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Intended for first presentation to Council: July 29, 1998
Adopted by Council: July 31, 1998

CITY OF TORONTO

BY-LAW No. 493-1998

To adopt Amendment No. 464 of the Official Plan for the City of North York.

WHEREAS authority is given to Council by the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and 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 HEREBY ENACTS as follows:

- 1.** Amendment No. 464 to the Official Plan of the City of North York, consisting of the attached text and schedules, is hereby adopted .
- 2.** That this by-law shall come into force and take effect on the day of the final passing thereof.

ENACTED AND PASSED this 31st day of July, A.D. 1998.

CASE OOTES,
Deputy Mayor

NOVINA WONG,
City Clerk

(Corporate Seal)

**AMENDMENT No. 464
TO THE OFFICIAL PLAN FOR
THE NORTH YORK PLANNING AREA**

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AMENDMENT No. 464

DOWNSVIEW AREA SECONDARY PLAN

Part One: Preamble

Introduction:

- Item 1: Amendment to Part C.1, Land Use
- Item 2: Amendment to Map C.1, Land Use
- Item 3: Amendment to Map C.1.2, Residential Communities
- Item 4: Amendment to Map C.7.1, Transportation
- Item 5: Amendment to Part C.9, Specific Policies (deletion of C.9.4 (Downsview Air Base) and incorporation of C.9.141 (de Havilland))
- Item 6: Addition of Part D.16, the Downsview Area Secondary Plan

Schedule A: Amendment to Map C.1, Land Use

Schedule B: Amendment to Map C.1.2, Residential Communities

Schedule C: Amendment to Map C.7.1, Transportation

Effect of the Amendment:

The purpose of this amendment is to add a new section to Part D of the Official Plan of the North York Planning Area to guide the development of the former CFB Toronto (Downsview) and nearby lands.

Part C.1, Land Use, is amended by adding thereto descriptions of the Park and Open Space, Research-Technology Park, Cultural Campus, Sport and Entertainment, Commercial Retail and Mixed Commercial Retail designations which only apply to lands subject to Part D.16.

Map C.1, Land Use, is amended to apply land use designations to these lands.

Map C.1.2, Residential Communities, is amended by the adding lands to the Roding and University Heights Communities.

Map C.7.1, Transportation, is amended by identification of transportation infrastructure required to support the development contemplated by this Secondary Plan and other amendments related to existing roadways.

Part C.9, Specific Policies, is amended by the deletion of C.9.4 (Downsview Air Base).

Public Meetings:

A public meeting was held by North York Community Council on July 22, 1998.

Toronto City Council, at its meeting held on July 29, 30 and 31, 1998, enacted By-law No. 493-1998.

PART TWO - THE AMENDMENT

The following text and schedules constitute Amendment No. 464 to the Official Plan of the North York Planning Area.

Item 1:

Part C.1, Land Use, is hereby amended by the addition of the following:

"2.25.0 LAND USE DESIGNATIONS FOR THE DOWNSVIEW AREA SECONDARY PLAN

"The Park and Open Space, Research-Technology Park, Cultural Campus, Sport and Entertainment, Commercial Retail and Mixed Commercial Retail designations only apply to lands subject to the Downsview Area Secondary Plan. Detailed policies respecting these districts are set out in Part D.16 of this Plan."

Item 2:

Map C.1, Land Use, is hereby amended to add the inset as shown on Schedule "A" hereto.

Item 3:

Map C.1.2, Residential Communities, is hereby amended as shown on Schedule B hereto.

Item 4:

Map C.7.1, Transportation, is hereby amended as shown on Schedule C hereto.

Item 5:

Part C.9, Specific Policies, is hereby amended by the deletion of Sections C.9.4 (Downsview Air Base).

Item 6:

Part D is amended by the addition of the following text as Part D.16, the Downsview Area Secondary Plan.

1 INTERPRETATION

- 1.1 The lands affected by the Downsview Area Secondary Plan are shown on Map D.16.1.
- 1.2 The text and maps of Parts A, B, C and D of the Official Plan for the North York Planning Area continue to apply to the lands affected by this Secondary Plan. In the event of a conflict between the text or maps of this Secondary Plan and those of Parts A, B, C or D of the Official Plan for the North York Planning Area, the text or maps of this Secondary Plan shall prevail to the extent of such conflict.

2 COUNCIL'S MAJOR GOALS FOR THE DOWNSVIEW AREA SECONDARY PLAN

Council's Major goals for the Downsview Area Secondary Plan are to:

- (a) create a major public park along Keele Street and an associated open space network that weaves the Secondary Plan area into the larger urban fabric, linking it with the City's broader green space system and the Black Creek and West Don River systems;
- (b) develop a unique, high quality, built environment in a park-like setting that accommodates the constraints imposed by the physical characteristics of the lands and exploits the exceptional topography and vistas presented by them;
- (c) provide for a balanced mix of urban land uses at an overall level of development consistent with the capacity of the regional transportation system, including a number of feasible and desirable transportation improvements and facilities, and that takes advantage of the potential of the Downsview subway station and other public investments in transportation infrastructure;
- (d) establish appropriate built form and land use relationships between development in the Secondary Plan area and adjacent lands;
- (e) celebrate and commemorate the significant military and aviation history associated with these lands and accommodate current and future military activities consistent with the overall park and open space vision for these lands; and
- (f) foster economic growth for the City, revitalize the Downsview community, generate opportunities for jobs, assessment and business development, and provide spin-off opportunities for adjacent industrial and commercial areas.

3 THE DEVELOPMENT FRAMEWORK

Council's goals for the Downsview Area Secondary Plan will be realized through a development framework that provides for:

- (a) a minimum of 88 ha (218 acres) public parkland on the east side of Keele Street and a minimum 1.6 ha (4 acres) of park east of Allen Road;

- (b) new residential neighbourhoods on Keele Street, north and south of Sheppard Avenue, and a new neighbourhood east of the Allen Road;
- (c) a full range of employment uses in a variety of settings, including high technology and research uses, retail and service commercial uses, sport entertainment and commercial recreation activities and cultural uses, and continued support for the operations of Bombardier Aerospace (de Havilland);
- (d) a cultural focus at the heart of the Secondary Plan area celebrating the area's military and aviation history, and provision for a continued military presence on the former Base lands at appropriate locations;
- (e) a system of attractive and generously proportioned park, trail and pedestrian linkages across key components of the Secondary Plan area, with connections to surrounding communities; and
- (f) an urban design framework identifying the unique historic and physical characteristics of the lands that are to be preserved and enhanced, and establishing policies to ensure the development of a high-quality urban environment.

