

47. Keele-St. Clair Secondary Plan

Vision

The Keele-St. Clair Secondary Plan area will emerge as a green, safe and attractive transit-supportive complete community consisting of a high quality public realm including public streets, parks, streetscape improvements, pedestrian promenades and Privately Owned Publicly-Accessible Spaces (“POPS”) that create a connected, walkable neighbourhood and support a range of local social and recreation activities. Every opportunity to enhance the public realm, restore the area’s contribution and connection to the natural environment, and increase landscaped open spaces and the urban tree canopy should be pursued throughout the Secondary Plan area.

St. Clair-Old Weston Station is a critical piece of public infrastructure required to ensure the success of the new community. The vision for this Secondary Plan, inclusive of the substantial increase in population that will result from its implementation, cannot be supported without the development of the station, nor will significant residential intensification proceed in advance of its arrival. All development in the Secondary Plan should relate to the station area as a central gathering place of the community, through physical and visual connections and a built form relationship that lends prominence to the Station Centre.

The public realm will be the organizing element for the Keele-St. Clair Secondary Plan and the starting point for building a transit-supportive, vibrant complete community that supports local identity, sustainability, public health, liveability, social equity and quality of life. This new mixed-use complete community, centred around St. Clair-Old Weston Station, will:

- Restore connections to the natural environment and create attractive and comfortable parks and open spaces and a high-quality public realm with a robust tree canopy;
- Be resilient to climate change and extreme weather by integrating green infrastructure, district energy and sustainable design in new buildings, landscapes, the public realm, and parks and open spaces;
- Acknowledge the enduring Indigenous presence in the area by integrating and celebrating the past, present and future of Indigenous communities;
- Provide a broad range of employment and non-residential uses to support a diverse local economy that can accommodate jobs across multiple sectors;
- Provide a range of housing options, including tenures, affordability and sizes to serve a variety of household types and those in all stages of life;
- Link higher order transit with improved mobility choices and connections to the broader community; and
- Provide community services and facilities to support a diverse and growing community.

Policies**1. General**

- 1.1 The boundaries of land use designations on Map 1, Land Use Plan, are general. Minor adjustments to the boundaries of land use designations, including *Parks and Open Spaces*, may be made without the need to amend this Plan.
- 1.2 Development in the Keele-St. Clair Secondary Plan will support the creation of a complete community by:
 - a. Prioritizing the creation of an integrated, enhanced and expanded public realm network through new and improved public streets, lanes, parks and open spaces;
 - b. Applying an innovative approach to sustainable design that is climate resilient and reduces heat exposure, impervious surfaces and flooding, including through the provision of Green Infrastructure;
 - c. Minimizing energy demand, seeking opportunities for district energy solutions, and pursuing zero emissions, including from the impacts of embodied emissions from materials;
 - d. Increasing the urban tree canopy, promoting landscapes with native species and pollinators, and protecting natural areas to increase and enhance biodiversity, particularly in ecologically significant groundwater recharge areas;
 - e. Supporting the planned economic function of the lands by providing nonresidential spaces for a broad range of employment uses to support a diverse economy;
 - f. Supporting transit-oriented densities and prioritizing direct and safe active transportation and connections to existing and planned transit facilities, cycling infrastructure and pedestrian pathways;
 - g. Supporting the provision of community service facilities to contribute to the social, economic and cultural development of the area;
 - h. Providing a range of housing types, tenures and levels of affordability;
 - i. Integrating cultural heritage resources, including Indigenous cultural heritage resources, where appropriate; and
 - j. Seeking new opportunities to celebrate the rich history and cultural heritage of the area, including through the provision of public art.
- 1.3 Development is encouraged to implement the City's net zero greenhouse gas emissions targets and the highest level of the Toronto Green Standard.
- 1.4 As Treaty Holders in the Keele-St. Clair area, the Mississaugas of the Credit First Nation should be engaged with on all publicly and privately initiated development proposals. Other Indigenous communities that may have rights and interests in this area should also be identified and engaged with.

- 1.5 Indigenous culture of the past, present and future will be celebrated throughout the Keele-St. Clair area, implemented through place making, public art and other initiatives led by Indigenous communities in partnership with the City and other stakeholders.

