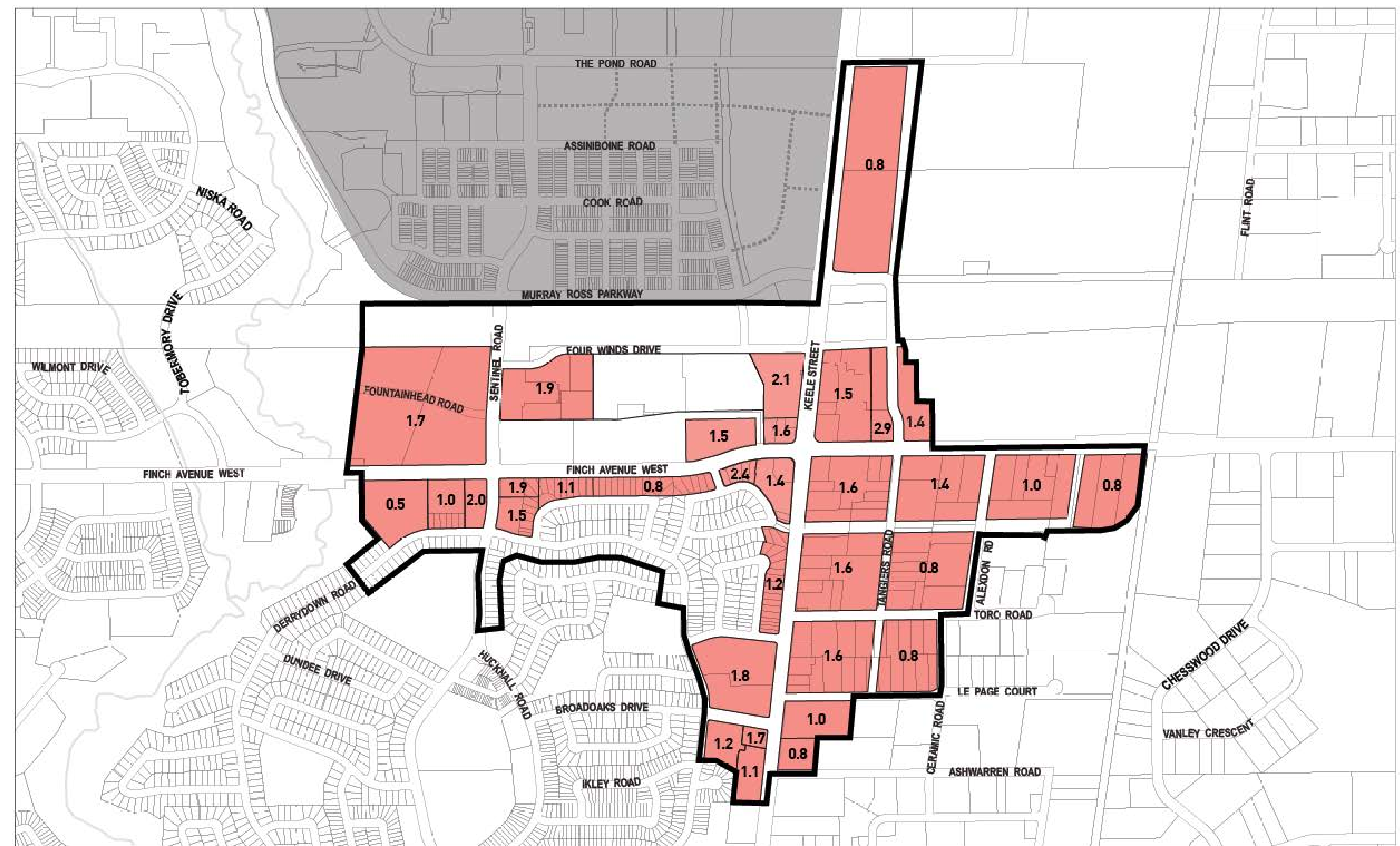
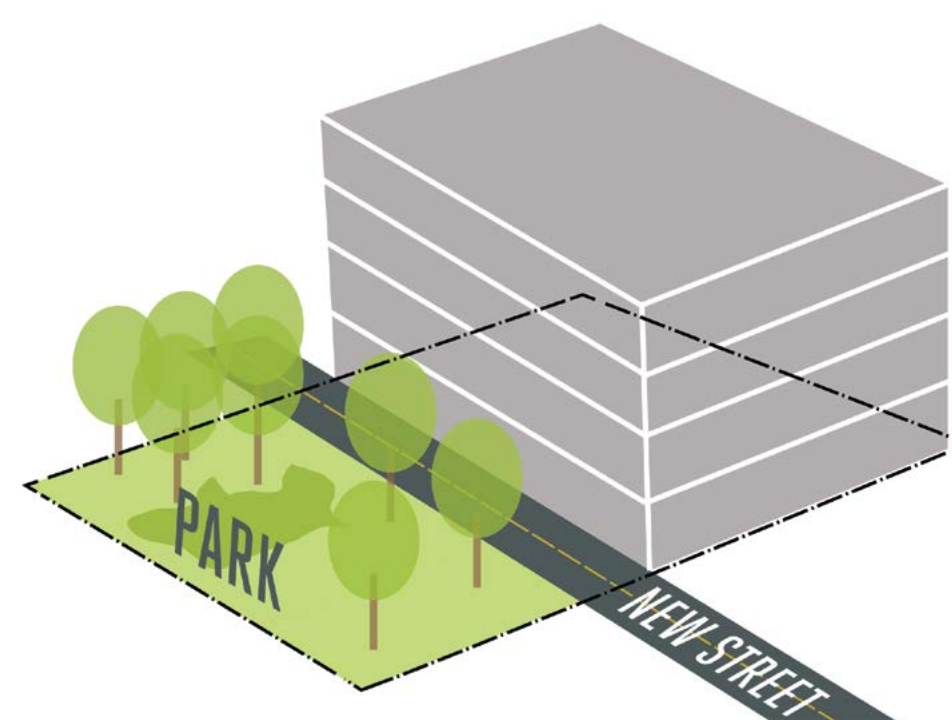
Floor Space Index (FSI)

