

Authority: North York Community Council Report No. 6, Clause No. 23,
as adopted by City of Toronto Council on July 24, 25 and 26, 2001
Enacted by Council: July 26, 2001

CITY OF TORONTO

BY-LAW No. 635-2001

To adopt Amendment No. 504 of the Official Plan for the former 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. 504 to the Official Plan of the City of North York, consisting of the attached text and schedules, is hereby adopted.
2. This By-law shall come into force and take effect on the day of the final passing thereof.

ENACTED AND PASSED this 26th day of July, A.D. 2001.

CASE OOTES,
Deputy Mayor

JEFFREY A. ABRAMS,
Acting City Clerk

(Corporate Seal)

**PREFACE AND EXPLANATORY NOTES
TO AMENDMENT NO. 504
TO THE OFFICIAL PLAN OF THE CITY OF NORTH YORK**

INTRODUCTION

This amendment consists of the following two items:

ITEM 1 amendments to Part D.16 – DOWNSVIEW AREA SECONDARY PLAN

ITEM 2 amendments to Map C.1 – DOWNSVIEW LAND USE PLAN

LANDS AFFECTED BY THIS AMENDMENT

This amendment concerns lands within the Downsview Secondary Plan area, in particular those lands at the south-west and south-east corners of Allen Road and Sheppard Avenue West.

EFFECT OF THE AMENDMENT

The effect of this amendment is to amend the policies of Part D.16, the Downsview Area Secondary Plan to permit mixed commercial residential and office and employment uses at the south-west corner of Allen Road and Sheppard Avenue West, and mixed commercial residential and residential uses at the south-east corner of Allen Road and Sheppard Avenue West.

This amendment also amends Map C.1, Downsview Land Use Plan to redesignate lands at the south-west and south-east corners of Allen Road and Sheppard Avenue West from Sports and Entertainment (SE) and Industrial (IND) to Office and Employment (OE), Mixed Commercial Residential A (MCR‘A’), Mixed Commercial Residential B (MCR‘B’), Residential Density One (RD1) and Residential Density Four (RD4).

PUBLIC MEETINGS

The North York Community Council considered this amendment at a statutory public meeting held on July 11, 2001, after written notice of such meeting had been sent to all persons assessed in the expanded notification area as set by Council for matters related to the Downsview Area Secondary Plan. It was the Community Council’s decision to recommend approval of this application.

On July 26, 2001 City Council enacted By-law No. 635-2001.

**AMENDMENT NO. 504
TO THE OFFICIAL PLAN FOR THE CITY OF NORTH YORK**

The following text and schedule constitute Amendment No. 504 to the Official Plan of the City of North York.

ITEM 1: PART D.16 – DOWNSVIEW AREA SECONDARY PLAN is hereby amended as follows:

Clause 1 Section 3, THE DEVELOPMENT FRAMEWORK, is hereby amended by deleting the designations *Mixed Commercial Residential (MCR)* and *Sport and Entertainment (SE)* in the last paragraph and adding the designations *Office and Employment (OE)*, *Mixed Commercial Residential 'A' (MCR'A')*, *Mixed Commercial Residential 'B' (MCR'B')*, and *Residential Density Four (RD4)*.

Clause 2 Section 4.1, OVERALL DEVELOPMENT STRUCTURE is hereby amended by deleting the words *Sport and Entertainment* and replacing with the words *Office and Employment*.

Clause 3 Section 9, MUNICIPAL SERVICING, is hereby amended by adding the following policy (f):

(f) *The City will consider cash in lieu of on-site water quality treatment facilities to achieve Council's goal of water quality treatment on a comprehensive watershed basis.*

Clause 4 Section 10.2.2, LAND USE AND DENSITY, sub-section (c) is hereby amended by deleting the word *neighbourhood* and replacing with the word *linear*.

Clause 5 Section 10, DEVELOPMENT POLICIES FOR LAND USE DISTRICTS, is hereby amended by adding the following new section as 10.3 RESIDENTIAL DENSITY FOUR (RD4) and renumbering the existing subsequent sections accordingly:

10.3 RESIDENTIAL DENSITY FOUR (RD4)

Role and Function

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

Land Use and Density

(a) *The detailed range of permitted land uses is listed in Part C.4 Section 3.6;*

Development Policies

It is the policy of Council that the Consolidated Allen Sheppard Urban Design and Development Framework Study be attached as an Appendix to this Plan, and form part of the guiding framework for future development at the Allen Road and Sheppard Avenue intersections.