Within the Downsview Area Secondary Plan, development areas include those areas shown on Map D.16.1 as Park and Open Space (POS), Research-Technology Park (RTP); Cultural Campus (CC); Sport and Entertainment (SE); Commercial Retail (CR); Mixed Commercial Residential (MCR); and Residential Density One (RD1) and General Institutional (G-INS).

4 STRUCTURE, FORM AND PHYSICAL AMENITY

It is Council's policy that the following principles regarding the structure, form and physical amenity of the Downsview Area Secondary Plan guide development within the Plan area.

4.1 Overall Development Structure

Overall development of the Secondary Plan area will be structured by:

- (a) a system of high quality linked parks and open spaces which contribute to the establishment of a cohesive park identity and a strong sense of place centred on the major park on Keele Street and conveyed throughout key development areas, particularly the Research-Technology Park, the Cultural Campus, the Sport and Entertainment area, the General Institutional area and the Mixed Commercial Residential area;
- (b) a network of public streets and development parcels which create a comprehensive street pattern;
- (c) the unique natural features of the area, including the meadows, ridges, natural drainage and low lying areas, as well as the views and vistas to the open prairie-like landscape, wooded areas and the City's downtown;
- (d) the re-establishment of the old Sheppard Street alignment along portions of Carl Hall Road and near the Allen Sheppard intersection, as an important organizing element for pedestrian activity; and
- (e) land uses, densities and building heights compatible with adjacent communities and with the height limitations imposed by the presence of the Downsview Airport.

4.2 Park-Like Character of the Public Realm

In order to achieve an attractive, inviting, comfortable and safe public realm, and to promote the extension of a “park character” within the Secondary Plan area, Council will ensure that:

- (a) the continuity, dimension and quality of public sidewalks reflect their importance in the overall pattern of streets, parks and public open spaces linkages;
- (b) pedestrian and cycling trails are established with linkages to the regional open space system; and
- (c) new buildings will have primary entrances on public streets and will incorporate, where appropriate, outdoor activity plazas and urban squares which relate to the broader circulation system; and
- (d) buildings, streets, sidewalks, parks and other publicly accessible open space are designed and developed to promote public safety, including the creation of clear visual and physical access to public open spaces from the street and other public open spaces.

4.3 Urban Design Guidelines

It is the policy of Council that Urban Design Guidelines be attached as an appendix to this Secondary Plan and form part of the guiding principles for all future development. The purpose of the Urban Design Guidelines shall be to:

- (a) illustrate and describe urban design concepts for the lands generally and for specific land use districts;
- (b) provide a context for co-ordinated incremental development; and
- (c) assist Council in evaluating development applications.

The Urban Design Guidelines will address matters such as, but not limited to:

- (i) the location, treatment and character of the linking elements of the open space network, including the linear parkway, park edges, alcove parks and activity plazas;
- (ii) measures to mitigate the impact of all parking facilities, including the visual impact of large surface parking lots;
- (iii) requirements to ensure attractive, safe and pedestrian friendly streets and protect unique natural features; and
- (iv) principles for ensuring appropriate built form and massing, public safety and pedestrian circulation in all precincts as well as the identification of detailed urban design requirements specific to each land use district.

5 HERITAGE AND PUBLIC ART POLICIES

5.1 Heritage

- (a) It is the policy of Council to encourage the preservation of buildings of heritage significance and to promote the incorporation of aspects of the aviation and military heritage in parks and publicly owned open spaces in the Secondary Plan Area, particularly in the Park and Open Space and Cultural Campus districts.

- (b) Prior to approving development of lands in the Secondary Plan area, the City, in consultation with the Province of Ontario, may require that an archaeological assessment of land proposed for development be undertaken. In the event that any significant archaeological remains are discovered, an appropriate mitigation strategy shall be prepared by the developer for the approval of the City and the Province.

5.2 Public Art

- (a) Council supports and encourages the achievement of public art in publicly accessible locations in the Downsview Area Secondary Plan as a means to create an interesting and attractive urban environment and to commemorate the military and aviation history associated with the lands.
- (b) To meet this objective, it is Council's policy that public art, including but not limited to sculptures, landscape design, structures, architectural treatment, murals, statues, functional elements such as street furniture and related elements created by artists or in collaboration with an artist be provided at appropriate locations in the Secondary Plan area. More particularly, Council shall:
 - (i) provide opportunities for public art on city owned lands;
 - (ii) secure significant public art in all developments exceeding 20,000 sm of total gross floor area; Council will seek public art contributions of one percent of the gross construction cost of the development; and
 - (iii) strongly encourage the Downsview Trust to develop a District Public Art Plan for all lands under its jurisdiction to ensure that public art is provided in a co-ordinated manner.

6 BUILDING HEIGHT

Development in the Secondary Plan area is subject to height limitations based upon Transport Canada criteria related to the continued operation of the Downsview Airport. Within the constraints of the airport height limits and consistent with the objectives of this Plan regarding physical form, compatibility with nearby low density residential neighbourhoods and encouraging transit-supportive development, Council shall establish maximum height limits appropriate to specific locations in the Secondary Plan area.

7 TRANSPORTATION AND CIRCULATION POLICIES

7.1 General

- (a) All developments within the area covered by this Secondary Plan must conform with the requirements of the Downsview Area Transportation Master Plan, as approved by City Council, which is an integral part of, and has the same force and effect as, this Plan.
- (b) It is the policy of Council that the streets and transit services providing access to and circulation within the Downsview Area Secondary Plan be developed as integral extensions of the City's street network and transit system.

- (c) The transportation system should provide a balanced range of travel options which encourage walking, cycling and transit to make the most efficient use of existing and future transportation infrastructure.
- (d) Transportation infrastructure and parking shall be provided as required to both meet the needs of new land uses and to ensure that adjacent neighbourhoods are protected from any impacts resulting from the new uses.
- (e) Transportation infrastructure facilities shall have as a first priority the intent to mitigate impact on the surrounding residential community.

7.2 Public Roads

- (a) There shall be no reliance on the local residential streets of adjacent communities to support the land uses or development levels associated with the Secondary Plan.
- (b) Road connections to the adjacent arterial network will be located and designed to minimize the potential for vehicles to infiltrate through adjacent communities, such as Grandravine and Whitburn Crescent, but with appropriate integration with the surrounding arterial road network in order to provide the adjacent communities with access to the Area's amenities. No through roads connecting the Allen Road and Wilson Heights Boulevard, or Sheppard Avenue and Wilson Heights Boulevard, will be permitted.
- (c) New transportation infrastructure serving the Secondary Plan area will include grade-separated directional ramps, offering high vehicle capacity and providing direct access from the Allen Road to development on the former Base lands.