FSI is commonly used in Toronto to measure and control density. It is the sum of the floor area of all floors in a building divided by the lot area.



Gross Development Blocks

Gross development blocks includes the total area within a defined block including new streets and parks and open spaces. They can include multiple development sites.



Keele-Finch Secondary Plan

Minimum Densities

- Secondary Plan Boundary
- York University Secondary Plan Area
- Conceptual York University Street Network
- Gross Development Blocks
- ## Minimum Density (Floor Space Index)

Not to Scale
June 2019

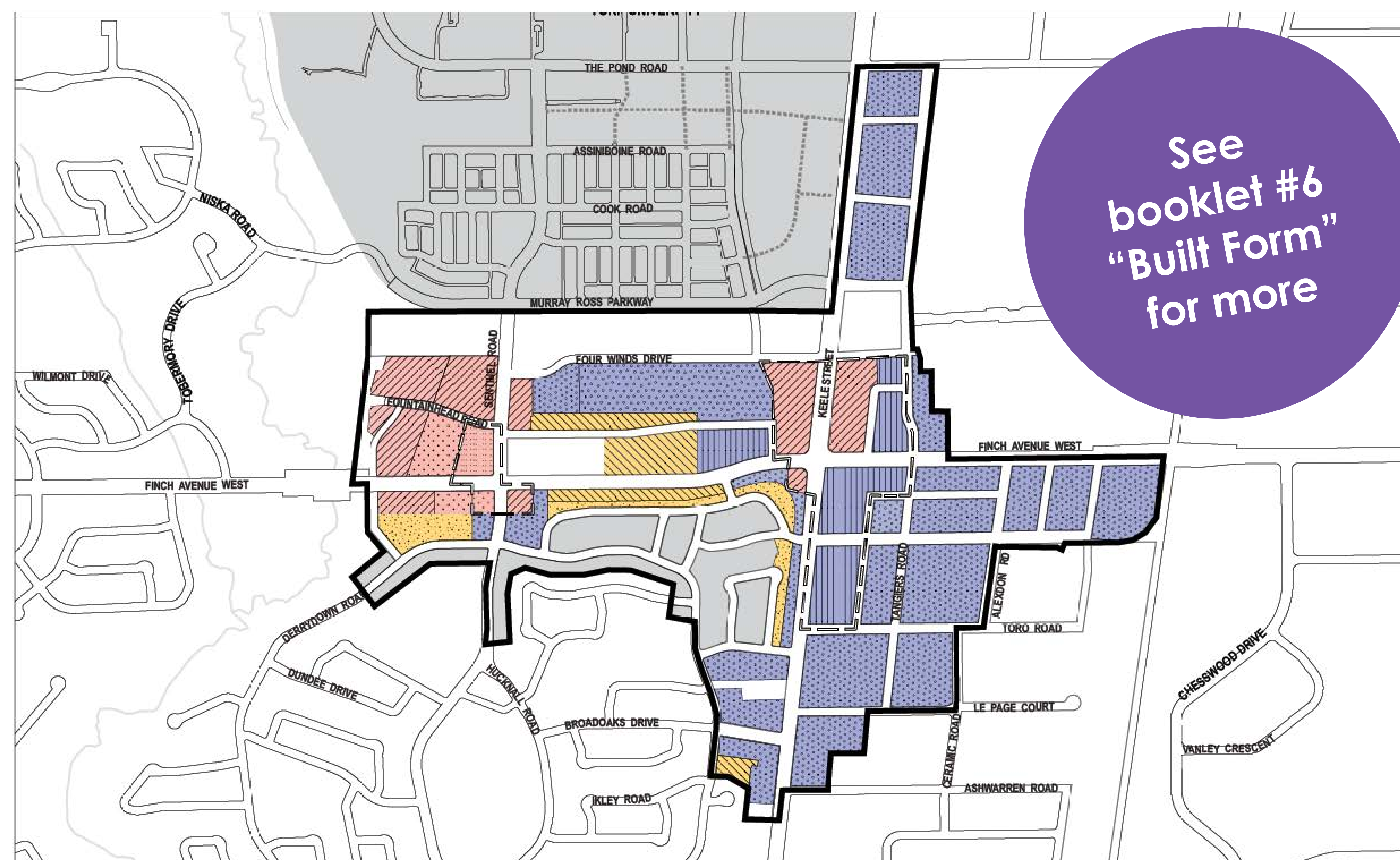


Tell us what you think of the minimum densities. Should they be higher or lower in some areas and why do you think this?

The draft policy directions ensure that maximum heights help achieve each area's desired character 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 overshadow, dominate or compromise the amenity of streets and open spaces.