Clause 6 Section 10.6 (as re-numbered), SPORT AND ENTERTAINMENT (SE), is hereby amended by deleting the entire section and replacing with the following:

*10.6 OFFICE AND EMPLOYMENT (OE)**Role and Function*

Lands designated Office and Employment provide for a range of office, sport, entertainment, retail and service uses. This area should provide employment opportunities including tourist attractions and create supportive relationships with businesses located on nearby industrial and commercial lands, 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.

Development will help to integrate these vacant lands into the surrounding area and stimulate re-investment in the area, particularly along Sheppard Avenue West.

Land Use and Density

- (a) The lands shall be used for a range of office, sport, entertainment and commercial retail and service uses including, but not limited to, entertainment studios and production facilities, administrative offices, hospitality uses, restaurants, retail warehouse and retail stores, excluding gambling casinos. Retail development in the northern portion of this designation (north of the G-INS) may include the provision of new format retail uses in an urban setting.*
- (b) Subject to Section 11.7 (b) of this Plan, a maximum of one retail warehouse having a gross floor area greater than 9,000 m² shall be permitted in the "OE" district north of the "G-INS" district.*
- (c) Maximum density of 1.0 FSI shall be permitted of which a maximum of 65,030 m² (700,000 ft²) may be used for commercial office purposes.*
- (d) Maximum lot size of 10 ha. (25 acres) shall be permitted.*
- (e) 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.

- (f) *A minimum 0.5 ha. (1.4-acre) public park owned and operated by Parc Downsview Park, the Federal government and/ or the City should be provided.*

Development Policies

It is the policy of Council that the Consolidated Allen Sheppard Urban Design and Development Framework Study be attached as an Appendix to this Plan, and form part of the guiding framework for future development at the Allen Road and Sheppard Avenue intersections.

- (a) *A well-defined, pedestrian walkway, of not less than 20 metres in width will be located generally along the former Sheppard Avenue right-of-way. 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 and the Consolidated Allen Sheppard Urban Design and Development Framework Study attached to this Plan. In the event that the Defense and Civil Institute of Environmental Medicine (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;*
- (b) *An activity plaza, being an active outdoor programmed area, is 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;*
- (c) *Development on these lands should 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 Sheppard Avenue West or the new Transit Road Extension is also encouraged;*
- (d) *Large surface parking areas are generally discouraged and, in the long term parking, is encouraged to be located below grade. Where surface parking must be provided the visual impact of large surface lots shall be mitigated with significant landscaping and pavement treatments including trees and lighting, throughout parking lots and along the edges;*

- (e) *Buildings are to be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, scale, texture, architectural detail and expression;*
- (f) *Street related buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces;*
- (g) *The public faces of these buildings are to align with neighbouring buildings in a manner that defines these spaces in a continuous manner like the walls of a room;*
- (h) *Buildings should be sited and organized at-grade to enhance the public nature of streets, open spaces and pedestrian routes. Grade related dwellings, retail uses and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on public street frontage, visible and accessible from the public sidewalk;*
- (i) *Parking, servicing, mechanical equipment and automobile drop off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are to be provided for these functions and ramps to parking garages should be provided within the building;*
- (j) *Buildings, streets and publicly accessible open spaces are to be designed to be barrier free; and*
- (k) *To promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:*
 - (i) *well-designed, coordinated landscape improvements to sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks and where appropriate, laneways are to be provided in a manner that promotes access, orientation and confidence of personal safety;*
 - (ii) *high quality usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes, are to be provided in conjunction with new development; and*
 - (iii) *a pedestrian weather protection system of canopies, awnings or colonnades are to be incorporated into new development along the sidewalk edge of important pedestrian streets or edges of certain open spaces and at the entrances to commercial and residential buildings.*

Clause 7 Section 10.9 (as renumbered), MIXED COMMERCIAL RESIDENTIAL (MCR), is hereby amended by deleting the entire section and replacing with the following:

Mixed Commercial Residential-A (MCR-A)

Lands designated Mixed Commercial Residential-A support the establishment of an intensive mixed use, transit-oriented sub-centre in the vicinity of the Downsview subway station.