2. Public Realm

- 2.1 The expansion and enhancement of the public realm in the Secondary Plan will be a priority, guided by but not limited to Map 3, Public Realm Plan and applicable standards and guidelines. Additions to the public realm network, including but not limited to public parks, streets, lanes, POPS, and mid-block connections, will be identified and secured through the development approval process.
- 2.2 POPS and midblock pedestrian connections will augment the provision of public parks, open spaces, streets and lanes and should be strategically located to support a continuous pedestrian network throughout the Keele-St. Clair area.
- 2.3 To help restore the connection between land and water in the Keele-St. Clair area, development and City-led initiatives will:
- a. Seek opportunities to create a continuous open space network under the hydro corridor to connect the natural areas, open spaces and parks associated with Lavender Creek, Lavender Creek Trail and S.A.D.R.A. Park;
 - b. Connect new and existing parks and open spaces to the Lavender-S.A.D.R.A. area identified on Map 2, wherever feasible;
 - c. Maintain, frame and, where possible through project design, create views from the public realm to the Lavender-S.A.D.R.A. area, identified on Map 2; and
 - d. Expand and enhance Lavender Creek by improving public access to the water, naturalizing and daylighting the creek wherever feasible, increasing the adjacent tree canopy, and providing interpretive landscape and space for Indigenous place making, place keeping and/or ceremony.
- 2.4 Development and City-led initiatives will contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy by:
- a. Providing trees throughout the development site, [where appropriate](#);
 - b. Submitting a Soil Volume Plan, as part of a complete application for development, that demonstrates how the development will accommodate healthy, mature tree growth throughout the development site;
 - c. Providing access to a minimum of 30 cubic metres of soil for every street tree to support large growing shade trees in the public realm; and
 - d. Relocating utilities, where necessary, to ensure required soil volumes for street trees.
- 2.5 A Green Streets approach will be applied to the design and construction of new public streets and lanes, and where feasible to the reconstruction of existing streets and lanes, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding.

- 2.6 The areas identified as Community Focal Points on Map 3, Public Realm Plan benefit from adjacency to the largest parks planned in the Secondary Plan. These Focal Points should be prioritized for indoor and outdoor community spaces with a range of publicly accessible programming.
- 2.7 The Transit Plaza Focal Point will be a central community destination in the Keele-St. Clair area with outdoor public spaces both east and west of Union Street that lend prominence to the station entrance and that can accommodate a range of community activities.
- 2.8 Major and Minor Pedestrian Gateways identified on Map 3, Public Realm Plan, are key public realm connections that should provide interesting, accessible and inviting access points between streets, parks and open spaces, the interior of development blocks, and/or Community Focal Points. Major Pedestrian Gateways will also be developed to provide safe, accessible and attractive pedestrian connections between different grade elevations.
- 2.9 Major and Minor Pedestrian Gateways will be designed to accommodate substantial greening through tree planting and generous soft landscapes, and should feature prominent public art with an emphasis on integrating Indigenous perspectives, first stories and artists, recognizing local culture, and interpreting the varied history of the Keele-St. Clair area.

3. Parks & Open Spaces

- 3.1 Potential locations for new public parks and open spaces in the Keele-St. Clair area are conceptually shown on Map 3, Public Realm Plan. The precise size, location and configuration of new public parks and open spaces, including additional parks not shown on Map 3, will be determined through the development review process and as other opportunities arise.
- 3.2 Parks and open space priorities in the Keele-St. Clair area include, but are not limited to:
 - a. Creating new parks;
 - b. Expanding and enhancing the size, function, visibility and accessibility of existing parks; and
 - c. Complementing and integrating parkland with adjacent *Natural Areas*, hydro corridors, POPS and other open spaces, where appropriate.
- 3.3 The development, design and programming of parks and open spaces in the Keele-St. Clair area will be guided by Map 3, Public Realm Plan and applicable standards and guidelines.
- 3.4 Development is required to prioritize the dedication of land to the City in order to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:
 - a. On-site parkland dedication.
 - b. Off-site parkland dedication.
 - c. Cash-in-lieu of parkland.