7.3 Public Transit

The City will protect for the following potential future rapid transit improvements:

- (a) an inter-modal transfer station in the vicinity of the CN railway line (Newmarket Subdivision) and Sheppard Avenue to connect GO train service with the TTC subway system which could occur with the future extension of the Spadina subway line north and west from the Downsview station towards York University.
- (b) a potential future extension of the Sheppard subway west from Yonge Street to the CN railway line (Newmarket Subdivision) as shown in the Metro Toronto Official Plan and a potential future inter-modal transfer station in the vicinity of Carl Hall Road

Until such time as there is a commitment to extend the subway system, both options will be protected.

7.4 Parking

It is the policy of Council to discourage unnecessary automobile use and to encourage public transit. In support of these objectives, parking in the Secondary Plan area should be controlled and operated through means such as co-ordinated management of supply and demand, including the use of shared

parking, minimum and maximum parking standards related to distance from public transit facilities, time limits, shuttle buses, and appropriate operational and administrative policies, subject to municipal review. Council shall, in co-operation with the Toronto Transit Commission and the Toronto Parking Authority, undertake a review of provisions for commuter parking in relation to the Wilson and Downsview stations.

7.5 Bicycle and Pedestrian Circulation

It is the policy to encourage walking and the use of bicycles in and through the Secondary Plan area by the provision of:

- (a) well designed and safe off road bicycle trails and on-street bicycle lanes;
- (b) pedestrian and cycling paths with direct and convenient connections to rapid transit stations and bus stops; and
- (c) an adequate supply of secure bicycle parking on public sidewalks, near transit stations and high activity areas, and in park areas.

8 SCHOOLS

- (a) Council recognizes that schools are an integral community resource that serve the educational and community needs of residents within the City. Accordingly, Council shall seek to ensure that adequate school facilities are or will be available on a timely basis to meet the demand of new residential development in the Secondary Plan area.
- (b) When considering rezoning or subdivision applications for proposed residential development, Council shall consult with the Toronto District School Board and the Toronto Catholic District School Board to assess the anticipated impact of development on the adequacy of existing and proposed school facilities designated to serve students from proposed development and the need for additional school facilities.
- (c) To address the capital school facility requirements generated by residential development in the Secondary Plan area, Council will seek to secure, through appropriate agreements with each residential land owner and the School Boards, the provision of school facilities or appropriate financial contributions thereto.
- (d) Council will work with the Toronto District School Board to identify, based on a detailed analysis of the requirements for the provision of elementary school facilities, an appropriate site for an elementary school in the Secondary Plan area or required expansion to facilities in adjacent areas.
- (e) Council encourages the development of joint facilities among the Toronto District School Board, the Toronto Catholic District School Board and the City, and with other public or private interests, to maximize the effectiveness of public investment opportunities.

9 MUNICIPAL SERVICING

- (a) New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and electricity supplies, required to serve proposed development shall be provided and paid for by the developer.
- (b) Conduits and associated infrastructure to support the installation of future telecommunications networks within the road allowance shall be provided.
- (c) Development proponents shall provide engineering studies and designs as required by the City and other appropriate agencies to assess the desirability and feasibility of proposed engineering works and modifications, and all required infrastructure will be designed and built to City standards, be provided at locations approved by the City and be conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure.
- (d) Council shall explore opportunities to enhance the levels of service provided in adjacent areas during the review of studies and designs for development-related engineering works and modifications and may, where appropriate and feasible, seek to improve services in the context of the proposed development-related engineering works.
- (e) Stormwater management facilities shall be provided to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority. Council encourages sustainable management of stormwater runoff, not to exceed pre-development flows.

10 DEVELOPMENT POLICIES FOR LAND USE DISTRICTS

The land use districts which apply to lands in the Secondary Plan area are shown on Map D.16.1 and are described in the following sections.

10.1 Park and Open Space (POS)

10.1.1 Role and Function

The Park and Open Space area comprises a major public park, consistent with the Federal government's objective for creating a unique urban recreational greenspace. The Park and Open Space area will act as the hub from which a network of green "parkways" incorporating road, bicycle and pedestrian routes and landscaping would connect with adjacent land use districts. It is intended that the Park and Open Space area be a showcase for environmentally sensitive land and stormwater management techniques, preserving and regenerating the natural environment, and will be the location for facilities and complementary uses that meet a balance of local and regional park and recreational needs and that convey the military and aviation heritage of the lands.

10.1.2 Land Use and Density

- (a) Lands designated Park and Open Space as shown on Map D.16.1 shall have a minimum area of 88 ha. (218 acres).

- (b) Lands designated Park and Open Space shall be used for park and open space purposes and may include cultural, educational and recreational services for the public such as arenas, gardens, recreation centres, interpretive centres, pedestrian and bicycle trails, and accessory uses such as food service outlets to serve park patrons and service buildings.
- (c) A maximum area of 5 ha. (12 acres) located on the west side of the future southerly extension of Chesswood Drive may be used by the Department of National Defence for military purposes, such as an outdoor training area, notwithstanding the provisions of subsection (a) above.
- (d) A maximum of 4% of lands designated Park and Open Space may be used for buildings and structures.

10.1.3 Development Policies

- (a) Natural features in lands designated Park and Open Space, such as existing wood lots, vistas from high points of land and water features, are to be preserved, restored and enhanced, where feasible.
- (b) A predominantly green edge shall be provided along Sheppard Avenue, Keele Street and along any future public road forming the edge between the park area and the south residential neighbourhood. This edge may include appropriate park facilities and park-related uses such as gateway structures, recreational facilities, food service outlets to serve park patrons and service buildings.
- (c) Public roads in the park shall be designed to minimize pavement area and shall have a green edge treatment consistent with the linear parkway.
- (d) Council will ensure that the existing wood lot west of Sheppard Avenue remains visible from public roadways and that any development in the RD1 district adjacent to the wood lot has a buffer sufficient to safeguard the wood lot's environmental integrity.

10.2 Residential Density One (RD1)

10.2.1 Role and Function

Lands designated Residential Density One shall be developed as high quality, low density residential neighbourhoods, with attractive and safe public streets and walkways providing linkages to park areas, commercial facilities and adjacent communities.

10.2.2 Land Use and Density

- (a) A maximum density of 30 dwelling units per hectare (12 units per acre) shall be permitted on lands designated Residential Density One (RD1) on Map D.16.1.
- (b) Notwithstanding the provisions of Part C.4 of the North York Official Plan, on lands designated Residential Density One, the following will be permitted:

- (i) a mix of single detached, semi-detached, and townhouse dwellings; and
 - (ii) at the immediate northeast corner of Keele Street and Sheppard Avenue, a maximum area of 1 ha. (3 acres) may be developed with one or more multiple unit residential buildings having a maximum height of six storeys, the ground floor of which may be used for retail and service commercial uses; or for retail and service commercial uses, which may include residential uses, to a maximum density of 1.0 FSI.
- (c) A minimum 1.6 ha. (four acre) neighbourhood park should be protected for on lands designated RD1 located east of the Allen Road. Other civic uses that Council may deem appropriate for these lands may also be accommodated.