Modestly-scaled tall buildings may be considered in the Nodes to reinforce their role in the area structure.



Keele-Finch Secondary Plan
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	■ Maximum 49m
..... Conceptual York University Street Network	■ Maximum 15m	■ Maximum 35m	■ Maximum 45m	■ Maximum 55m
□ Potential Additional Height Zone	■ Per Zoning By-law			

Not to Scale
June 2019

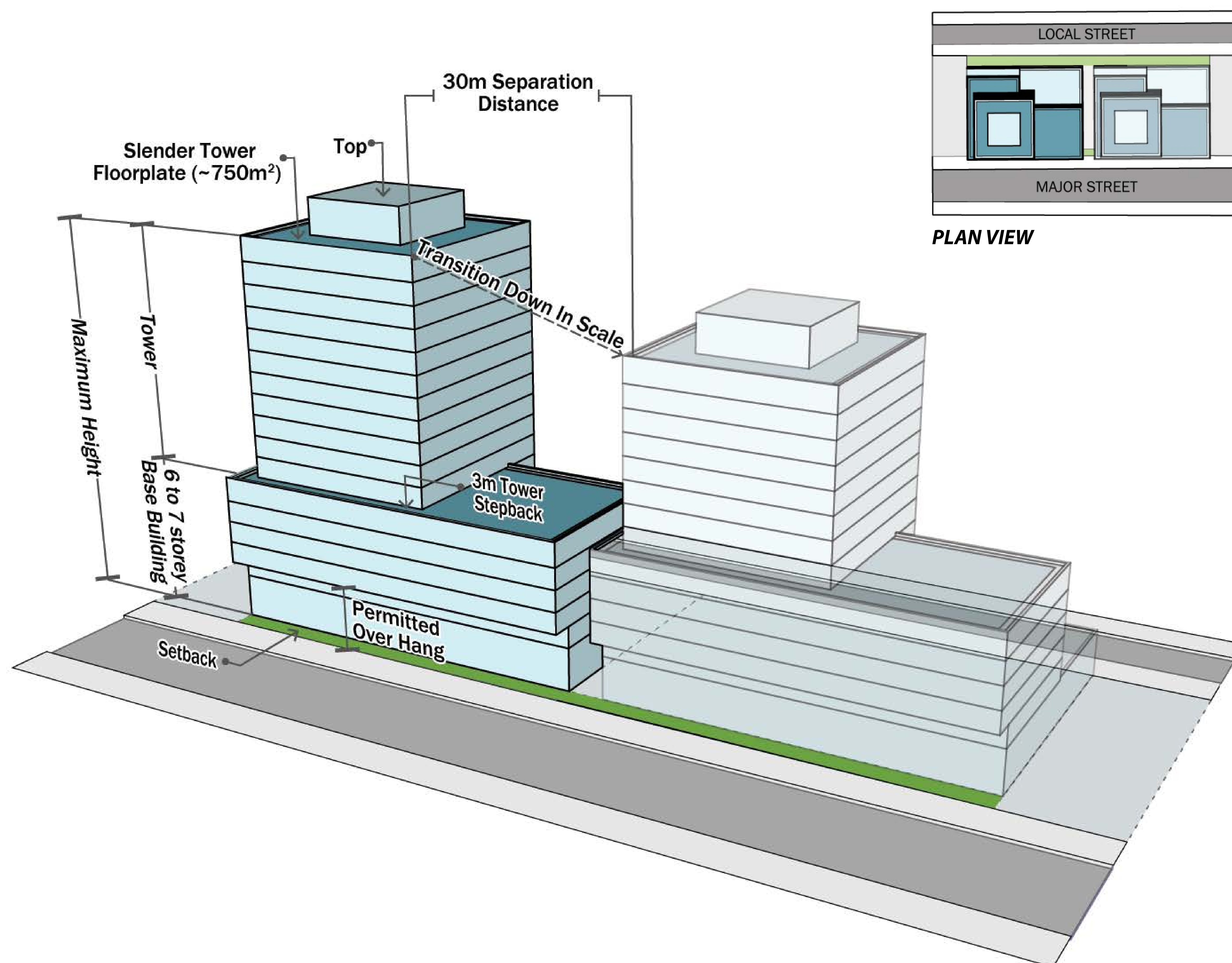


Tall buildings can offer a more intense form of development and signal the prominence of destinations and activity-nodes in the area. Tall buildings may be appropriate in the Nodes near rapid transit stations or stops, and where their location would not impact Downsvew Airport operations.

Tall buildings are buildings that are taller than the planned width of the street that the building fronts onto or taller than 11 storeys, whichever is the lesser. A tall building has three distinct parts:

- a base building
- a tower
- a top

Proposed Tall Building Site and Urban Design Standards



ADDITIONAL POTENTIAL 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, 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 proposed subject to meeting certain conditions and requirements.