- 3.5 Consolidation of parkland dedication from more than one development, assembled to create larger parks, will be encouraged.
- 3.6 Development adjacent to parks and open spaces will:
- a. Achieve setbacks related to fire separation in order to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. Provide an appropriate interface between public and private lands;
 - c. Be oriented to maximize public access and views to parks and open spaces;
 - d. Be designed to have an attractive façade with animated uses at-grade;
 - e. Provide for casual overlook, increasing the passive surveillance and safety of parks and open spaces;
 - f. Be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
 - g. Be located and designed to ~~maximize sunlight and minimize~~ adequately limit shadowing on parks; and
 - h. Avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks.
 - i. In the case of the Station Block parkland dedication shall be satisfied by way of cash-in-lieu of parkland.

4. Mobility

- 4.1 The location, pattern and layout of new public streets, lanes, cycling routes and mid-block pedestrian connections in the Secondary Plan will be guided by but not limited to Map 4, Mobility Network and applicable standards and guidelines. The feasibility, location, alignment, access and design of each new street, lane, cycling route and mid-block pedestrian connection will be reviewed through the development approval process or other implementation mechanisms identified in this Secondary Plan.
- 4.2 Development will contribute to the advancement of, be consistent with, and be phased to support the delivery of St. Clair-Old Weston Station and the St. Clair Avenue West Area Transportation Master Plan.
- 4.3 New segments of the mobility network will be implemented to ensure the functional integrity of the transportation system for the movement of both people and goods is maintained and enhanced at all times to the City's satisfaction.
- 4.4 The mobility network will focus on the efficient movement of people within and around the Secondary Plan with an emphasis on the use of walking, cycling and transit, which will be supported by:
- a. Ensuring land use patterns and a mix of uses that enable access to daily needs within the community, reducing the need for longer trips;

- b. Implementing a fine-grain network of safe and direct public streets, lanes, cycling facilities and mid-block pedestrian connections to expand the number of routes to and through the community and to establish important connections to St. Clair-Old Weston Station, transit stops, the public realm, adjacent developments and surrounding neighbourhoods;
 - c. Integrating pedestrian and cycling infrastructure with improvements to the public realm, particularly around Focal Points, Pedestrian Gateways, St. Clair-Old Weston Station, and transit stops;
 - d. Applying transit-oriented principles to the design of new development and civic infrastructure to ensure safe, accessible and direct connections across all modes of transportation;
 - e. Prioritizing pedestrians, cyclists and public transit users in the design of new streets as informed by a complete streets approach;
 - f. Applying a Vision Zero lens to the design and operation of new streets to prioritize the safety and comfort of road users of all ages and abilities; and
 - g. Managing trip demand and behaviour through the implementation of Travel Demand Management programs with new development.
- 4.5 Improvements to streetscapes, including but not limited to the provision of generous public sidewalks, street tree planting with required soil volumes, pedestrian amenities and street furniture, will:
- a. Be consistent with Map 4, Mobility Network;
 - b. Create inviting spaces for pedestrians; and
 - c. Encourage walking and cycling as desirable choices to move to, from and through the Secondary Plan area.
- 4.6 Priority Pedestrian Locations shown on Map 4, Mobility Network are areas where pedestrians are anticipated to cross streets or areas with high volumes of existing and/or anticipated pedestrian traffic and where an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, and other design considerations that improve safety and priority for pedestrians.
- 4.7 Cycling Interchanges shown on Map 4, Mobility Network, are areas where bicycle infrastructure and design and operational measures such as bicycle boxes, raised corner islands, and/or signal phasing will be provided to secure safer turning movements for cyclists.
- 4.8 Acquiring lands beyond the planned Rights-of-Way widths may be required to support pedestrian and cycling infrastructure, particularly at Priority Pedestrian Locations and Cycling Interchanges.
- 4.9 The expansion of the bike share network to areas around Parks, Focal Points, Cycling Interchanges, and transit stops and stations will be prioritized to facilitate connectivity to and from these locations.