10.2.3 Development Policies

- (a) It is the policy of Council to ensure that the RD1 areas be designed to be safe and attractive neighbourhoods. In approving new development in the areas designated RD1, Council will ensure that:
- (i) a variety of housing types will be located on each street;
 - (ii) dwellings will front or flank on public streets;
 - (iii) a variety of facade treatments will be provided;
 - (iv) porch features will be encouraged and garage projections will be minimized;
 - (v) reverse lotting is not permitted adjacent to public roads or park and open space areas; and
 - (vi) opportunities will be provided for significant views to the park and open space system.
- (b) Where townhouses are proposed to be developed, Council will ensure that these are dispersed throughout each neighbourhood, and not concentrated in one area of the neighbourhood. Generally, no more than six townhouse units should be included in each townhouse building.
- (c) When approving development in the north neighbourhood, Council will seek to secure a road or walkway connection from the neighbourhood to the commercial plaza and nursing home lands (Casa Verde) located on the east side of Keele Street, north of Sheppard Avenue.
- (d) A fire station site of approximately 3,900 sm (1 acre) may be required in the south residential neighbourhood near the intersection of Keele Street and Tavistock Road. The City may consider a station incorporated into a larger development, provided adequate access to a public street is maintained.
- (e) In approving development in the RD1 areas, Council shall ensure the design review process set out in Section 11.5 of this Plan is secured.
- (f) No direct access shall be permitted from lands in the Secondary Plan to Wilson Avenue through the Mount Sinai Cemetery.

10.3 Research-Technology Park (RTP)

10.3.1 Role and Function

The Research-Technology Park is intended as a business park with a high-technology focus that will accommodate office, research, technology and related uses in a park-like setting. Development of the Research-Technology Park will foster economic growth, provide employment opportunities and assist in the creation of supportive relationships with businesses in nearby business parks. The re-use of the existing supply depot which occupies most of the district north of Carl Hall Road, presents an exciting and challenging design opportunity to be encouraged.

10.3.2 Land Use and Density

- (a) Lands designated Research-Technology Park as shown on Map D.16.1, shall be used for a range of research, technology and office employment uses such as, but not limited to, research laboratories, business offices and uses which store or process information. Of the 26 ha (65 acres) designated for such purposes, a maximum of 12 ha. (30 acres) may be located south of Carl Hall Road.
- (b) Retail stores, service commercial uses and restaurants are also permitted in the crosshatched area shown on Map D.16.1, provided they are located on the ground floor and front on to Carl Hall Road so as to encourage pedestrian activity along this street.
- (c) It is intended that the lands designated Research-Technology Park be developed up to a maximum gross floor area of 278,700 sm. (3,000,000 sq. ft.). The development will be limited to a maximum gross floor area of 92,900 sm. (1,000,000 sq. ft.) until such time as detailed transportation and parking studies demonstrate to the satisfaction of the City that this level of development can be supported.

10.3.4 Development Policies

- (a) Carl Hall Road bisecting the Research-Technology Park is intended to have a small town, main street character linking the Research-Technology Park, the Cultural Campus and the Park and Open Space areas. Development fronting on Carl Hall Road shall support the development of a small town, main street, character for this portion of Carl Hall Road.
- (b) Council will ensure that buildings in the Research-Technology Park are:
 - (i) sited in a park-like setting;
 - (ii) designed to be sensitive to and complement the surrounding park; and
 - (iii) have a maximum height of six storeys.
- (c) It is Council's policy that parking in the Research-Technology Park be principally located in structures or below ground.

- (d) To encourage visual connections and movement between the Park and Open Space lands and the Cultural Campus, a view corridor will be maintained on the south side of Carl Hall Road, west of the CN railway line, by the use of building setbacks or other appropriate measures.

10.4 Cultural Campus (CC)

10.4.1 Role and Function

The Cultural Campus will develop as a fine-grained, urban, pedestrian-oriented area, with a festive, atmosphere celebrating the military and cultural history of the Downsview lands. Development should preserve, reinforce and replicate the informal, close knit context created by existing buildings and support the shared use of rights-of-way by pedestrians and vehicles. A series of intimate public spaces, sense of spatial complexity and the informality of existing buildings will contribute to its role as a public destination at the heart of the Secondary Plan area.

10.4.2 Land Use and Density

- (a) Lands designated Cultural Campus shall be used for small craft industries, retail and service commercial uses, restaurants, museums, business and professional offices, cultural uses, theatres, galleries, educational uses, festive market areas, recreational activities, and similar purposes.
- (b) Retail stores, service commercial uses and restaurants are encouraged to locate on the ground floor of buildings fronting on Carl Hall Road to reinforce the small town, main street character of the street.
- (c) A maximum area of 14 ha. (35 acres) in the southerly part of the Cultural Campus, occupied by a decommissioned east-west runway, may be used by de Havilland for aircraft testing and servicing and a maximum area of 25 ha. (61 acres) south of the existing hangars may be used by the Department of National Defence for military training purposes.
- (d) This Plan does not specify a maximum permitted building area for the Cultural Campus. Maximum gross floor area shall be based on the application of relevant objectives, principles and parameters set out in this Plan and the Urban Design Guidelines, and will be established by Council on the basis of a Development Plan, as set out in Section 11.6 of this Plan. Until Council approves such a Development Plan, development in the Cultural Campus shall be limited to the existing buildings and minor additions thereto.

10.4.3 Development Policies

- (a) New development should maintain the close siting of buildings, maintain and augment the area's series of intimate public spaces, and its sense of complexity and informality. To support the building context established by existing structures, the renovation of existing buildings to accommodate new uses is particularly encouraged. New buildings should reflect the existing building context by using an appropriate scale and built form and complementary building materials and elements.

- (b) The portion of Carl Hall Road extending through this area is to have a small town, main street character and act as part of the principle connection linking the Park and Open Space and Sport and Entertainment areas. To create a focus for the Cultural Campus, the provision of an outdoor public space including features such water elements, public seating, a perimeter colonnade and public art is encouraged on the north side of Carl Hall Road.
- (c) Parking in this area is to be provided in small lots dispersed around the periphery of the Cultural Campus area or along pedestrian rights-of-way.
- (d) Development in the Cultural Campus will protect for a driveway south from Carl Hall Road to a future parking lot north of de Havilland's existing manufacturing facility.