Keele-Finch Secondary Plan
Potential Additional Height Zones and Height Limits

- Secondary Plan Boundary
- York University Secondary Plan Area
- Conceptual York University Street Network
- Potential Additional Height Zone
- # Height Limit in Storeys
- 2 Additional Potential Storeys

Not to Scale
June 2019

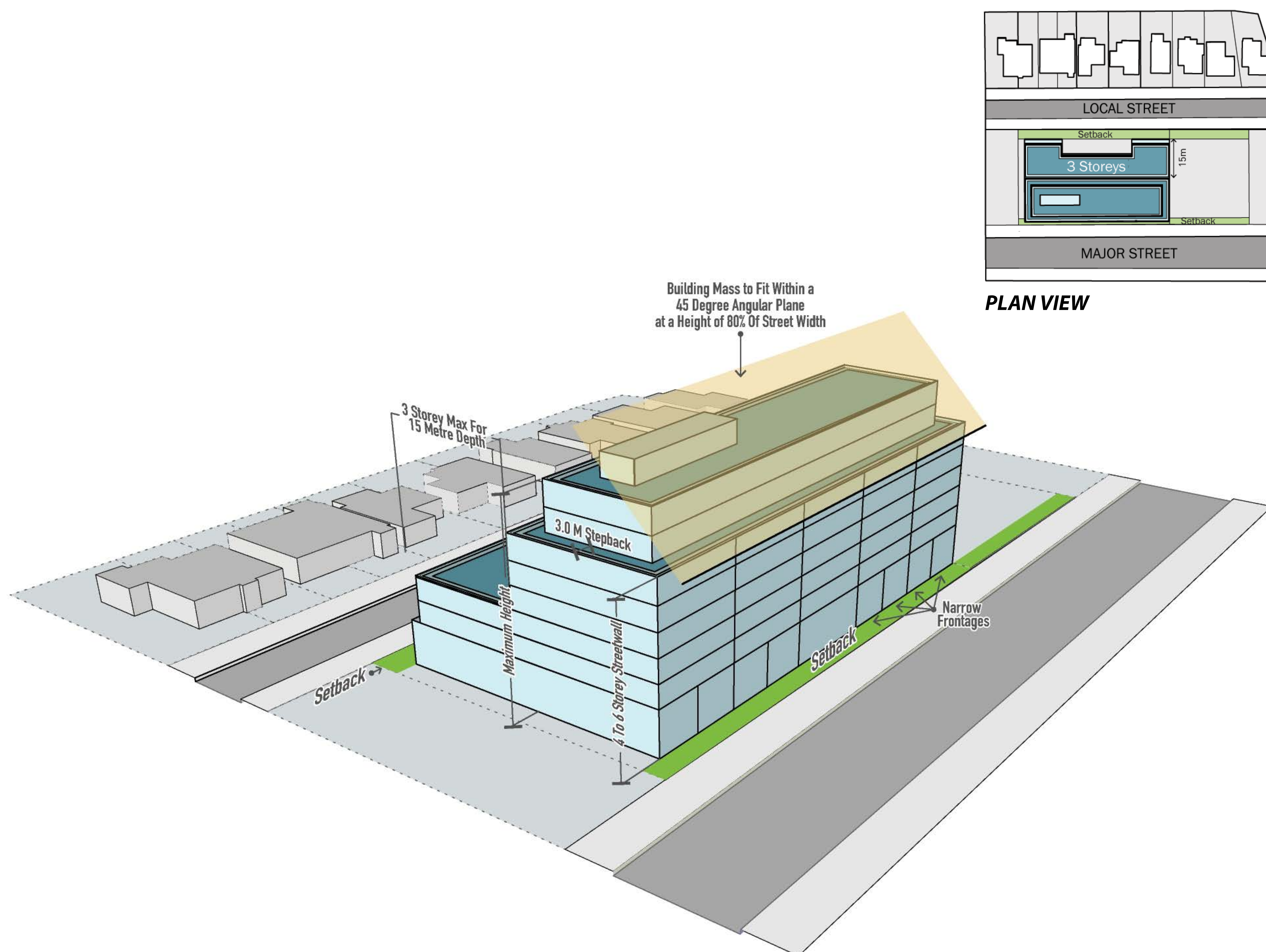
Mid-rise buildings are buildings that are between five and 11 storeys depending on the specific context.

Mid-rise buildings support active retail streets at a comfortable proportion that relates to the width of adjacent streets inclusive of any setbacks. They also deliver transit-supportive densities

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.

Mid-rise buildings can also provide effective transitions to adjacent low-rise areas. In Keele-Finch, these transitions are proposed to be achieved by stepping back building massing above certain floors and having a 3 storey condition for a depth of 15 metres adjacent to secondary or local streets.