- 4.10 To ensure minimal impact on planned and existing pedestrian and cycling networks and the operations of public streets, development will:
- a. Consolidate pick-up and drop off locations for taxi and rideshare services in off-street locations, wherever feasible;
 - b. Limit curb cuts by consolidating vehicular access points between multiple developments; and
 - c. Avoid creating opportunities for uncontrolled vehicular crossings of pedestrian and cycling infrastructure, particularly on Union Street, wherever feasible.
- 4.11 In order to improve safety, reduce conflicts and congestion, maintain and prioritize surface transit operations, and support efficient multi-modal travel to and from St. Clair-Old Weston Station, a number of initiatives should be explored for implementation, including but not limited to:
- a. Traffic signals and dedicated left and right turn lanes at the intersection of Union Street and the TTC bus loop entrance;
 - b. Transit priority and signal phasing for pedestrians, cyclist and transit vehicles;
 - c. Safe and accessible pedestrian crossings that align with pedestrian desire lines for access to the station; and
 - d. Other public realm features that support multimodal planning options.
- 4.12 Applications for development will be required to submit a Travel Demand Management (“TDM”) Plan as part of a complete application. The TDM Plan will include a multi-modal assessment of transportation conditions and outline the following:
- a. Site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking; and
 - b. Off-site infrastructure improvements that may include bike-share stations, car share spaces, and ride share hailing points. These features will be integrated with public realm initiatives or incorporated into new development to advance TDM Plan initiatives.
- 4.13 A transportation monitoring program may be developed and undertaken with area stakeholders to monitor development levels and travel patterns as the transportation network and associated improvements are implemented with redevelopment. At appropriate times, a monitoring program may be coordinated by the City to inform Transportation Impact Studies submitted with development applications, and may include:
- a. The travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
 - b. An evaluation of trip volumes from a multi-modal perspective on public streets and at Priority Pedestrian Locations and Cycling Interchanges;

- c. An evaluation of the future capacity of all transportation modes against development levels and network improvements provided for by this Secondary Plan;
 - d. An evaluation of existing, planned and proposed development; and
 - e. An evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.
- 4.14 The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transportation infrastructure and/or improvements to transit service as well as any future reviews of this Secondary Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required TDM programs.

5. Community Services & Facilities

- 5.1 Development may be required to contribute to the delivery of community service facilities through:
- a. New, expanded or retrofitted space for one or more community service facilities on-site;
 - b. New, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or
 - c. A contribution towards specific community service facilities that meets identified needs.
- 5.2 New community service facilities and expansions or retrofits of existing community service facilities will:
- a. Be delivered in accordance with the applicable legislative framework;
 - b. Be designed to meet the requirements of the City, public agencies, boards and commissions;
 - c. Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - d. Consider co-location within mixed-use buildings; and
 - e. Provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.
- 5.3 The following community service facilities will be prioritized:
- a. New, non-profit licensed child care spaces;
 - b. New space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy; and
 - c. The expansion and retrofit of recreation facilities in the vicinity of the Secondary Plan area, including but not limited to Joseph J. Piccininni Community Centre and

George Bell Arena, the specific location and priority of which will be guided and informed by the Parks and Recreation Facilities Master Plan.

- 5.4 Development on parcels with existing on-site community service facilities should replace the total gross floor area of the community service facility on-site.

6. Affordable Housing

- 6.1 Affordable housing provided by development will be maximized in accordance with the provisions of the Official Plan and provincial policy, regulatory and program requirements. Opportunities for exceeding the minimum affordable housing requirements, including through future policy, regulatory and program changes, will be encouraged.

7. Employment

- 7.1 Development within the lands identified as *Employment Priority Areas* on Map 1, Land Use Plan will provide a minimum non-residential gross floor area equivalent to ~~4.00~~0.25 times the site area, excluding lands conveyed to the City or other public body for new parks, open spaces, natural areas, streets and/or lanes, or ~~15~~5 per cent of the total gross floor area of the proposed development, whichever is less, subject to the following:
- a. Retail and personal service uses will contribute to a maximum of 49 percent of the minimum required non-residential gross floor area; and
 - b. Home occupation and live/work units will not contribute to the minimum required non-residential gross floor area.
- 7.2 To provide a balance of residential and non-residential growth, the minimum nonresidential gross floor area required on each site will be developed prior to or concurrent with residential development. Or, a phasing plan may be required as part of a complete application to demonstrate ~~to the satisfaction of the City~~, how the required nonresidential gross floor area will be achieved.
- 7.3 Non-residential gross floor area should be consolidated in standalone buildings or contiguous portions of a base building to encourage a clustering of business and economic activities.