10.5 Sport and Entertainment (SE)

10.5.1 Role and Function

Lands designated Sport and Entertainment provide for a range of high intensity sport, entertainment, commercial recreation and related uses. This area could accommodate the location of tourism attractions which would foster the creation of employment opportunities and supportive relationships with businesses located on nearby industrial and commercial lands and which would capitalize on the public infrastructure investments made in the Downsview subway station and the direct connection to Highway 401 created by the Allen Road.

10.5.2 Land Use and Density

- (a) Lands designated Sport and Entertainment shall be used for a range of sport, entertainment and commercial recreational uses and related uses including, but not limited to, movie studios and related production facilities, administrative offices, hospitality uses, restaurants, retail stores and complementary activities, excluding gambling casinos.
- (b) A maximum density of 0.875 FSI shall be permitted on lands designated Sport and Entertainment.
- (c) Prior to passing by-laws to permit development up to the maximum density permitted on these lands, Council shall be satisfied, on the basis of appropriate transportation impact studies undertaken by development proponents, that development to a maximum of 1.0 FSI can be accommodated by the existing regional transportation system or feasible and desirable improvements to it.

10.5.3 Development Policies

- (a) A direct, grade-separated pedestrian connection shall be provided to link the Downsview Subway Station to development at the south-west corner of Sheppard Avenue and Allen Road.

- (b) A well-defined, pedestrian walkway, of not less than 20 metres in width located generally along the former Sheppard Avenue right-of-way, shall be provided. The design, siting and key elements of this pedestrian walkway shall be consistent with the principles of this plan and the design criteria as set out in the Urban Design Guidelines attached to this Plan. In the event that the DCIEM facility is relocated in whole or in part, appropriate adjustments to the location of the walkway and park gateway element shall be required and secured to the City's satisfaction.
- (c) An activity plaza, being an active outdoor programmed area, shall be provided generally along the former Sheppard Avenue right-of-way. The design of the activity plaza should support active and passive uses, and be flexible in its design to accommodate large and small groups of people and should include such elements as trees, formal plantings, lighting, seating, public art and other public features. Guidelines for the nature and form of the activity plaza shall be determined during the zoning process in consultation with the neighbouring community.
- (d) Large surface parking areas are generally discouraged and in the long term parking is encouraged to be located in structures. The visual impact of large surface lots shall mitigated with significant landscaping and pavement treatments.

10.6 General Institutional (G-INS)

10.6.1 Role and Function

Lands designated General Institutional provide for a continued military presence and recognize the ongoing operation of the Defence and Civil Institute of Environmental Medicine (DCIEM). In the event that these lands are not required for military purposes, they may be used for institutional uses.

10.6.2 Land Use and Density

- (a) In addition to the uses permitted by Part C.6 of the North York Official Plan, lands designated General Institutional may also be used for military purposes, including outdoor training areas, an administrative building and armoury, and the Defence and Civil Institute of Environmental Medicine (DCIEM).
- (b) A maximum density of 1.0 FSI shall be permitted on lands designated General Institutional.

10.6.3 Development Policies

- (a) Military facilities shall comply with Section 4.2 of this Secondary Plan while recognizing their military security requirements.
- (b) In the event that the DCIEM facility is relocated in whole or in part, appropriate adjustments to the location of the walkway and park gateway element located generally along the former Sheppard Avenue right-of-way in the Sport and Entertainment area shall be secured to the City's satisfaction.

10.7 Commercial Retail (CR)

10.7.1 Role and Function

Lands designated Commercial Retail will support the evolution and expansion of retail and service commercial uses in the City, including the provision of new format retail uses in an urban setting. Development in the Commercial Retail area will help to integrate these isolated lands into the City's larger commercial structure and stimulate re-investment in the area, particularly along Wilson Avenue.

10.7.2 Land Use and Density

- (a) On lands designated Commercial Retail, the following uses shall be permitted:
 - (i) retail and service commercial uses such as retail stores, restaurants, supermarkets and complementary retail and service commercial uses; and
 - (ii) subject to Section 11.7 (b) of this Plan, a maximum of two retail warehouses having a gross floor area greater than 9,000 m².
- (b) The continued use of the Dennison Armoury lands for military purposes is permitted.
- (c) A maximum density of 0.5 FSI shall be permitted on lands designated Commercial Retail.
- (d) Council may, on the basis of transportation studies submitted in support of development applications, apply limitations to development, including restrictions on the range or size of uses, to address the transportation impacts of mixing permitted uses.

10.7.3 Development Policies

- (a) Development on these lands shall establish an appropriate urban streetscape by, among other things, siting commercial uses along street frontages, minimizing the amount of surface parking at the street line, combining entrance driveways to individual buildings and the provision of landscaping and other streetscape improvements. The provision of small retail stores with direct pedestrian access to Wilson Avenue is also encouraged.
- (b) Council encourages the consolidation of the TTC commuter parking lot in this area into a larger development parcel to provide improved access from the Wilson Station to new retail and service development in this district.

10.8 Mixed Commercial Residential (MCR)

10.8.1 Role and Function

Lands designated Mixed Commercial Residential support the establishment of an intensive, mixed use, transit-oriented sub-centre in the vicinity of the Downsview subway station as identified on Map A-2 in the Official Plan.

10.8.2 Land Use and Density

- (a) Lands designated Mixed Commercial Residential shall be used for residential, office, retail and service commercial uses and public parkland.
- (b) A maximum density of 1.5 FSI shall be permitted on lands designated Mixed Commercial Residential, of which a maximum of 1.0 FSI may be used for commercial purposes, including a maximum of 23,225 sm (250,000 sq. ft.) which may be used for retail and service commercial uses.

10.8.3 Development Policies

- (a) Built form should provide appropriate transitions of height, massing and scale which support the creation of a transit-oriented sub-centre in the vicinity of the Downsview subway station. and ensure that development adjacent to low-density residential areas is of compatible scale and character.
- (b) Buildings in the vicinity of the Downsview subway station should generally not exceed 12 storeys in height.
- (c) Vehicular access to lands designated MCR shall only be provided from the Allen Road and Sheppard Avenue.

10.9 Land Use Policies for TTC Yards and de Havilland (IND)

10.9.1 Bombardier Aerospace (de Havilland)

Role and Function

The existing aircraft manufacturing facility, and associated runway, owned by Bombardier Aerospace (de Havilland) is the City's largest manufacturing employer and a significant component of the GTA's aerospace industry. The continued operation of de Havilland at Downsview is supported by this Plan.

Land Use, Density and Development Policies

The provisions of Part C.8, Section 4, and the provisions of Section C.9.141 of the North York Official Plan continue to apply to these lands.