Land Use and Density

- (a) The lands shall be used for residential, office, retail and service commercial uses, public parkland, transportation facilities and public parking;*
- (b) The predominant use of lands shall be developed for both commercial office and residential uses. New development will be focused primarily along Allen Road and Sheppard Avenue West frontages and shall be encouraged to locate non-residential uses such as retail or small offices at grade;*
- (c) The maximum density of up to 3.0 FSI shall be permitted based on the Development Policies noted below.*

Mixed Commercial Residential-B (MCR-B)

Lands designated Mixed Commercial Residential-B support the establishment of mixed use transit-oriented developments in the vicinity of the Downsview subway station.

Land Use and Density

- (a) The lands shall be used for residential, office, retail and service commercial uses, public parkland, transportation facilities and public parking;*
- (b) The predominant use of lands shall be developed for residential uses;*
- (c) The maximum density of up to 2.0 FSI shall be permitted based on the Development Policies noted below.*
- (d) A minimum 2 ha. (5-acre) neighbourhood park should be provided.*

Development Policies

It is the Policy of Council that the Consolidated Allen Sheppard Urban Design and Development Framework Study be attached as an Appendix to this Plan, and form part of the guiding framework for future development at the Allen Road and Sheppard Avenue intersections.

The following development policies apply to both the Mixed Commercial Residential-A and Mixed Commercial Residential-B designations:

- (a) Height and building intensity are to be concentrated at the intersection of Sheppard Avenue and Allen Road. Buildings at the intersection may have a height of 45 metres.*
- (b) Buildings are to step down in height away from the corner to provide a transition to the surrounding stable areas. Buildings along Allen Road and Sheppard Avenue are to define the streets in a balanced manner.*
- (c) Buildings are to be massed, at an appropriate scale, to ensure good sunlight, sky views, and wind conditions in streets, parks and open spaces as described in the Consolidated Allen Sheppard Urban Design and Development Framework Study.*
- (d) Buildings are to be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, scale, texture, architectural detail and expression.*
- (e) Buildings are to be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy as described in the Allen Sheppard Urban Design and Development Framework Study. All streets, parks and publicly accessible open spaces are to be overlooked by active building faces.*
- (f) Street related buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces.*
- (g) The public faces of these buildings are to align with neighbouring buildings to define public spaces in a continuous manner like the walls of a room.*
- (h) Buildings should be sited and organized at-grade to enhance the public nature of streets, open spaces and pedestrian routes. Grade related dwellings, retail uses and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on public street frontage, visible and accessible from the public sidewalk.*
- (i) Parking, servicing, mechanical equipment and automobile drop off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are to be provided for these functions and ramps to parking garages should be provided within the building.*
- (j) Resident, visitor and retail parking should be generally located below grade.*

- (k) *To promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:*
- (i) *well-designed, coordinated landscape improvements to sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks and where appropriate, laneways that promotes access, orientation and confidence of personal safety;*
 - (ii) *high quality usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;*
 - (iii) *a pedestrian weather protection system of canopies, awnings or colonnades incorporated into new development along the sidewalk edge of important pedestrian streets or edges of certain open spaces and at the entrances to commercial and residential buildings;*
 - (iv) *buildings, streets and publicly accessible open spaces are to be designed to be barrier free.*
- (l) *A well defined, pedestrian walkway, of not less than 20 metres in width will be located generally along the former Sheppard Avenue right-of-way west of Allen Road. 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.*
- (m) *Large surface parking areas are generally discouraged and, in the long term parking, is encouraged to be located in structures. Where surface parking must be provided the visual impact of large surface lots shall be mitigated with significant landscaping and pavement treatments including trees and lighting throughout parking lots and along the edges.*
- (n) *Indoor community facilities located on the ground floor of buildings adjacent to the neighbourhood park are encouraged;*
- (o) *Developments which exceeds 5000 m² (53,820 ft²) in gross floor area will be required to provide a Traffic Impact Study and traffic certification by a qualified transportation consultant stating that the development meets with the following traffic criteria:*
- (i) *The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting*

bordering streets and properties;

- (ii) The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for nearby residential communities;*
- (iii) The project provides sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use;*
- (iv) The traffic resulting from occupancy of the proposed development does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level.*

ITEM 2: MAP C.1 – DOWNSVIEW LAND USE PLAN is hereby amended in accordance with the attached Schedule “1” to this amendment.