8. Built Form

General

- 8.1 This Secondary Plan is organized into areas with common existing and/or planned built form contexts, identified on Map 2, Structure Plan. Development in each built form area will be designed to reinforce a unique sense of place and identity, while also supporting the cohesive shared vision for the entire Secondary Plan.
- 8.2 To complement the public realm policies and objectives of this Secondary Plan, development will be organized to maximize tree planting opportunities and high-quality landscaped open spaces throughout and surrounding the development site by including features such as, but not limited to, generous building setbacks, mid-block pedestrian connections, POPS and outdoor amenity spaces at-grade.

Tall Buildings

- 8.3 Tall buildings will generally decrease in height as distance from the Station Block increases.
- 8.4 A site or block containing more than one tall building will demonstrate variation in tower heights to create visual interest within the skyline, achieve good transition in scale and ~~maximize access to direct sunlight and daylight~~ adequately limit shadowing on the public realm.
- 8.5 ~~Where permitted, tall buildings will maintain a minimum tower setback, generally equal to or greater than the total height of the building, from lands designated~~ Neighbourhoods In order to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods, tall buildings on sites or blocks that immediately abut Neighbourhoods may limit such impacts through a range of measures, including but not limited to minimum tower setbacks, or angular planes, where appropriate.

St. Clair Main Street

- 8.6 As an *Avenue*, St. Clair Avenue West will function as the primary mid-rise, mixed-use main street for the Keele-St. Clair area. Development in the St. Clair Main Street corridor, identified on Map 2, will:
- Have predominantly active, non-residential uses at grade with direct pedestrian entrances fronting onto the public sidewalk along St. Clair Avenue West;
 - Avoid new and replace existing retaining walls, wherever feasible, by lining street frontages with active uses and ground floor entrances that are flush with sidewalk grades;
 - Provide building setbacks that support generous public sidewalks, street tree planting with required soil volumes, and pedestrian amenities along St. Clair Avenue West;
 - Provide a pedestrian-scale streetwall up to five storeys in height along St. Clair Avenue West;
 - Have a mid-rise built form with heights generally between 5 and 10 storeys along St. Clair Avenue West.
- 8.7 On deep lots, tall buildings may be permitted provided the towers are set back generously from St. Clair Avenue West to maintain a mid-rise scale along the *Avenue*.
- 8.8 A public realm and built form gateway to the St. Clair *Avenue* will be created at the intersection of Keele Street/Weston Road and St. Clair Avenue West. Notwithstanding Policy 8.6.e, tall buildings with maximum heights of approximately 25 storeys may be permitted at the four corners of the intersection.

Station Centre

8.9 Development in the Station Centre, identified on Map 2, will:

- a. Provide for a variety of building types and heights, with maximum tall building heights of approximately ~~40~~50 storeys;
- b. Locate and mass buildings to frame public views and provide safe, direct, at-grade pedestrian access to station entrances and the adjacent public realm, the Transit Plaza Focal Point, and the Lavender-S.A.D.R.A. open space network;
- c. Have predominantly active, non-residential uses at grade with direct pedestrian entrances fronting onto the public sidewalk along Union Street and Townsley Street;
- d. Provide building setbacks that support generous public sidewalks, street tree planting with required soil volumes, and pedestrian amenities along both sides of Union Street;
- e. Provide building setbacks that support a generous pedestrian promenade that can accommodate wider pedestrian clearways, a double row of street trees with required soil volumes, and pedestrian amenities on the north side of Townsley Street and the west side of new “Street E”, shown on Map 4, Mobility Network; and
- f. Provide a pedestrian-scale streetwall of approximately 4 to 6 storeys in height with good street proportion and variation in base building massing, materials and articulation.

8.10 Notwithstanding Policy 8.9.a, a tall building with a maximum height of approximately ~~45~~54 storeys will be permitted on the Station Block identified on Map 3. This will be the tallest building in the Secondary Plan to create a height peak for the area and lend prominence to the station.

8.11 In addition to the requirements for the entire Station Centre, development on the Station Block, identified on Map 3, will contribute to the prominence and civic character of the station area by:

- a. Using high quality building and streetscape materials that complement the station buildings and adjacent public realm;
- b. Providing enhanced landscape and architectural treatments along Union Street and the TTC bus loop;
- c. Ensuring generous visual, pedestrian and cycling connections from Union Street to both station buildings can be accommodated as part of the public realm; and
- d. Avoiding additional curb cuts along Union Street by consolidating private vehicular access for development with the TTC bus loop, where feasible.