Council will encourage de Havilland lands to undertake site improvements, such as enhanced buffering and landscaping adjacent to the Ancaster Community and development of a new north parking lot with access to Carl Hall Road. Council will secure such improvements in the context of any development approval for these lands.

10.9.2 TTC Yards

Role and Function

The TTC Yards perform an essential public service in support of the City's rapid transit objectives.

Land Use, Density and Development Policies

The existing policies of the North York Official Plan which apply to these lands north of Wilson Avenue are not altered by this Secondary Plan.

Council will seek to improve visual impact of the TTC Yards through landscaping and other measures and will secure such improvements as part of the Transit Road extension.

11 IMPLEMENTATION

11.1 General

This Plan is to be implemented by the separate and combined actions of both the public and private interests in the Downsview Area Secondary Plan. This Plan is to be implemented using some or all of the following:

- (a) detailed zoning by-laws, Section 37 by-laws, "H" (holding) by-laws, plans of subdivision, consents, part lot control, and site plan review; and
- (b) sub-division agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Plan, such as, but not limited to, the provision of public infrastructure, pedestrian and vehicular bridges and underpasses, public art, off-site improvements, park gateways sanitary and storm sewers, municipal water supply and easements for such facilities and services.

No density transfer between or among land use districts within the Secondary Plan area shall be permitted.

11.2 "H" By-laws

- (a) As permitted by the Planning Act, Council may, when enacting by-laws to permit development in accordance with this Plan, append an "H" symbol to the zone district on the map schedules of the Zoning By-law as (H). The by-law shall specify the use to which lands, buildings or structures may be put at such time in the future as the Holding Symbol is removed by amendment to the by-law.
- (b) The Holding Symbol will be removed from the by-law at such time as agreements pursuant to Sections 37, 41 or 50 of the Planning Act, 1990, as the case may be, have been executed to secure the provision of such facilities, services or matters required for the desirable development of the land or which meet public objectives set out in this Secondary Plan and the North York Official Plan, as set out in Section 11.2 (b), above.

11.3 Transportation

11.3.1 Transportation Master Plan

In order to support the levels and types of development contemplated by this Secondary Plan, a number of new transportation facilities as well as improvements to the existing road network will be required as development proceeds. These facilities and improvements are detailed in a Transportation Master Plan, prepared as a separate document which forms the basis for future environmental assessments that may be required for specific transportation works.

The major transportation improvements required to support the development levels permitted in the Secondary Plan are shown conceptually on Map C.7.1 and identified below:

- (a) extension of Transit Road northerly to Chesswood Drive and southerly to Dufferin Street;
- (b) grade-separated directional ramps between the Allen Road and extension of Transit Road;
- (c) internal collector roads connecting the northerly extension of Transit Road westerly to Sheppard Avenue and Keele Street;
- (d) a road/rail grade separation across the existing CN Rail line at the new east-west internal collector;
- (e) a centre turn lane on Keele Street from Wilson Avenue to Finch Avenue;
- (f) signalized intersections on the Allen Road to service the Sport and Entertainment and Mixed Commercial Residential areas; and
- (g) protection for future public rights-of-way (shown as local roads) connecting Sheppard Avenue to the northerly Transit Road extension at Yukon Lane and generally in the vicinity of Kodiak Crescent.

Additional modifications to existing roadways, new intersections and intersection improvements, including a potential signalized intersection on Wilson Avenue to serve the Commercial Retail area, and related monitoring activities are elaborated upon in the Transportation Master Plan. These requirements shall be refined, protected for and implemented as needed through the development approval process.

11.3.2 Environmental Assessment

The location and design of major new roads, road improvements and intersection improvements are subject to the requirements of the Environmental Assessment Act. The Transportation Master Plan forms the basis and foundation for future environmental assessments that may be required for specific transportation works under the Class Environmental Assessment for Municipal Road Projects. In accordance with the Class Environmental Assessment requirements, the work undertaken as part of this Master Plan Transportation Study is recognized as the first two phases of the planning and design process of the Class EA. Subsequent phases will result in an Environmental Study Report (ESR) that will detail potential social, economic and environmental effects of specific projects and appropriate mitigation measures.

11.3.3 Travel Demand Management

The City will encourage proponents of major office and employment developments to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips, and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use, such as maximum parking standards, parking sharing arrangements, public parking structures, and payment in lieu of parking may be required on sites within walking distance of rapid transit stations.

11.4 Monitoring

- (a) Development of the Secondary Plan area is expected to occur incrementally over many years, and the timing and phasing of necessary transportation improvements will depend on a number of factors, including the nature and rate of development, changes in travel behaviour and transit modal split. The City will develop a formal program to monitor development levels and trends and associated travel characteristics. The monitoring program will address:
 - (i) traffic volumes on principal roadways and at key intersections, based on periodic traffic counts in the area;
 - (ii) travel characteristics of employees, residents and visitors, including vehicle occupancy, modal split, trip distribution, peak hours of travel, etc.;
 - (iii) evaluation of traffic volumes and transit ridership in the context of available capacity;
 - (iv) parking availability, location and the impacts of pricing policies;
 - (v) evaluation of existing, planned and proposed development; and
 - (vi) traffic infiltration in residential areas.

The findings of the monitoring program will form the basis of future comprehensive transportation analyses, will inform the periodic reviews of the Secondary Plan, and may be considered in the review of individual development applications and the development of local neighbourhood traffic management plans.

- (b) Council will monitor the impact of development on sanitary sewers, municipal water supplies and storm sewers to ensure the capacity of these facilities keeps pace with development, and to ensure that levels of service in adjacent areas are not reduced. Council shall not enact zoning by-laws permitting development to proceed unless Council is satisfied that adequate capacity to serve the proposed development properly is available, or will be provided prior to the occupancy of any development which relies on it.

11.5 Siting and Design Review for Low Density Housing

- (a) To ensure that the development of low density housing provides a pedestrian-friendly environment and an attractive public realm, the development of single detached, semi-detached and townhouse dwellings on lands affected by this Secondary Plan will be subject to Siting and Design Review.
- (b) To implement this process, Siting and Design Review Guidelines shall be formulated by the development proponent and approved by the City which:

- (i) establish appropriate siting of dwellings and garages;
 - (ii) establish the appropriate extent of garage projections;
 - (iii) control the repetition of building facades;
 - (iv) ensure the provision of front porches;
 - (v) establish special facade treatments for houses on corner lots or T-intersections, and for houses flanking open spaces; and
 - (vi) identify minimum building design performance standards relating to such matters as minimum roof pitches.
- (c) As a condition of approval of subdivision applications in Residential and Mixed Commercial Residential areas, the developer shall engage the services of a qualified architect, acceptable to the City, who shall review all building plans and certify their compatibility with the goals, objectives and policies of this Secondary Plan and applicable Siting and Design Review guidelines prior to the issuance of building permits.