Proposed Mid-Rise Building Site and Urban Design Standards

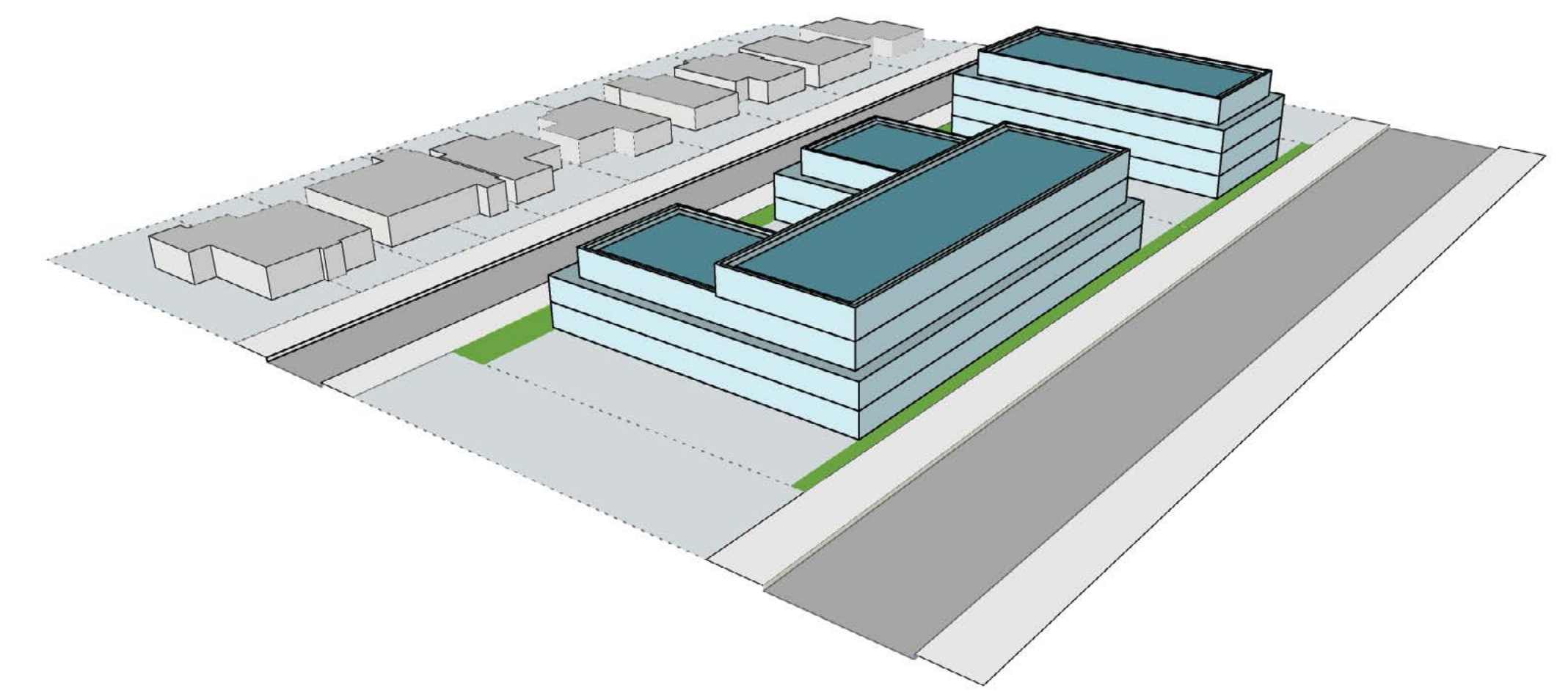


Low-rise buildings, at four storeys or less, include single- and semi-detached dwellings, duplexes, townhouses, walk-up apartments, small main-street type buildings with retail and service uses at grade, and a range of non-residential buildings, such as industrial, institutional and office buildings.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

In residential areas, low-rise buildings are generally located adjacent to existing low-rise areas. In Neighbourhood Districts, low-rise infill development will contribute to the residential character of the areas.

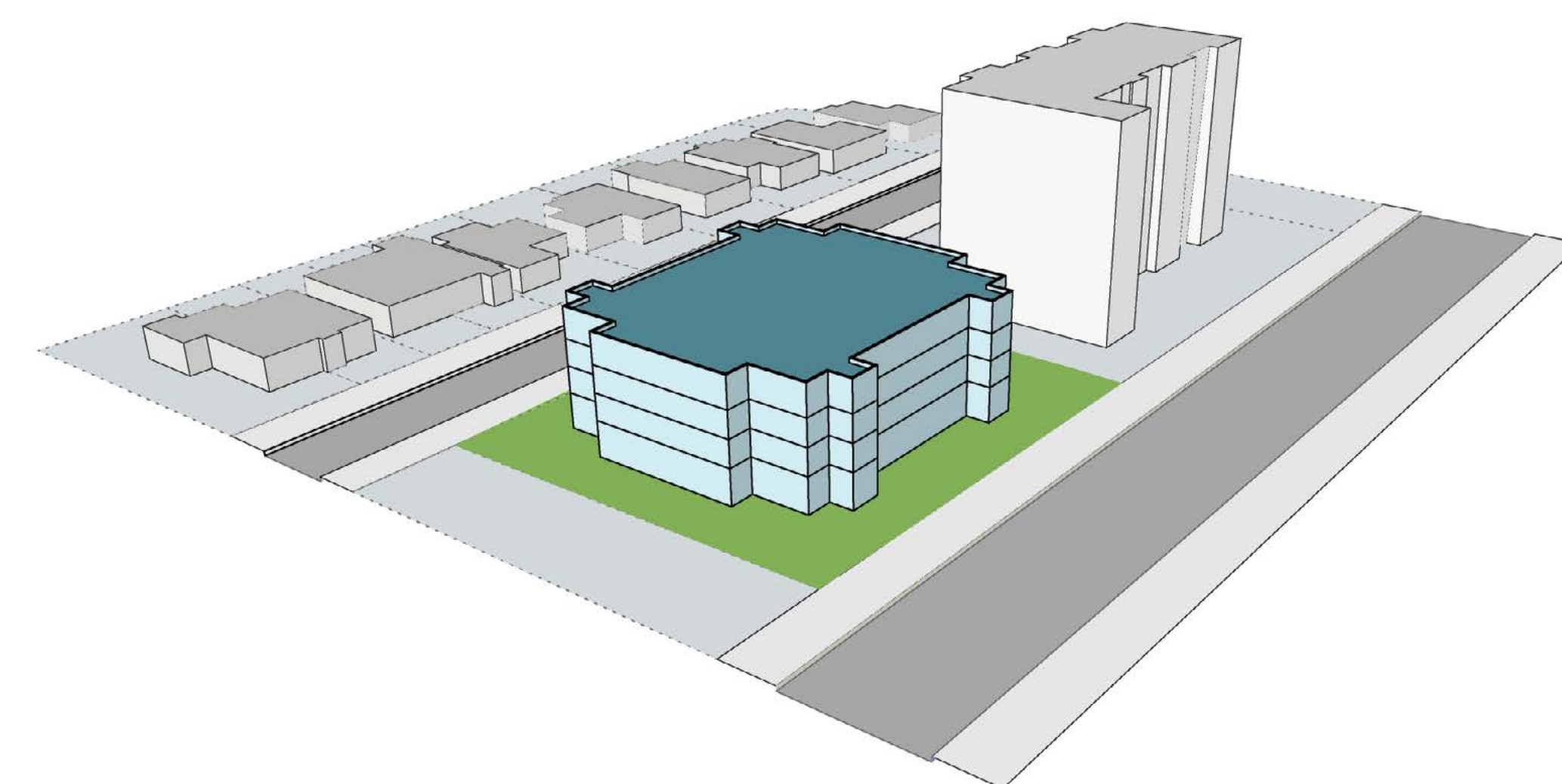
In Employment Areas, low-rise buildings will be permitted and ensure a wide variety of employment opportunities are viable while creating a more compact urban form.