Station North, Station South, Station West & Station East

8.12 Development in the Station North, Station South, Station West and Station East areas, identified on Map 2, will:

- a. Provide for a variety of building types and heights, with maximum tall building heights of approximately ~~35~~45 storeys;
 - b. Provide a pedestrian-scale streetwall of approximately 3 to 6 storeys in height with good street proportion and variation in base building massing, materials and articulation;
 - c. Avoid new and replace existing retaining walls, wherever feasible, by lining street frontages with active uses and ground floor entrances that are flush with sidewalk grades; and
 - d. Provide building setbacks that support generous public sidewalks, street tree planting with required soil volumes, and pedestrian amenities.
- 8.13 Development fronting the north side of Townsley Street will provide active uses at grade and building setbacks that support a generous pedestrian promenade that can accommodate wider pedestrian clearways, a double row of street trees with required soil volumes, and pedestrian amenities.
- 8.14 Notwithstanding Policies 8.12.a and b, development in the Station East and Station South areas fronting Old Weston Road should have a mid-rise built form with maximum heights generally between 5 and 8 storeys, with good street proportion and a streetwall of approximately 2 to 4 storeys in height that relates to the adjacent low-rise residential context.

Stockyards North & Stockyards South

- 8.15 Development in the Stockyards North and Stockyards South areas, identified on Map 2, will:
- a. Provide a compatible transition in both built form and land use to adjacent *Employment Areas*;
 - b. Provide for a variety of building types and heights, with maximum tall building heights of approximately 25 storeys, provided tall buildings can accommodate compatibility with nearby employment uses;
 - c. Avoid new and replace existing retaining walls, wherever feasible, by lining street frontages with active uses and ground floor entrances that are flush with sidewalk grades;
 - d. Provide building setbacks that support generous public sidewalks, street tree planting with required soil volumes, and pedestrian amenities; and
 - e. Provide a pedestrian-scale streetwall of approximately 3 to 5 storeys in height with good street proportion and variation in base building massing, materials and articulation.

Rail Corridor North & Rail Corridor South

- 8.16 Development in the Rail Corridor North and Rail Corridor South areas, identified on Map 2, will:

- a. Support a range of employment uses that are compatible with nearby residential uses;
- b. Have predominantly active uses at grade with direct pedestrian entrances fronting onto the public sidewalk;
- c. Seek opportunities to improve pedestrian and cycling crossings of the rail corridor and provide new connections to the existing and planned cycling network;
- d. Contribute to the creation of a sense of place and identity for those arriving to the Keele-St. Clair Area by rail, including through the provision of public art;
- e. Provide for a variety of building types and heights, with maximum tall building heights of approximately ~~25~~³⁴ storeys, provided tall buildings can accommodate compatibility with nearby employment uses;
- f. Provide building setbacks that support generous public sidewalks, street tree planting with required soil volumes, and pedestrian amenities; and
- g. Provide a pedestrian-scale streetwall of approximately 2 to 4 storeys in height with good street proportion and variation in base building massing, materials and articulation.

Neighbourhoods

- 8.17 A variety of low-rise building types up to four storeys in height, including detached houses, semi-detached houses, townhouses and multi-unit buildings are permitted on lands designated *Neighbourhoods*.

9. Phasing

- 9.1 Development of lands within the Keele-St. Clair area will be reviewed to ensure the adequacy of non-residential uses, community service facilities, green infrastructure, physical infrastructure and parkland. Phasing plans may be required as part of complete applications for development to ensure the timely delivery of non-residential uses and community infrastructure.
- 9.2 In addition to the holding by-law provisions of the Official Plan, the use of holding provisions in the Secondary Plan area may be used to:
- a. Reduce potential conflicts with the delivery of St. Clair-Old Weston Station ~~and the planned improvements identified in the St. Clair Avenue West Area Transportation Master Plan;~~
 - b. Ensure construction of St. Clair-Old Weston Station ~~is substantially complete, to the satisfaction of the City,~~ has commenced prior to residential occupancy of new buildings; ~~and~~
 - c. ~~Mitigate from any existing industries that may be negatively impacted by a greater intensity of residential development,~~ where appropriate.