11.6 Development Plans

- (a) To provide a context for co-ordinated incremental development and assist Council in evaluating the conformity of proposed development with the relevant provisions of this Plan and the Urban Design Guidelines, Council may require the submission of a Development Plan prior to approving development on lands in the Research-Technology, Sport and Entertainment, Commercial Retail and Mixed Commercial Residential.

Council shall require a Development Plan for the Cultural Campus prior to approving any substantial new development in that area in order to establish permitted densities and appropriate built form. For the purposes of the Development Plan in this district, Council may consider the submission of one or more such plans, provided each plan includes sufficient information to enable Council to evaluate the proposed development's conformity with the Secondary Plan and the Urban Design Guidelines.

- (b) Development plans should indicate the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes and should demonstrate how the development policies of this Plan and of the relevant land use district will be achieved. More specifically, such plans will show:
- (i) the proposed massing of buildings, including heights, setbacks, and distribution of density;
 - (ii) the location, dimensions and character publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
 - (iii) protection and enhancement of significant views and landscape focal points;
 - (iv) the general location, size and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different building sites or uses may be shared and to assess the effect of these facilities on public sidewalks and pedestrian routes; and

- (v) the location of street-related uses and principal pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movement along the street is supported and reinforced.

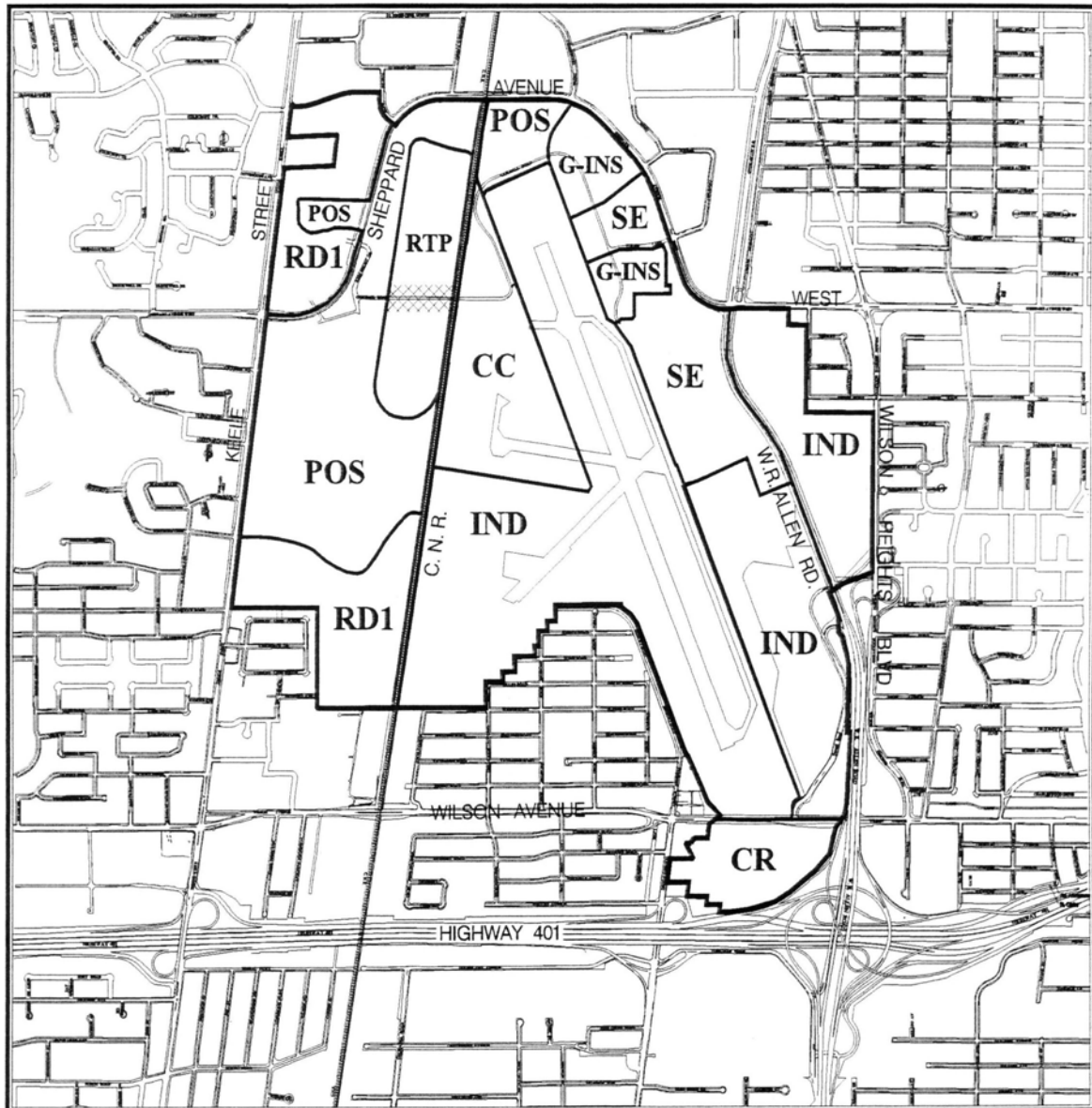
11.7 Other Development Requirements

- (a) Where applicable, studies of noise and vibration may be required to be submitted in support of applications proposing the development of sensitive land uses in proximity to sources of noise or vibration, such as the CN railway line, arterial roads, highways or existing industrial operations. These studies shall assess existing and forecast conditions, evaluate existing on-site mitigation features, and recommend additional required mitigation measures.
- (b) Any application proposing the development of retail and service commercial uses having an aggregate total gross floor area greater than 9,000 m² (96,900 sq. ft.) shall submit a market impact study in a form and using methods acceptable to the City demonstrating the impact of the proposal on the long term planned function of the commercial structure, including local retail strips and, where appropriate, recommending strategies to support the continued viability of local retail areas.


11.8 Future Studies

- (a) It is the goal of Council that a major public park and an associated open space network be created in the Secondary Plan area. A study will be undertaken by Canada Lands Co. Ltd., in consultation with the City and other stakeholders, to identify the purpose and function of the Park and Open Space area and may include other parts of the Secondary Plan area. In determining the program and design of the park, the study will address, and incorporate where appropriate, public comments and submissions on the proposed park and the principles and findings of the Downsview Urban Design Study.
- (b) Future development scenarios for the lands designated MCR and RD1 east of the Allen Road, and the northeast and northwest corners of the Allen/Sheppard intersection, should be refined in a public process involving residents in the adjacent communities. This study, which will include participation by representatives of the local community, will examine urban form and other built form matters and may include a design competition. Road network and future civic requirements for the lands at the Allen/Sheppard intersection will also be addressed in this study.