Finch West Corridor



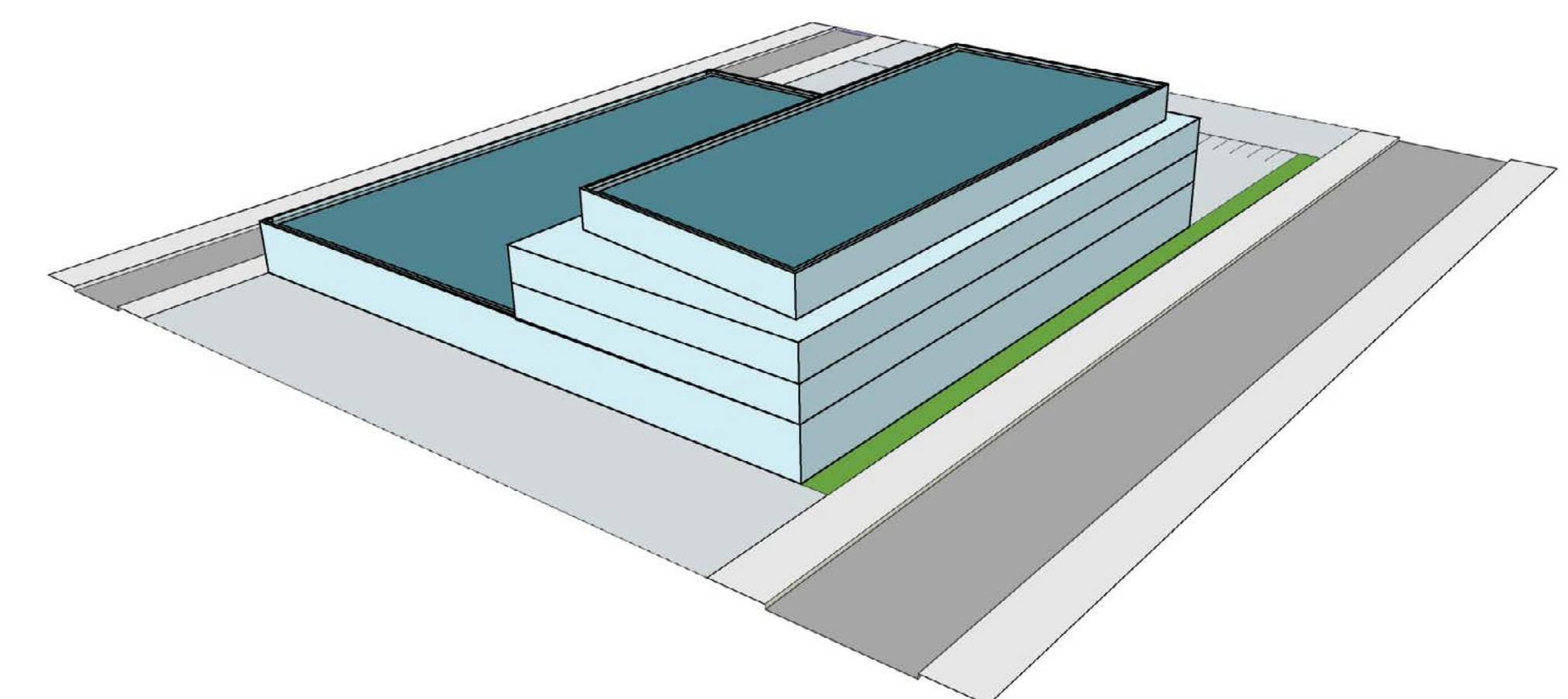
Townhouses, low-rise apartment and main street type buildings with small-scale retail, institutional and cultural uses. Buildings or blocks of buildings generally not longer than 50 metres with connections in between

