

Intensification in the Keele-Finch area will provide a number of benefits for area residents and workers and the city as whole. It will provide **more places for people to live, shop, dine, work and have fun**, while supporting transit infrastructure investment.

A range of policy directions are proposed to ensure that the redevelopment of sites and new buildings contribute to **shaping the character and identity of the area**. The directions will also ensure that development **positively contributes to the revitalization and transformation** of the area while supporting a diverse population.

## Buildings and Development Criteria



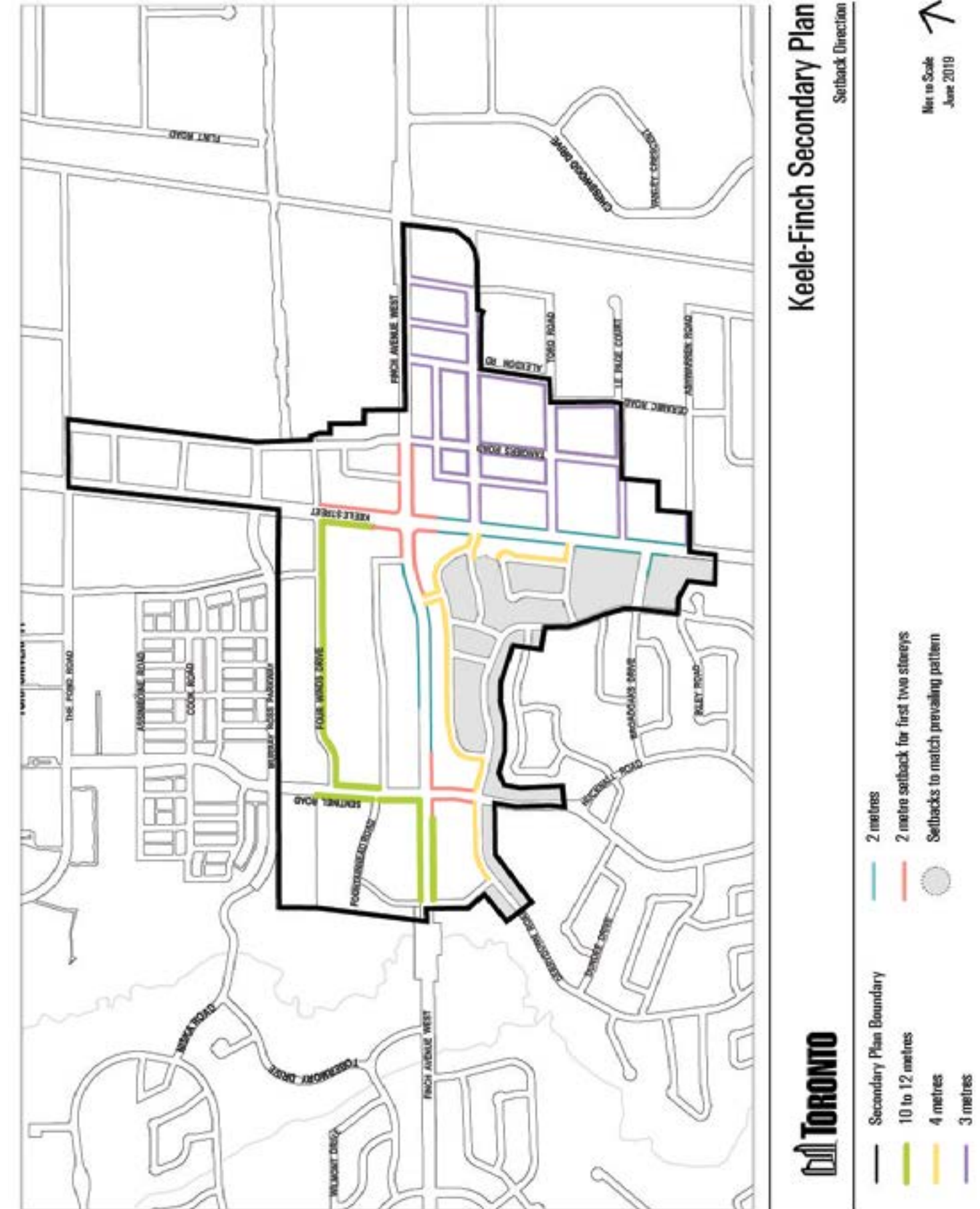
## Buildings and Development Criteria

Direction for the siting and design of 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.

### POLICY DIRECTIONS

- BD1** 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 districts. Back-lotting of buildings onto public streets is not permitted.
- BD2** Buildings will be designed to ensure active frontages adjacent to 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.
- BD3** Development will be sited, designed and massed to deliver well-designed streets that prioritise the pedestrian experience by:
- having main building entrances face and be directly accessible from streets;
  - massing buildings to maximize the amount of sunlight within public streets, parks and open spaces and minimize wind impacts;
  - limiting the introduction of curb cuts onto Major and Primary Streets;
  - providing weather protection within private property and where retail is required, and along major pedestrian routes;
  - avoiding placing building supports, columns, walls, barriers, entrapment areas or obstructions in any publicly accessible area of a site; and
  - locating loading and servicing within buildings or coordinating accesses by providing shared laneways and loading and servicing areas between sites.
- BD4** Buildings will setback from public streets in accordance with the setbacks shown on the Setback Map. The purpose of the proposed setbacks are:
- 10 to 12 metres to reinforce existing character, protect existing mature trees and support tree planting and greening;
  - 3 metres in the Employment Areas for a more urban and landscaped character; and
  - 2 metres to create a consistent streetwall and support retail and service uses at grade with a permitted overhang at major intersections; and
  - approximately four metres adjacent to the Derrydown Neighbourhood.







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Direction for the siting and design of buildings

**BD5**

Minor decreases in required setbacks may be permitted without amendment to this Plan where the objectives for the particular setbacks are achieved and a consistent streetwall will be created.

**BD6**

Buildings will be located, configured, oriented and massed to provide sufficient privacy, sunlight and daylight conditions for the people living and working within them, inclusive of allowing sunlight in and sky views out of the interior of blocks, and support energy efficiency through passive design approaches.

**BD7**

Buildings will be located and oriented to provide new or enhance existing views to important natural features, such as the Black Creek Valley.

**BD8**

Buildings in the Nodes and Corridors should have common materials and architectural language and articulation to visually unify the buildings and the streets they frame to contribute to area identity and character.

**BD9**

On sites on or near transit stations, direct 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 where the resultant built form meets the height and urban design standards of this Plan.



Conceptual rendering of Keele Street looking north towards Finch Avenue West showing buildings set back from the street and with a consistent streetwall