SCHEDULE "A"




Amendment to Map C.1

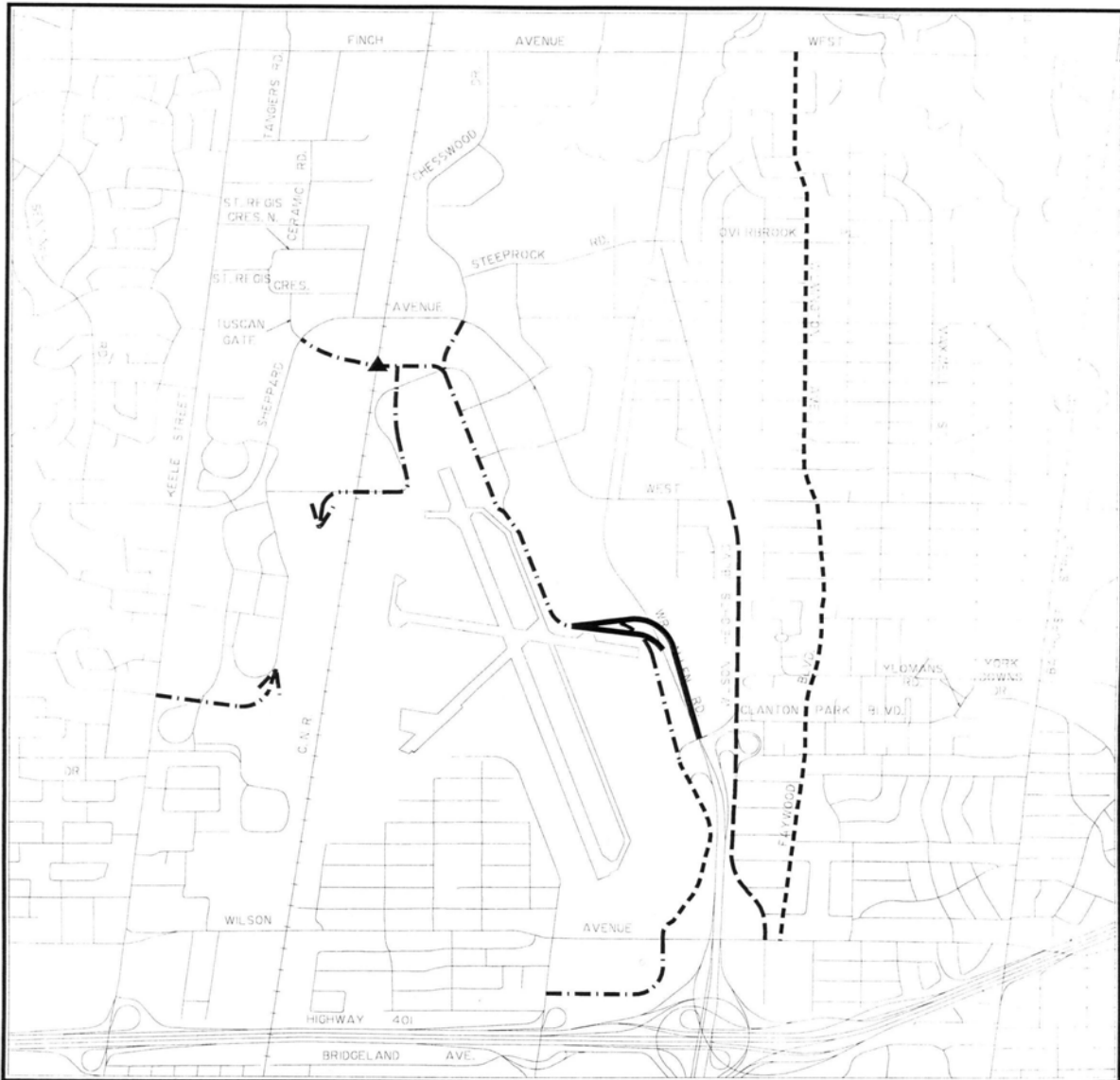
<p>File No. UD03-DNL</p> <p>Prepared by: Z.R.</p> <p>Approved by: J.B.</p> <p>Date: JULY 24/98</p> <p>Filename: OP-267/3310</p>	<p>RD1 - Residential Density One</p> <p>IND - Industrial</p> <p>SE - Sport and Entertainment</p> <p>CC - Cultural Campus</p> <p>RTP - Research Technology Park</p> <p>POS - Park and Open Space</p> <p>G-INS - General Institutional</p> <p>CR - Commercial Retail</p> <p style="text-align: center;">Map D.16.1</p> <p style="text-align: center;">Downsview Land Use Plan</p>	<p>Toronto North York Civic Centre</p> <p>SCALE: 0m 100 200 300 400 500 600</p> <p> SUBJECT PROPERTY</p>
<p>Location:</p> <p><small>Source: Official Plan, By-Law, Lot Line, Street Line and Street Name Data - North York Planning Department. Street lines represent street dedications/road allowances and do not represent actual as-built curb lines of streets.</small></p>		

SCHEDULE "B"



Amendment to Map C.1.2

		Toronto North York Civic Centre	
File No.	UD03-DNL	SCALE: 0m 100 200 300 400 500 600	
Prepared by:	Z.R.		
Approved by:	J.B.		
Date:	JULY 23/98		
Filename: OP-265/3197			
Location:			
<small>Source: Official Plan, By-Law, Lot Line, Street Line and Street Name Data - North York Planning Department. Street lines represent street dedications / road allowances and do not represent actual as-built curb lines of streets.</small>			

SCHEDULE "C"**Amendment to Map C.7.1**

<p>File No. UD03-DNL</p> <p>Prepared by: Z.R.</p> <p>Approved by: J.B.</p> <p>Date: JULY 23/98</p> <p>Filename: OP-266/3217</p>	<p>----- Collector Road</p> <p>- . - . - Minor Arterial Road</p> <p>- Proposed Collector Road</p> <p>————— Proposed Arterial Road</p> <p>————— Local Road</p> <p>▲ Proposed Grade Separation</p>	<p>Toronto North York Civic Centre</p> <p>SCALE: 0m 100 200 300 400 500 600 700</p>
<p>Location:</p> <p>Source: Official Plan, By-Law, Lot Line, Street Line and Street Name Data - North York Planning Department. Street lines represent street dedications/road allowances and do not represent actual as-built curb lines of streets.</p>		