Apartment Neighbourhoods



Pavilion-style townhouses or apartment buildings set within a landscaped setting

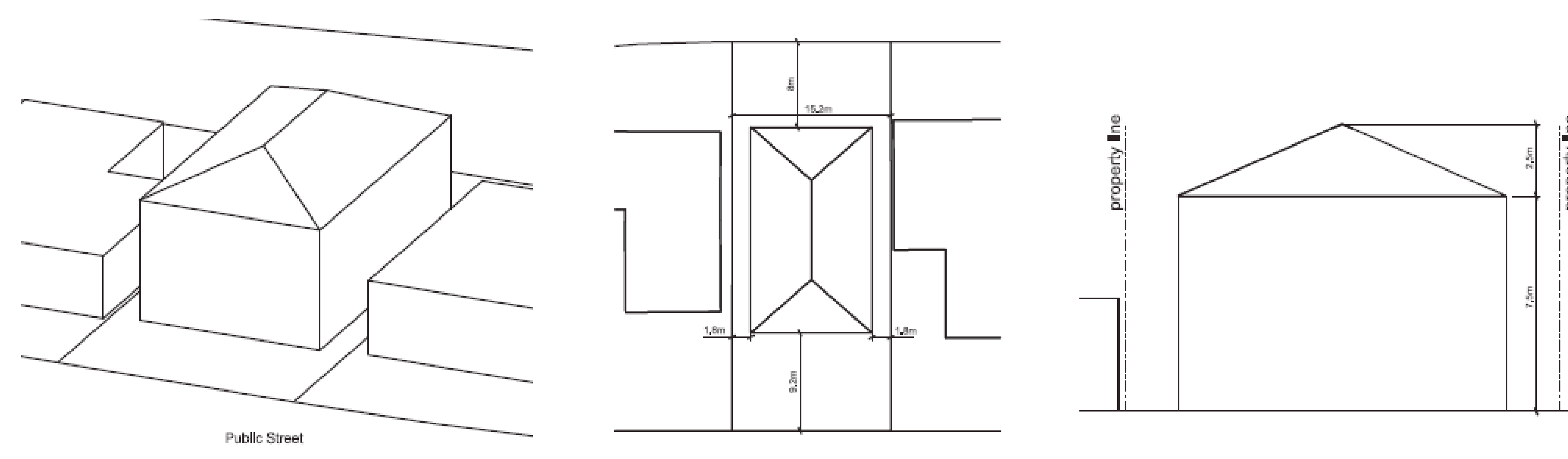
Employment Areas



Minimum height adjacent to primary and secondary streets with a landscaped edge

Permitting Houses

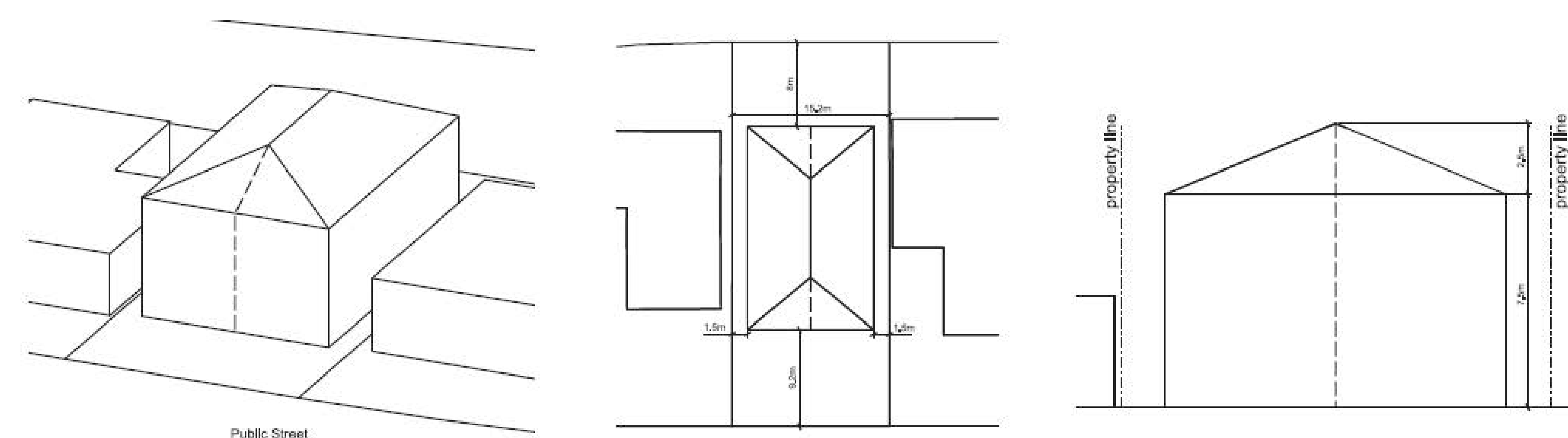
The existing Zoning in the Derrydown Neighbourhood district generally permits detached houses, semi-detached houses and duplexes. The proposed policy directions aim to reinforce and strengthen the existing look and feel of the neighbourhood, with its green front yards, houses and low-rise character. The proposed policy directions permit detached, semi-detached and duplex houses on typical lots in the area, provided that they are built in the style and character (e.g. landscaped yards, brick houses, including porches), and that driveways and garages do not dominate the street.



The diagrams above show a 3D wire-frame model of a **detached house** on a typical lot in the area.



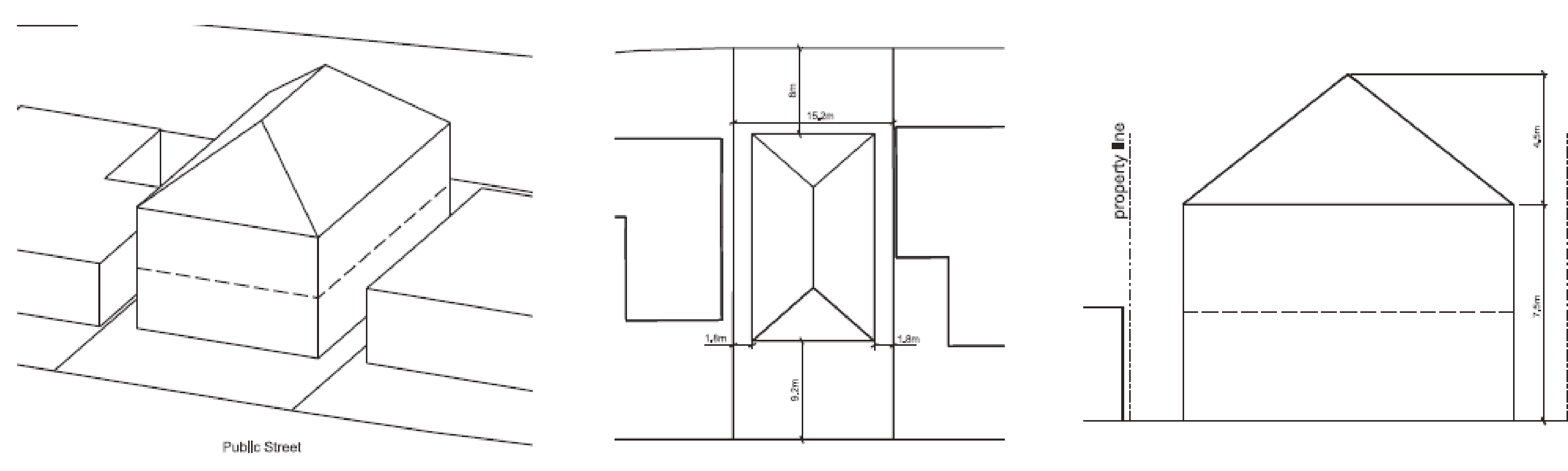
Example of a detached house.



The diagrams above show a **semi-detached house** on a typical lot in the area. The lot area is the same as the detached house above, but is split into two parcels to create two homes.



Example of a semi-detached house.



The diagrams show a **duplex** on a typical lot in the area. The lot area is the same as the detached and semi-detached houses above, but is split horizontally to create two residential units.



Example of a duplex.

What is Bill 108?

- Bill 108 is new legislation recently passed by the provincial government. Its stated intent is to increase housing supply in Ontario.

What does Bill 108 do?

- It amends 13 pieces of legislation including the *Development Charges Act*, *Planning Act*, *Ontario Heritage Act* and *Local Planning and Appeal Tribunal Act*.
- Among other matters, Bill 108 repeals and changes a number of planning and financial tools the City used to deliver parks, community service facilities and other improvements to support growth. It also only allows cities to have Inclusionary Zoning in major transit station areas or in a development permit system area.
- The City used to use a combination of Development Charges, Section 37 Community Benefits and parkland dedication (10, 15 or 20% of a site area depending on site size).
- These tools will be replaced by a new tool - a Community Benefit Charge (CBC) **or** the City can secure 5% parkland dedication.

How does Bill 108 impact the Keele-Finch Secondary Plan?

- More details are needed through provincial regulations to fully understand the impact. It is anticipated that the Bill will impact the City's ability to achieve the new parks in the area shown on the Public Realm Plan and/or the ability to improve community facilities. The Secondary Plan directions being presented today may need to change as a result.

**Bill 108
received Royal
Assent on June 6,
2019. Regulations
have not yet been
released.**

For more information on Bill 108, go to www.toronto.ca/bill108

The Province has amended the Growth Plan 2017. On May 16, 2019, Amendment 1 to Growth Plan 2017 came into full force and effect.

The Keele-Finch Secondary Plan will be required to conform to the 2019 Growth Plan. Key changes include:

- Identification of **provincially-significant employment zones** (PSEZ). The Dufferin Keele North Employment Area is a PSEZ
- Ability to delineate Keele-Finch's major transit station areas (MTSA) outside of a **Municipal Comprehensive Review** process provided they are delineated as **Protected MTSA**s under the *Planning Act*

The draft policy directions meet the Growth Plan and ready the Secondary Plan for delineating the area's two MTSA's with the possibility to delineate as protected MTSA's.

Major Transit Station Areas

- Must be delineated to reflect an approximate **500 to 800 metre radius** from a transit station, representing about a **10-minute walk**
- Must be planned to achieve **minimum population and job targets** collectively for the area (**200 people and jobs** for the Finch Subway Station and **160 people and jobs** for the Sentinel LRT station)
- Required to be planned to achieve **multimodal access to transit stations** and connections to **nearby major trip generators** (e.g. schools and York University)

Protected Major Transit Station Areas

- Required to address 2019 Growth Plan requirements, **be provincially approved with no potential for appeal** and include the following in Official Plan policy:
 - delineation of the boundaries
 - minimum population and job targets
 - permitted land uses within the area
 - minimum densities (e.g. Floor Space Index)